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 F - K

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Comments by interested and affected parties with surnames starting with F (pages 1 – 14)

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| Elesteer, Colin <u>colinelesteer@tellkomsa.ne</u> + | 07/09/2022 | A creative and peachily concept. Also, an upgrade to Muizenberg A boost for the community as a whole! | Comment noted. |
| Via written comments at the Open House | | I recommend proposal A. | A hybrid of Option A and B have been consid see sections B 4.4 and H 1.3. |
| Eybers, Neil Neil.Eybers@capetown.go v.za Via Email | 21/09/2022 | Dear Tarryn I am currently working within the Planning, Development and PM Office of the Community Services and Health Directorate. Our staff include Landscape Architects who are extremely talented and passionate about creating better public spaces. We were discussing the Zadar Sea Organ in Croatia and how amazing this instrument is (see link below). https://www.youtube.com/watch?v=n86pF-wQKrw I listened to it and realised that it was a sound that to me was synonymous with something I had heard before (see link below). https://www.youtube.com/watch?v=dIL TdONVBs Muizenberg is of course a hugely special place for so many of us as Capetonians, and I have no doubt that early Capetonians (in pre-colonial times) wandered the hills, mountains and coastline frequently. How special if artistic elements such as a sea organ could be incorporated into the Muizenberg Beachfront Upgrade but linked to our indigenous peoples. Please let me know if this is even possible and how our department can engage more actively with the process being followed. Kind regards Neil Eybers Planning, Development & PMO (PDPMO) Community Services and Health Directorate | Sea Organ Comment noted. As the coastal defence struct on the crest of the beach, a sea organ will permanently exposed to the water and way structure will require construction below the impact on the coastal dynamics. It should be noted that the primary objective of coastal protection to proactively replace the steps in order to maintain and preserve the coastal protection is the landward portion upgrading of the hard and soft landscaping a parking area. The City of Cape Town's Coastal Management the various line departments regarding the departments, including Community Services of |
| Fanakal, Steven stevenf@faircape.co.za | 29/08/2022 | I would request copies or a link to the details plans relating to this proposed application. | A link was provided to download and view the |
| Via Website | | Request that I am registered as an interested and effected party and request that I am placed on your email list for all future correspondence relating to this application. | You have been registered as an interested an |

sidered in the draft Basic Assessment Report,

ructure is located above the high-water mark, vill not be feasible. A sea organ needs to be vave motion to operate. Constructing such a ne low tide mark and will have a significant

e of the project is the new stepped revetment he old wooden seawall and degraded stone e Muizenberg beachfront. Secondary to the on of the project scope comprising of the g and buildings as well as the formalising of the

nent Branch have had internal discussions with e proposal and obtaining inputs from these is and Health Directorate.

the plans presented at the Open-House.

and affected party.

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| Farrell, Louise Ifarrell568@gmail.com | 16/09/2022 | Hi there | |
| Via Email | | Could you please register me as an interested party? I surf most weekends at Muizenberg and will be affected by the proposed development. Thank you firstly for creating a vision for the development. I do however have a few queries/comments with respect to the proposed development as follows: | You have been registered as an interested and |
| | | Option A: | |
| | | The Ablution Block Why does the ablution block need to demolished? Is this to create the seamless pedestrian experience? If that principle is revised, one could restore the current ablution block or build the new ablutions in the current space The position of the new ablution block blocks the view of the sea completely. In addition it would appear that the buildings are not in sympathy with the Shark Spotters and NGO buildings. The symmetry and design of the current buildings provides history and heritage From an area that was open and allowing free flow from the parking area to the beach, it is now partially blocked off. One of the attractions of eating at certain establishments is that you could see the sea and comment on the conditions Area 5 I notice that the current open shower has been removed completely? This shower has been used to rinse surfboards, body boards and of course swimmers. It is also a useful congregation point to chat about ones' experiences in the water It does not make sense to make this a skateboard, bike etc area given that this would be the main access to the proposed ablution block as well as the Surf NGO who normally have at least 12 to 15 surfers at a time. This area is also the main access area from the parking and road Area 2 I am not an expert on sea swell and wave action. Would the removal of the wall impact on the wave action? Muizenberg is well known for its suf and is a key tourist destination and it would be a tragedy if this is affected by the removal of the wall/steps The coloured beach huts (recently restored). The replacement looks particularly cramped next the the pavilion. Again why not keep these huts where they are currently? | New ablutions It is necessary to relocate the ablution building of defence structures and is being damaged by in the littoral active zone. Attempting to protect result in the loss of beach around the building in the area. Following the public comments received, the landward of the central shower plaza in close of within the high pedestrian traffic zone for ease special focus on universal access of the ab- existing architectural style and include universal wheelchair accessible showers with bench for be kept in the central area as well as the shower side of beachfront. Knee level taps for feet at a See the "Development Proposal" and Figure Assessment Report for further details on the ab- Views Regarding views, as the proposed ablution buil the existing ablution building and is of similar existing arrangement. The proposed building improve the situation. The roof is split in two hilds corridor and reduce the blocking that would reduce the ablution building to further reduce the factor Shower The same number of outdoor shower facilities the as in the existing beachfront. Additionally to the feet will be supplied at central locations. |
| | | The new parking area I cannot see where the road access is for this new parking? | Skatepark The City has decided that the installation of a s |
| | | Access across the railway line Has any thought been given to access across the railway line? The subway is not generally used and most people use the open gate to cross the actual railway line. What is the feasibility of creating a footbridge? | Not currently feasible, thus it has been removedOcean dynamicsAs per the PRDW Specialist Coastal Modellingexisting wooden revetment with a concrete stnot expected to influence the sediment dynamics |

and affected party.

ig as it is currently built seaward of the coastal by sustained wave action as a result of being tect the building in its current location would ing and negatively affect sediment dynamics

the proposed ablution building is located a proximity to the existing, next to the beach case of use and to improve access. There is ablution facilities. The design shall maintain ersal access toilet/family change rooms, and for seat along ablution building. Showers will wer at the pergola/event pavilion on western at ablution building are also included.

re 2 under Section B (4.4) of the draft Basic ablution building.

building is placed in line and just landward of ar size, the impact on views is similar to the ing roof arrangement has been optimised to be hipped roofs to create a new central view d result from a continuous roof. Furthermore, za and parking area will remain wrap around acade of the building.

es will be provided in similar central locations the outside showers, low taps for washing of

a skate park at the Muizenberg Beachfront is ved from this project.

ng reports, the proposed replacement of the e stepped revetment as coastal protection is dynamics, offshore sandbanks and surfing

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| | | | conditions differently than the existing coast considers climate change and sea level rise in |
| | | | See Section G (3.5) for a summary of the speci the full reports can be found in Appendix G. |
| | | | Please note that during construction, tempore of the existing sea wall to serve as tempore nearshore hydrodynamics caused during the duration and to the area of work. Work will b portions of the beach will be affected at a tir Any effects are thus temporary of nature. |
| | | | Beach huts The City acknowledges the character value of intend to keep the same number (8) of huts w |
| | | | Due to the setback of the proposed coastal p and proposed promenade alignment interfa- beach huts. At the time of refurbishment of the were notified that the promenade will be set beach huts are currently located and that available for the position of the beach huts promenade where they will also act as a win arrangement will follow the historical rhythm beach huts will be accessible from the showed an inviting environment on either side of them |
| | | | See the "Colourful beach huts" subheading of the draft Basic Assessment Report for further d |
| | | | Parking (road access) The access to the formalised western parking and the access to the eastern increased po location. |
| | | | Access to railway line (footbridge) The train station and associated rail infrastruct the City's jurisdiction. Any upgrades within the by PRASA and is outside the scope of this p particularly because of the station building Muizenberg Beachfront and it's heritage signif |
| | | | A level cross is most suitable and preferable ra of space and beach activities as it provides navigate with surfboards and other beac wheelchair accessible will require a long ramp that there are two gate entrances from the Sta entrances from Main road to the beachfront. |
| | | | |

stal protection structures. The project design in the design of the coastal protection.

cialist coastal modelling studies. Additionally,

orary berms will likely be constructed seaward orary coastal protection, any effect on the he construction is limited to the construction II be executed in a sequence and thus only time and not the entire beachfront at once.

e of colourful beach huts at Muizenberg and within the beachfront.

Il protection and promenade, the excavation rfaces with the location of the existing eight the existing eight huts, the responsible persons set back as part of the project to where the at this location is therefore only temporarily uts. They will be centrally located along the wind break to the central shower area. Their hm of small-small-large, as at St James. The wer plaza and beach side in order to create em.

g along with Figure 2 under Section B (4.4) of details.

ng will be via the large Surfers' Corner circle parking area at the pavilion is at its current

ucture is owned by PRASA and falls outside of the rail reserve must therefore be undertaken is project. This recommendation is supported ing's contribution to the character of the unificance.

rail crossing arrangement considering the use es the shortest travel distance and is easy to ach user equipment. A footbridge that is mp, which are space hungry. Please also note Station to the beachfront as well as a subway nt.

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| Via Email Fee, Gareth garethfee@mweb.com Via written comments at the Open House | 07/09/2022 | JUDY FAVISH Attached document: COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident) My main concern is how the modification, particularly to the subsiding masonry steps area, which affect the sediments (sand)movements and the surf. I'd like to see a thorough hydrodynamics model included in the environmental impact assessment for one reason. The main attraction to Muizenberg beach is the surf and this should be a priority to avoid any negative impacts. I prefer option B. | COMMENT ON PROPOSED UPGRADE FOR MU OVER The Point In order construct a uniform, robust coastal d and sediment dynamics best practice to create avoiding the construction of any headland type energy and could disrupt sediment dynamics. Additionally, by removing the existing stone stills step alignment retreats several meters landword of more beach space here closer to what it h areas as it historically was before the corner stills of land reclamation exercise to create reside parking area. Ocean dynamics As per the PRDW Specialist Coastal Modelling existing wooden revetment with a concrete still not expected to influence the sediment dy conditions differently than the existing coastal considers climate change and sea level rise in See Section G (3.5) for a summary of the specied the full reports can be found in Appendix G. Please note that during construction, temporari of the existing sea wall to serve as temporari nearshore hydrodynamics caused during the duration and to the area of work. Work will bills portions of the beach will be affected at a time Any effects are thus temporary of nature. |
| Ferreira, Stefan | 15/09/2022 | Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town, | |
| Ferreira, Stefan <u>stefan@cthechange.com</u> Via Email | 15/09/2022 | Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town, This submission is a response to the call for public comment on the proposed upgrade of the Muizenberg beachfront. As a Cape Town resident I realise that the City needs to invest in climate change resilience, so overall I am happy to see these plans considered, but I think there are some issues with the current proposal – most notably the work proposed on the car park. | Your comment is noted. |
| | | | Parking |

MUIZENBEG BEACHFRONT: A CALL TO START

al defence structure, it is coastal engineering create smooth alignments along the coast, type structures, which attract and focus wave nics.

ne steps/point the proposed promenade and dward. This allows reinstatement and creation t it historically was, connecting the two beach er steps were constructed in the 1900's as part sidential erven, currently known as the gravel

lling reports, the proposed replacement of the te stepped revetment as coastal protection is t dynamics, offshore sandbanks and surfing astal protection structures. The project design se in the design of the coastal protection.

ecialist coastal modelling studies. Additionally,

borary berms will likely be constructed seaward borary coastal protection, any effect on the the construction is limited to the construction will be executed in a sequence and thus only a time and not the entire beachfront at once.

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| | | There is an opportunity here to correct some historical planning oversights in addition to protecting the area against rising sea levels, and I think you should take some time to reconsider. Please see attached a more detailed comment and some recommendations prepared by Young Urbanists. I have no details to add but wanted to send this to add my voice to their proposal. | The focus of the project is not to solve the par Instead of trying to meet the growing parkir additional open space provision, the object deviation margin. To mitigate the parking sho areas and public transport facilities will b highlighted. |
| | | Sincerely, Stefan Ferreira 079 538 0823 | By rationalising the parking layouts, approxicould be retained on a reduced footprint. The retreat to ensure more dry beach and the line beach as well as a widened promenade, get Locally indignous vegetation will be used infrastructure. |
| | | Attached document: Stefan Ferreira Comment: Muizenberg beachfront Upgrade 15/09/22 Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town, | 'Formalising' the parking area refers to surface bays, indicating one way circulation, demarca areas (walkways and road way) and the ad surface storm water drainage. In oder to re Muizenberg Beachfront these formalised pare material that exisitng parking bays are surface well in the coastal environment and result in ashpalt and dark gravel parking areas. All par |
| | | 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. Mainly, replacing the exiting gravel parking area with paving bricks. This comment includes four parts: | Alternative uses of this space are acknow convenient parking to the beachfront is well the medium term. Paving of the area does n of the area such as those proposed by com the larger city has evolved toward a public tra proposed arrangement be used for markets of public space in the City given that the event p for such application. |
| | | I) Comments on the upgrade in general II) Recommendations III) Conclusion The current plan is indifferent to a lot of existing policies and plans from the City of Town. I as a citizen seek to bring solutions to the table to ensure any upgrade to public infrastructure takes a holistic, ethical and traversal approach. | Furthermore, it is envisioned that the western p precinct, this projects scope area, will remain It is believed that if the long-term public transp use of personal cars, busses and taxies reduc parking is not required by beach users, the po No fixed building infrastructure is constructed future repurposing of the area. |
| | | As the City continues to rapidly grow, we cannot afford to operate in silos to other departments and plans. This is critical for the city to respond now to the many crises we face from economic, health, climate (that is at the heart of this coastal upgrade), biodiversity and transport. | A weekday and Saturday parking demand so survey indicated a parking occupancy level the peak period on a Saturday, the parking s of more than 100%. The parking around the gravel parking area are well-used and is over |
| | | As such, dedicating a large part of any upgrade to parking and the use of hard infrastructure is not only indifferent to a lot of plans, but fuels the crisis it is trying to fend off. We implore the project team to look at the following plans and integrate them into its design and land-use output: | As such, replacement of the existing parking of term. The existing eastern and western parking and the status quo regarding the overall num |

arking problem at the beachfront.

king demand, or removing parking in lieu of ective is to retain the status quo with a 5% nortfall, pedestrian linkages to nearby parking be established/enhaced and the routes

This frees up space for people: infrastructure linking of the Muizenberg's sandy and rocky generous seating steps and soft landscaping. ed to soften parking areas, buildings and

acing the parking area, marking out parking arcation of pedestrian and vehicle movement addition of services such as area lighting and pretain and enhance the character of the parking areas will be surfaced with the same ced with. The permeable clay pavers perform in lower local temperatures as compared to parking will remain free of charge.

weedged, the current use of the area as all defined in parking counts and is required in not preclude possible future alternative uses mmentators if the overall transport system of transport centred system. The space can in its and other gatherings or events like any other permitting and request procedure is followed

n portion of the larger Muizenberg beachfront n to be used as is for the medium to long term. sport opportunities improved to the point that uce to the extent that the proposed area of parking area can be repurposed at such time. ed in the parking areas, which would prevent

survey was carried out as part of the TIA. The el of more than 50% during the week. During survey indicated a parking occupancy level e Beach Road roundabout and the informal er-utilized.

areas are not feasible in the short to medium king areas shall be formalised and optimised mber of parking bays will be maintained. The

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| | | I. The latest draft of the Integrated Development Plan II. The latest draft of the Municipal Spatial Development Plan III. Comprehensive Integrated Transport Plan 2019 - 2023 IV. Cape Towns Water Strategy V. City of Cape Town Climate Change Action Plan VI. 2017 Cycling Strategy VII. Latest NMT Policy and Strategy VIII. Guidelines for the Provision of Open Space in South Africa, 2017, Prepared for the National Department of Rural Development and Land Reform, Republic of South Africa Comments on the upgrade in general The problem of less public space for people or do we want more parking When it comes to urban planning, many South African municipalities including the City of Cape Town have taken a very car-centred approach. Adopting policies that not only | total number of parking bays in the precinc parking bays may be lost in one area and add In accordance with Policy Statement 38, the reduce private vehicle dependency in lieu retaining the parking status quo in the midst demand. Retaining the parking status quo (Objective10.2A) along the beach as shops an patrons. It is unrealistic to think that the use of alternative to the beach for surfers who live be the GAB Muizenberg line and future MyCiti line the fleet's limitation to safely carry with abnor parking at this Metropolitan Coastal Node will t Should a reduction of parking be feasible in fu re-used in the construction of paths while the the meantime, the parking area can double film viewings etc. |
| | | prioritise the car but also come at the detriment of quality public transport, non- motorised transport (walking and cycling), the environment and quality people- centred public spaces that promote a pedestrian-orientated and child-friendly environment. | See the "Parking Areas" subheading along with the draft Basic Assessment Report for further drelated policy alignment, see Section E (4.2). Policy alignment – Full |
| | | Parking is a negative outcome of this and the main driver of a litany of crises. This upgrade seeks to reinforce our dependency on cars and does not integrate the area's many qualities whether it is the beachfront, commercial areas, coastal walking routes and public transportation. The University of California, Los Angeles professor Donald Shoup (<u>https://www.shoupdogg.com/</u>) says "parking is fertiliser for more cars" (<u>PDF) The High Cost of Free Parking (researchgate.net)</u> . Parking bay provision increases housing prices (<u>Parking Requirement Impacts on Housing Affordability (vtpi.org)</u>) and causes urban sprawl (<u>https://theconversation.com/what-can-our-cities-do-about-sprawl-congestion-and-pollution-tip-scrap-car-parking-118393</u>) - causing environmental degradation via land change as well as increasing travel distances. How can we meet our climate (<u>South Africa pledges more ambitious</u>) | <u>NMT</u> The Southern Suburbs District Plan classifies Mu Place and highlights that a key concern is to re Muizenberg Beach is of metropolitan significa throughout the Metropolitan Area. The beac (cycling, skateboards, scooters, running, walkir the Golden Arrow Bus service as well as taxis) the scope of this project to improve the NMT of project aims to consider the implications of the enhancements as well as improving NMT move transport facilities from the site. |
| | | climatetargetsAPNews)andspatialequitygoals(SoCR16- MainReportMainReport02Spatial.pdf)when we do this?While I recognise we have a public transportation problem, we cannot allocate key spaces for car parking adjacent to a public transport interchange and the ocean but rather seek to strengthen NMT and improve public transportation, public spaces that will strengthen our local (and endangered) ecological and commercial economies.The proposed car park sits next to a public transport interchange and building a | People are granted reasonable ac The safety of NMT users is prioritise giving preference to cyclists and period NMT users' needs are prioritised over routes at grade and requiring vehic Muizenberg is Cape Town's flagship attempt is made in the design to accessible. The accessibility of the beach is perspective by ensuring direct links |
| | | sea of car parking is a big setback for the area to meet the City of Cape Town's vision for densification and transit-oriented development. | access to the beach along the pro The parking area (along the railway line) to be doubles as a public space for the use of even |

nct will remain very similar, although a few dded in another.

he measure implemented to systematically u of the use of promote public transport is at of oversubscription and increased parking uo will also safeguard economic activity and restaurants rely on public parking for their of public transport will be a viable commute beyond the catchment of the Southern Line, ines, not only because of coverage, but also normal luggage like surfboards. The need for ill therefore remain for the foreseeable future. future, the paving could easily be lifted and he land is transformed into a park or other. In le up as an event space for markets, shows,

with Figures 2 and 5 under Section B (4.4) of details on parking. For further details on NMT .

Muizenberg Beach as a Coastal Destination retain public access to the beachfront. Since cance, it should be accessible to those living ach is accessed by non-motorised transport king and paddling), public transport (railway, is) and the private car. Although it is outside T and public transport system to the site, the of the existing networks and potential future vement through the site and access to public

policy statements in the following way:

- access to the beach
- ised by reducing conflict with vehicles and pedestrians
- over that of the motorists by retaining all NMT hicles to ramp up to cross NMT routes
- nip universal access beach and as such every to ensure that all walkways are universally

is improved form a pedestrian and cyclist iks to other NMT routes as well as continuous promenade.

be resurfaced will be designed as such that it ents such as night markets.

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| | | With the Southern Line returning, this development contradicts not only the | |
| | | National Department of Transport and the Spatial Planning and Land Use | <u>IDP</u> |
| | | Management Act (SPLUMA) but the array of policies and plans identifies above. | In accordance with IDP objective 10.2.A th Muizenberg Beach for residents across the City |
| | | There is a golden opportunity to use this space to bring the community together around a quality public space that integrates with the ocean and the public | creating safe and generous links for use bus stop and between the bus stop and |
| | | transport interchange that speak to the array of crises we face from economic, biodiversity, transport, and climate to health. | ensuring that the promenade links with I proposed class 4 NMT facility along Atl |
| | | The problem of hard infrastructure to open public spaces | the mountain, the connection with the Walkway to St James; |
| | | | retaining the status quo with regard to p |
| | | The proposal only seeks to use hard infrastructure - while I understand this is part of the defence against the rising sea level, the rest of the upgrade inland shows | In accordance with IDP Objective 13.1 NMT li lighting and be universally accessible. By im |
| | | only concrete being employed with no visible urban landscaping. | improved linkages to NMT facilities, the project alternative modes of transport when commut |
| | | Urgent clarity is needed on "soft landscaping." | parking bays to meet the growing parking den |
| | | This decision is deeply worrying and seeks to further exacerbate our biodiversity | NMT will be prioritised in this project by ensuring and where they cross vehicular circulation |
| | | and water crisis. Namely, the development is at odds with these plans: | walkway remain at the same level and vehic Paving is used to accentuate the walkway, pa |
| | | I. Cape Towns Water Strategy and; | |
| | | II. City of Cape Town Climate Change Action Plan | By replacing the failing revetment along the be improve resilience to the impact of climate cha |
| | | Every redevelopment or development the city undertakes needs to be consistent with the above plans where Water Sensitive Urban Design (WSUD) (Water Sensitive | 10 (and more specifically Objective 10.2) t infrastructure'. |
| | | Design Future Water (uct.ac.za)) and Biodiversity Sensitive Urban Design (BSUD) | |
| | | (Here's how to design cities where people and nature can both flourish | <u>CIPT 2032</u> |
| | | (theconversation.com)) are employed. | According to the City's Integrated Public Trans continue to be serviced directly by the Souther |
| | | Water Sensitive Urban Design can bring the following benefits: | and GAB that are not accounted for in this plan Statement 35 in the IDP, the project will improv |
| | | Reduced volume of stormwater entering waterways, leading to an improved aquatic environment. | transport, in order to facilitate affordable ad transport catchment area. Bicycle storage fac |
| | | Improved stormwater quality, leading to improved water quality in rivers and bays. | stop and railway station. |
| | | Reduced reliance on drinking water to irrigate green spaces. | <u>Train</u> |
| | | Flood mitigation by intercepting stormwater flows. | The Southern Line will not be returning to fill effi |
| | | Improved biodiversity as a result of wetlands and rain gardens. | a local government responsibility, however the |
| | | Decreased urban heat island effect as a result of increased green space and increased irringition appreciate | services and the devolution of rail functions to |
| | | and increased irrigation capacity.Increased levels of permeable or unsealed soil and soil moisture. | Cape Town". |
| | | Biodiversity Sensitive Urban Design can bring the following benefits: | Taxi |
| | | Protect and create a habitat for local endangered species | According to the 2014 and 2019 STATS SA Gene in the usage of trains as a mode of transport of |
| | | Help species disperse from the area. | with people commuting with taxis approxima |
| | | Minimise anthropogenic threats caused by bad urbanisation. | reliability of the railway service is improved, |
| | | Promote ecological processes of the area. Encourage positive human-nature interactions through a new public | Muizenberg Beach with the train is unlikely to does not service the majority of Cape Town's |
| | | Encourage positive normali-induce interactions intrough a new public space (a car park does not sit well). | offer a feasible transport alternative for the m project recognizes the dominance of minibus to |

the project will ensure public access to ity by

users from the beach to the train station and and train station (IDP Objective 12.1.A);

th NMT facilities around the site, including the Atlantic Road, the York Road connection to the elevated promenade and the Coastal

to parking.

AT links will include traffic calming measures, improving access to public transport and ject aims to encourage beachgoers to use huting to the beach in order for the existing lemand. In line with SDP Policy Statement 20, ing that pedestrian walkways are continuous on areas or parking areas, the pedestrian encies are required to ramp up and down. particularly where it interacts with vehicles.

beach with a stepped revetment, which will hange, the project responds to IDP Objective) to 'restore and improve priority coastal

ansport Network 2032, Muizenberg Beach will hern Railway Line only (in addition to the taxis blan). In line with Spatial Strategy 3 and Policy rove NMT linkages through the site, to public access to the beach for those within the acilities will also be provided close to the bus

efficiency overnight. The passenger rail is not the City will "continue advocating for better s to ensure a quality, reliable rail service for

eneral Household Survey, there is a reduction ort due to the commuter rail service decline, mately 4 times more than trains. Even if the ed, the percentage people commuting to to change dramatically as the Southern line n's neighbourhoods and therefore does not majority of Capetonians to the beach. The us taxis as mode of public transport, as per IDP

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| | | Please <u>read and consider this briefing note* on how to employ WSUD and BSUD</u> <u>principles for car parking if my comment will be ignored.</u> (*Link to briefing note broken at time of checking) Recommendations | Objective 12.1.C. The minibus taxis will contin commuters as well as the Main Road paralle The parking bays within and around the site and wait for commuters. |
| | | I hope the City of Cape Town and the project team take the following recommendations into account and revise their approach, methodology and design outcomes: I. Use the space as a public space with mixed/multiple usesconsult the community about what they need other than resorting to a car park. Can be a public park, a public transport interchange, a skatepark, a place for a market to take place, a community library, or a centre. We need to think proactively, not reactively. | <u>Cycling</u> The CITP's vision for cycling is that "Cape Tow where cycling is an accepted, accessible and and visitors alike." To this effect, and in line with proposal provides people with the opportunity promenade; improves the safety of cyclists by preference to cyclists and pedestrian and pro- will be well distributed across the site and le Cycling route is planned for Atlantic Road, all the site is however beyond the scope of this p |
| | | II. Integrate and improve the public transport interchange into the new space. Use this area to tie the area together by integrating the space with the following in mind: A. Non-Motorised Transport like cycling and active mobility B. Golden Arrow Bus stop C. The Muizenberg Train station III. Add cycling and other active mobility parking facilities IV. Connect to a segregated cycling lane (class 1 or 2) for the area V. Employ BSUD and WSUD principles for the whole development VI. Add more Golden Arrow buses. The current frequency is poor both to Simonstown and CBD, Cape Town | Parking In accordance with Policy Statement 38, the reduce private vehicle dependency in lieu retaining the parking status quo in the midst demand. Retaining the parking status quo (Objective10.2A) along the beach as shops ar patrons. It is unrealistic to think that the use of alternative to the beach for surfers who live be the GAB Muizenberg line and future MyCiti lin the fleet's limitation to safely carry with abno parking at this Metropolitan Coastal Node will Should a reduction of parking be feasible in for re-used in the construction of paths while the the meantime, the parking area can double film viewings etc. |
| | | This new development can either adhere to best practices and show the vision for the City of Cape Town or it can succumb to silo thinking and reinforce our car dependency and use of hard infrastructure. | See Section E (4.1 – 4.4, 10) of the draft Basic A of how the Muizenberg Beachfront Refurbish and policies. |
| | | Together we can respond to the myriad of crises and be more caring and ethical through the spaces we produce as a city. Stefan Ferreira | Concrete revetment Following public comment, areas landward of from concrete surfacing to paved areas us existing character and material use. In order to sustain the harsh marine conditions |
| | | | future and to provide long-term robust coor revetment portion), concrete must be used to for the coastal defence structure. In order to during future storm events the 3m wide pro- spaces landward of the promenade will be pavers, seating wall, planters with indigenous existing landward spaces. The clay pavers per result in lower local temperatures as compare |

tinue to use the bus embayment to drop off lel parking bays, as they are currently doing. e will also remain available should taxis park

wn is the premier Cycling City in South Africa and popular mode of transport for all – residents with the Cycling Strategy's key focus areas the ity to cycle along the beach by widening the by reducing conflict with vehicles and giving roviding cycling infrastructure. Bicycle parking located conveniently. Note that a class 4 although implementation of bicycle lanes to project.

the measure implemented to systematically u of the use of promote public transport is st of oversubscription and increased parking you will also safeguard economic activity and restaurants rely on public parking for their of public transport will be a viable commute beyond the catchment of the Southern Line, ines, not only because of coverage, but also normal luggage like surfboards. The need for ill therefore remain for the foreseeable future. future, the paving could easily be lifted and he land is transformed into a park or other. In le up as an event space for markets, shows,

Assessment Report for a detailed description hment fits in with the applicable frameworks

d of the 3m wide promenade was changed using clay segmented pavers to align with

ns and expected increase in wave energy in oastal defence infrastructure (the stepped o provide the required strength and durability to sustain the expected wave overtopping romenade will also be concrete, but open e surfaced with permeable segmented clay bus plants, play areas or lawns, similar to the perform well in the coastal environment and red to ashpalt and dark gravel parking areas.

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|---|------------------|---|---|
| | | | To mitigate the impact of introducing co aggregate finish will be used as opposed to more natural earthy gravel look and feel, and used along the beachfront businesses and ne See the "Development Proposal" and Figure |
| | | | Basic Assessment Report for further details. Soft landscaping Following public comment more planted are suited to these harsh conditions. Locally in recreational purposes will be planted inste vegetation suited to the harsh False Bay coast design. Storm water run-off will be directed int and to include automatic irrigation when run (indigenous) lawn and artificial grass will used Maintenance of any planted areas and me utmost importance to the project, hence o climatically suited plants) will be incorporated |
| | | | See the "Soft Landscaping" subheading alor draft Basic Assessment Report for further deta |
| Flanagan, Susan <u>susandf@telkomsa.net</u> Via Email | 02/09/2022 | Thanks Nina for the cc in on the email and highlighting our need to Tarryn. Our ask is not huge, but it is an important one as it is such a touristy and well used stretch of the coastline plus it will a very positive social benefit to us as the community/residents as well. | Your comments are noted. |
| | | It's a beautiful open space within the Muizenberg/St James/Kalk Bay area. It most certainly is great to read that the Muizenberg Beachfront is getting an upgrade and do hope to look forward to a positive ripple effect on Danger Beach Park. | Recreation and Parks did a minor investment |
| | | Regards Sue | |
| Foret, Rene | 20/09/2022 | Good day | Concrete revetment |
| Rene.haggis@gmail.com Via Website | | As a citizen of the Cape Flats in Cape Town, I read with interest the intention to upgrade and formalise the Muizenberg Beachfront precinct. Any upgrade to a public space is laudable, yet it needs to be an improvement in all senses and not merely a convenience. A uniform, highly structured public space, as the proposal seems to contain, can appear monotone and lifeless, as is the case with an increasing number of recently paved or tarred public spaces in the city, and does seem fitting in a leisure area situated directly at the coast where people come to unwind away from the often-bleak surroundings of the Cape Flats. A softer approach would be more appropriate, in my opinion. | |

concrete, a sand coloured and exposed to a typical grey concrete finish, providing a nd tying into the exposed aggregate concrete next to the station building.

e 2, 3, and 4 under Section B (4.4) of the draft

areas are included. Trees are not climatically indigenous vegetation as well as lawn for istead. More planters for hardy indigenous astal environment will be incorporated into the into planted areas for watering and infiltration un-off not available. A combination of natural ed where applicable.

maintenance of any new infrastructure is of only appropriate plant species (indigenous, ed in applicable locations.

ong with Figure 8 under Section B (4.4) of the stails.

nt in Danger Beach Park in 2022.

d of the 3m wide promenade was changed using clay segmented pavers to align with

ons and expected increase in wave energy in coastal defence infrastructure (the stepped to provide the required strength and durability r to sustain the expected wave overtopping promenade will also be concrete, but open

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|--|------------------|---|---|
| | | My suggestion: I would like to see some greening incorporated into the designs by way of indigenous plants and trees, with hardy, coast friendly flora being used that requires minimum water and maintenance. Perhaps a traffic island consisting of succulent plants; parking area borders with some fynbos ground cover and bushy foliage; some strategically placed trees that act as sentinels / gateways between different sections of the parking areas. I believe that introducing greenery as well as other natural elements like boulders would have the effect of breaking up what could be a heat absorbing, monotone and unfriendly looking space, and creating a more uplifting and pleasing effect more in line with a recreational space. The flora used could be labelled and thus serve an educational as well as aesthetic purpose and help to foster an appreciation for local flora. Sincerely Rene Foret | spaces landward of the promenade will be a pavers, seating wall, planters with indigenous existing landward spaces. The clay pavers per result in lower local temperatures as compared To mitigate the impact of introducing co- aggregate finish will be used as opposed to more natural earthy gravel look and feel, and f- used along the beachfront businesses and ne See the "Development Proposal" and Figure 2 Basic Assessment Report for further details. Soft landscaping Following public comment more planted are suited to these harsh conditions. Locally in- recreational purposes will be planted inster vegetation suited to the harsh False Bay coaster design. Storm water run-off will be directed inter and to include automatic irrigation when run- (indigenous) lawn and artificial grass will used Maintenance of any planted areas and mo- utmost importance to the project, hence or climatically suited plants) will be incorporated See the "Soft Landscaping" subheading alon draft Basic Assessment Report for further detail |
| Formby, Heather formbyh@mweb.co.za Via Email | 04/09/2022 | I think the Muizenberg upgrade sounds like a wonderful idea - as long as it is done in an aesthetically pleasing way I am fully behind it. Not sure why some people want it to stay the same? Heather Formby Cape Town, South Africa +27 (0)82 769 9580 formbyh@mweb.co.za | Character (aesthetics) The City acknowledges the characteristic value elements in the beachfront. The project end heritage and aesthetics in the proposed desigday posters where merely "place holder" bloc buildings and did not intend to communic buildings. This may have caused unnecessary The proposed coastal defence replacement will be done in such a way to maintain the architectural styles and landscape as reference. The character of the Muizenberg beachfront the characteristic element consisting of but not line Panoramic views and open space Central beach huts / bathing boxes Existing buildings architectural style, banding, pergola structures and co showers with gargoyles, clay pavers ar Local artwork on walls |

e surfaced with permeable segmented clay ous plants, play areas or lawns, similar to the perform well in the coastal environment and red to ashpalt and dark gravel parking areas.

concrete, a sand coloured and exposed o a typical grey concrete finish, providing a d tying into the exposed aggregate concrete next to the station building.

e 2, 3, and 4 under Section B (4.4) of the draft

reas are included. Trees are not climatically indigenous vegetation as well as lawn for stead. More planters for hardy indigenous stal environment will be incorporated into the nto planted areas for watering and infiltration n-off not available. A combination of natural ed where applicable.

naintenance of any new infrastructure is of only appropriate plant species (indigenous, ed in applicable locations.

ong with Figure 8 under Section B (4.4) of the rails.

alue of the existing buildings and landscaping endeavours to preserve the sense of place, esign. The buildings indicated on public open locks indicating the approximate footprint of icate the proposed style of the proposed ry concern.

nt and associated landscape refurbishment e character of the place, using the existing ince.

In thas been considered and the following key limited to have been identified:

e, which includes colour palette, plaster columns, hipped roofs and gables, obelisk and patterns

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|--|------------------|---|--|
| | | | Use of sandstone and granite in steps Local indigenous plants in planters, inclu |
| Frankal, Steven stevenf@faircape.co.za Via Website | 29/08/2022 | I would like to attend the public meeting to be held 7th Sept. I further request more detailed plans relating to the application. | Rationale and background It is important to note the primary objective of of old wooden seawall and degraded stone st started to fail. It is proposed to replace the exist revetment coastal defence in order to provide coastal access, which will support the local is future to remain growing. Secondary to the oproject scope landward to comprise the upgrad buildings as well as the optimisation of the paravoids ongoing expensive repair or unplanned analysis has been completed as part of the streat started to fail. It is collapse and replace it as maintenance work. Public coastal infrastructure and services at Mu. Key infrastructure – such as the seawall their design life and are beginning to fail the increasing pressure of the very high General housekeeping and sense of place streat is described at the increasing pressure of the very high General housekeeping and sense of place streat is described at the increasing pressure of the very high General housekeeping and sense of place it is infrastructure, which will lead to failure due to overtopping under higher water levels. |
| | | | coastal modelling and other site investigation maintained and physically supported to preser A draft Basic Assessment Report is available proposal, specialist inputs and assessment. All |
| Fraser, Neil neilfraser.kb@gmail.com Via Website | 11/09/2022 | Requested to be registered as an IAP. | notified of the availability of the report. You have been registered as an interested and |
| Fulton, Carolyn fultonc@worldonline.co.za | 08/09/2022 | Hi Tarryn, I wanted to provide comment on the proposed upgrade, since I am a regular beach user there. | Rationale and background |

ncluding local initiatives to plant and maintain

re of the project is the proactive replacement the steps that have passed their design-life and existing coastal defences with a new stepped ovide effective coastal protection and public cal socio-economic environment now and in the coastal protection is the extension of the ograding of the hard and soft landscaping and the parking area. Completing the project now anned emergency repair work. A cost benefit the socio-economic study component of the it of completing the works as a once off project on coastal studies and other supporting studies it as an emergency intervention or piece-meal

Muizenberg are in decline as:

awalls and revetments – are old, have passed to fail

the high use by oversubscribed parking needs ets over many years has seen a decline in the evelopment of recreation areas as well as the on in maintenance has been exacerbated by high public use of the area

f place is failing (vegetation missing or eroded, es the economic and social value of the space

ea level rise, increased water levels and wave nce structures of the Muizenberg beachfront. astal defences, the existing coastal defence expected wave impacts and related scour to ailure of the coastal defences and/or damage vels. Robust coastal infrastructure, informed by ations, is required to ensure the beachfront is reserve the precinct.

able provided detailed information on the All interested and registered I&APs are being

and affected party.

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|------------|------------------|--|--|
| Via Email | | I understand that the parking area needs to be paved, but can the upgrade please be limited to that? With some greenery? (Indigenous trees etc) The proposed plan is so ugly, it looks like an unskilled effort to use up as much concrete as possible. The new proposed cement seating area a) will be hot as hell and unusable in summer b) will wash away in the inevitable storms c) is not on the safest calmest part of the beach (it's rocky and sometimes a bit wild in the corner) d) will obliterate the historical structure. Can we please learn from the disastrous recent Glencairn beach upgrade and find someone with skills and insight to provide a design that meets a diverse range of beach goers, that will survive the challenging acean / coastal environment and preserves the sensitive biological asset and historical beauty of the place. In short, it should be a minimal effort to address the actual requirements, not what currently looks like a very expensive and ugly "white elephant". Kind regards Carolyn Fulton 082 553 7706 | It is important to note the primary objective of of old wooden seawall and degraded stones started to fail. It is proposed to replace the exit revetment coastal defence in order to provid coastal access, which will support the local future to remain growing. Secondary to the project scope landward to comprise the upgre buildings as well as the optimisation of the p avoids ongoing expensive repair or unplanted analysis has been completed as part of the feasibility stage. It shows a significant benefit of based on a well-considered plan based on a than to wait for it to collapse and replace it as maintenance work. Muizenberg beachfront is a Coastal Destination diverse coastal beachfronts in Cape Town popularity over the past years. Muizenberg beachfront was identified in the Framework for Cape Town, 2017 (CESSF) a beaches offering a wide variety of recreation Muizenberg has the highest beach use by rec one of the top 20 international attractions in C foreign visitors per year (Source: Economic Ir White, 2016). However, public coastal infrastructure and ser Key infrastructure – such as the seaword their design life and are beginning to fe Longstanding incomplete component areas) are in further decline due to the A reduction in maintenance budgets public space and resultant underdeven inefficient use of space. This reduction the increasing pressure of the very higf General housekeeping and sense of pl bathing boxes derelict) which places th at risk Additionally, due to climate change and sea heights are expected at the coastal defense Given the poor current state of the coastal structure is not expected to withstand the exp the toe of the structure, which will lead to failur due to overtopping under higher water levels coastal modelling and other site investigatio maintained and physically supported to prese Should the public coastal infrastructure and s |
| | | | robust upgrade and new coastal defence stru |

of the project is the proactive replacement e steps that have passed their design-life and existing coastal defences with a new stepped vide effective coastal protection and public al socio-economic environment now and in e coastal protection is the extension of the grading of the hard and soft landscaping and parking area. Completing the project now ned emergency repair work. A cost benefit e socio-economic study component of the of completing the works as a once off project coastal studies and other supporting studies as an emergency intervention or piece-meal

tion Place and is one of the most utilised and vn and it has seen significant increase in

ne Coastal Economic and Spatial Strategic as one of the most universally accessible onal and social opportunities in Cape Town. ecreational users in Cape Town and it is also Cape Town, attracting an estimated 90 000 Information Services, Barry Standish & John

ervices at Muizenberg are in decline as:

valls and revetments – are old, have passed fail

ents of the precinct (such as gravel parking ne high use by oversubscribed parking needs as over many years has seen a decline in the velopment of recreation areas as well as the n in maintenance has been exacerbated by gh public use of the area

place is failing (vegetation missing or eroded, the economic and social value of the space

a level rise, increased water levels and wave se structures of the Muizenberg beachfront. tal defences, the existing coastal defense xpected wave impacts and related scour to lure of the coastal defences and/or damage els. Robust coastal infrastructure, informed by ions, is required to ensure the beachfront is serve the precinct.

services not be replaced with well-planned structures, it could result in the complete loss

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|------------|------------------|-----------------------------|--|
| | | | of the public amenity and value gained over as well as inappropriate and/or high costs of e |
| | | | Character (aesthetics) The City acknowledges the characteristic valuelements in the beachfront. The project end heritage and aesthetics in the proposed designed day posters where merely "place holder" bloch buildings and did not intend to communic buildings. This may have caused unnecessary |
| | | | The proposed coastal defence replacement will be done in such a way to maintain the architectural styles and landscape as reference |
| | | | The character of the Muizenberg beachfront I characteristic element consisting of but not lir |
| | | | Panoramic views and open space Central beach huts / bathing boxes Existing buildings architectural style, banding, pergola structures and co showers with gargoyles, clay pavers ar Local artwork on walls Use of sandstone and granite in steps Local indigenous plants in planters, incl |
| | | | Regarding the reflection of coastal dynamics direct response to the dynamic nature of defence and promenade is designed to withs conditions. The layout of the steps and pr playground has been rounded and softened run-up and tidal washup/debris lines. The step beach level. The stepped structure is also less |
| | | | A number of design changes have been imple following list provides a summary of the chang and artwork component of the project: |
| | | | Beach huts to be centrally located to plaza Central plaza to remain central public Use segmented paver surface landwr concrete surface. Include creative landscape features. Incorporate decorative segmented prode, station forecourt, pergola area Include mosaic artwork at ablution but on Play area to be area context specific like swing and slide as well as natural |

er the years, risk to public health and safety, emergency interventions.

alue of the existing buildings and landscaping ndeavours to preserve the sense of place, sign. The buildings indicated on public open locks indicating the approximate footprint of icate the proposed style of the proposed ry concern.

nt and associated landscape refurbishment e character of the place, using the existing nce.

has been considered and the following key limited to have been identified:

e, which includes colour palette, plaster columns, hipped roofs and gables, obelisk and patterns

icluding local initiatives to plant and maintain

cs in the design, the stepped revetment is a the changing beach levels. The coastal nstand the harsh False Bay climatic and wave promenade in the corner area as well as I to mirror and reference natural dune, wave ps allow for continuous beach access at any ss reflective to wave energy.

olemented following public consultation. The iges implemented to the landscaping, layout

to serve as wind shelter for central shower

blic node with showers.

ward of 3m concrete promenade instead of e pattern design to reflect the surrounding

paver patterns in focal paving areas (central a and eastern end open space)

buildings, showers and seating walls.

fic and also include normal play equipment al materials

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|---|------------------|----------------------------------|---|
| | | | Incorporate more planters for hardy False Bay coastal environment. Storm areas for watering and infiltration and off not available. Combination of natural lawn and artic |
| | | | The City believe the proposed preliminary des and heritage of the beachfront. |
| | | | See the following sections of the draft Basic A preservation of the Muizenberg Beachfront's s |
| | | | Subheading "Settlement" subheading Subheading "City of Cape Town Integ Section E (4.2) Subheading "Historical and Cultural As |
| | | | Concrete revetment |
| | | | Following public comment, areas landward of from concrete surfacing to paved areas us existing character and material use. |
| | | | In order to sustain the harsh marine conditions future and to provide long-term robust co- revetment portion), concrete must be used to for the coastal defence structure. In order to during future storm events the 3m wide pro- spaces landward of the promenade will be pavers, seating wall, planters with indigenou existing landward spaces. The clay pavers per result in lower local temperatures as compare |
| | | | To mitigate the impact of introducing co aggregate finish will be used as opposed to more natural earthy gravel look and feel, and used along the beachfront businesses and ne |
| | | | See the "Development Proposal" and Figure 2 Basic Assessment Report for further details. |
| Funston, Tawnee Suanne Tsfunston@gmail.com | 29/08/2022 | Requested to be added as an IAP. | You have been registered as an interested ar |
| Via Website | | | |

dy indigenous vegetation suited to the harsh orm water run-off will be directed into planted and to include automatic irrigation when run-

artificial grass to be used where applicable.

esign incorporates and reflects the character

c Assessment Report for further details on the s sense of place:

ng under Section E (4.1) egrated Coastal Management Policy'' under

Aspects" under Section G (7.)

d of the 3m wide promenade was changed using clay segmented pavers to align with

ons and expected increase in wave energy in coastal defence infrastructure (the stepped to provide the required strength and durability r to sustain the expected wave overtopping promenade will also be concrete, but open be surfaced with permeable segmented clay ous plants, play areas or lawns, similar to the perform well in the coastal environment and ared to ashpalt and dark gravel parking areas.

concrete, a sand coloured and exposed to a typical grey concrete finish, providing a ad tying into the exposed aggregate concrete next to the station building.

e 2, 3, and 4 under Section B (4.4) of the draft

and affected party.



Comments by interested and affected parties with surnames starting with G (pages 15 – 54)

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|------------|------------------------|--|---|
| rec | received 23/09/2022 | My training is in environmental science. Sea level rise is a reality that Muizenberg and the Cape Flats will have to face, being on a coastline that is particularly vulnerable. My primary concern is: has sea level rise and the future need for protection of this heavily built area been considered in these plans? I know many think this is something that can be left for future generations, but I believe we should start to consider it now. How will protection from sea level rise be incorporated into this infrastructure in | Rationale and background It is important to note the primary objective of the old wooden seawall and degraded stone step started to fail. It is proposed to replace the existin revetment coastal defence in order to provide coastal access, which will support the local so future to remain growing. Secondary to the co project scope landward to comprise the upgrad buildings as well as the optimisation of the par avoids ongoing expensive repair or unplanned analysis has been completed as part of the so |
| | | the coming decades? We could be looking at 0.5m by 2050. And that estimate could change with new data, and the trend is for estimates to increase rather than decrease. The sooner we start considering how protection will need to be implemented the better, because the costs of protection are only going to rise over time and will be considerably span more than this current parking plan. | feasibility stage. It shows a significant benefit of c based on a well-considered plan based on coo than to wait for it to collapse and replace it as a maintenance work. Public coastal infrastructure and services at Muiz |
| | | I'm concerned that a lot of money will be spent on parking and a new beachfront area that will become redundant too quickly and that will need to be drastically overhauled to provide protection. It would be much better to create a design that is adaptive over time - one that can incorporate future protective measures as needed. | Key infrastructure – such as the seawalls their design life and are beginning to fail Longstanding incomplete components areas) are in further decline due to the hi A reduction in maintenance budgets ov public space and resultant underdevelo inefficient use of space. This reduction in the increasing pressure of the very high p General housekeeping and sense of place bathing boxes derelict) which places the at risk |
| | | | Additionally, due to climate change and sea le heights are expected at the coastal defence s Given the poor current state of the coastal structure is not expected to withstand the expe the toe of the structure, which will lead to failure due to overtopping under higher water levels. F coastal modelling and other site investigations maintained and physically supported to preserve |
| | | | Concrete revetment Following public comment, areas landward of from concrete surfacing to paved areas using clo character and material use. |
| | | | In order to sustain the harsh marine conditions a future and to provide long-term robust coast revetment portion), concrete must be used to pre- for the coastal defence structure. In order to se during future storm events the 3m wide promena- landward of the promenade will be surfaced w seating wall, planters with indigenous plants, pl |

the project is the proactive replacement of eps that have passed their design-life and sting coastal defences with a new stepped de effective coastal protection and public socio-economic environment now and in coastal protection is the extension of the ading of the hard and soft landscaping and parking area. Completing the project now ed emergency repair work. A cost benefit socio-economic study component of the completing the works as a once off project oastal studies and other supporting studies an emergency intervention or piece-meal

vizenberg are in decline as:

- ills and revetments are old, have passed ail
- is of the precinct (such as gravel parking high use by oversubscribed parking needs over many years has seen a decline in the dopment of recreation areas as well as the in maintenance has been exacerbated by public use of the area
- ace is failing (vegetation missing or eroded, ne economic and social value of the space

level rise, increased water levels and wave e structures of the Muizenberg beachfront. I defences, the existing coastal defence bected wave impacts and related scour to re of the coastal defences and/or damage . Robust coastal infrastructure, informed by ms, is required to ensure the beachfront is rive the precinct.

of the 3m wide promenade was changed clay segmented pavers to align with existing

and expected increase in wave energy in astal defence infrastructure (the stepped provide the required strength and durability o sustain the expected wave overtopping hade will also be concrete, but open spaces I with permeable segmented clay pavers, play areas or lawns, similar to the existing

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|------------|------------------|--|--|
| Comment by | | Comments/Concerns/Questions There is no need to extend the concrete/walkway and especially the parking lot, to the extent that it encroaches more on the beach. From what I can see, the proposed concrete extensions cover a sizeable portion of beach sand and rocky shore - clearly having a detrimental effect on the environment. How is the current space not meeting the needs of the community? Yes, parking is relatively limited on a busy summers day, but turning the beachfront into a bigger parking area is repulsive, and only has a limited benefit. If it ain't broke, don't fix it! | landward spaces. The clay pavers perform well lower local temperatures as compared to ashper To mitigate the impact of introducing concrete, of finish will be used as opposed to a typical grey earthy gravel look and feel, and tying into the earth the beachfront businesses and next to the station See the "Development Proposal" and Figure 2, 3 Basic Assessment Report for further details. Sea level rise The project cannot fully mitigate the impact alignment in the long term as it is a large scale gli that the revetment units can be reused and mode account in all design stages of the project. Se "Coastal protection" under Section G (3.5) for specialist coastal modelling studies on the coast Concrete revetment Following public comment, areas landward of from concrete surfacing to paved areas using cla character and material use. In order to sustain the harsh marine conditions of future and to provide long-term robust coast revetment portion), concrete must be used to pr for the coastal defence structure. In order to during future storm events the 3m wide promena landward of the promenade will be surfaced of seating wall, planters with indigenous plants, p landward spaces. The clay pavers perform well |
| | | | for the coastal defence structure. In order to during future storm events the 3m wide promence landward of the promenade will be surfaced seating wall, planters with indigenous plants, p |
| | | | See the "Development Proposal" and Figure 2, 3 Basic Assessment Report for further details. Beach reclamation There will be no reclamation of beach area to m proposed project components are placed on th existing infrastructure. In the corner area, the de alignment of the proposed stepped revetment meters landward in this area, creating more beach and scour protection is seaward of the existing w under the beach and will remain buried under protection is also seaward of the wooden reve but is exposed in some locations, vulnerable to c |

vell in the coastal environment and result in palt and dark gravel parking areas.

e, a sand coloured and exposed aggregate ey concrete finish, providing a more natural e exposed aggregate concrete used along tion building.

2, 3, and 4 under Section B (4.4) of the draft

ct of climate change with the proposed global problem, however the design is such moved back when if required in future. Sea ed development, and it has been taken into See subheadings "Scour protection" and or further details on the contribution of the astal protection infrastructure design.

of the 3m wide promenade was changed clay segmented pavers to align with existing

s and expected increase in wave energy in astal defence infrastructure (the stepped provide the required strength and durability o sustain the expected wave overtopping nade will also be concrete, but open spaces d with permeable segmented clay pavers, play areas or lawns, similar to the existing yell in the coastal environment and result in palt and dark gravel parking areas.

e, a sand coloured and exposed aggregate ey concrete finish, providing a more natural e exposed aggregate concrete used along tion building.

2, 3, and 4 under Section B (4.4) of the draft

o make new parking or promenade area. All in the existing alignments or landward of the degraded stone steps are removed and the nent and promenade is retreated several each area. The coastal defense foundation wooden revetment alignment, but is buried der future scour depths. The existing scour vetment and also buried under the beach, o damage and is a public safety hazard.

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|------------|------------------|-----------------------------|--|
| | | | Parking The focus of the project is not to solve the parking |
| | | | Instead of trying to meet the growing parking additional open space provision, the objective deviation margin. To mitigate the parking shortfo areas and public transport facilities will be highlighted. |
| | | | By rationalising the parking layouts, approximately be retained on a reduced footprint. This frees up to ensure more dry beach and the linking of the well as a widened promenade, generous seat indignous vegetation will be used to soften parking |
| | | | 'Formalising' the parking area refers to surfacing bays, indicating one way circulation, demarcati areas (walkways and road way) and the additi surface storm water drainage. In oder to reto Muizenberg Beachfront these formalised parkin material that exisitng parking bays are surfaced well well in the coastal environment and result in low ashpalt and dark gravel parking areas. All parkin |
| | | | Alternative uses of this space are acknowled convenient parking to the beachfront is well de the medium term. Paving of the area does not p the area such as those proposed by commente larger city has evolved toward a public transpo- proposed arrangement be used for markets and public space in the City given that the event per for such application. |
| | | | Furthermore, it is envisioned that the western por precinct, this projects scope area, will remain to be It is believed that if the long-term public transport use of personal cars, busses and taxies reduce parking is not required by beach users, the parkin No fixed building infrastructure is constructed in future repurposing of the area. |
| | | | A weekday and Saturday parking demand surver survey indicated a parking occupancy level of m peak period on a Saturday, the parking survey more than 100%. The parking around the Beach R parking area are well-used and is over-utilized. |
| | | | As such, replacement of the existing parking area term. The existing eastern and western parking and the status quo regarding the overall numbe total number of parking bays in the precinct will re bays may be lost in one area and added in anot |

ing problem at the beachfront.

g demand, or removing parking in lieu of ive is to retain the status quo with a 5% tfall, pedestrian linkages to nearby parking be established/enhaced and the routes

ely the same number of parking bays could up space for people: infrastructure retreat e Muizenberg's sandy and rocky beach as ating steps and soft landscaping. Locally king areas, buildings and infrastructure.

ing the parking area, marking out parking ation of pedestrian and vehicle movement lition of services such as area lighting and etain and enhance the character of the sing areas will be surfaced with the same d with. The permeable clay pavers perform lower local temperatures as compared to sing will remain free of charge.

edged, the current use of the area as lefined in parking counts and is required in preclude possible future alternative uses of tators if the overall transport system of the port centred system. The space can in its ad other gatherings or events like any other ermitting and request procedure is followed

ortion of the larger Muizenberg beachfront or be used as is for the medium to long term. ort opportunities improved to the point that e to the extent that the proposed area of king area can be repurposed at such time. in the parking areas, which would prevent

vey was carried out as part of the TIA. The more than 50% during the week. During the y indicated a parking occupancy level of n Road roundabout and the informal gravel

reas are not feasible in the short to medium g areas shall be formalised and optimised ber of parking bays will be maintained. The I remain very similar, although a few parking nother.

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|---|------------------|--|--|
| | | | In accordance with Policy Statement 38, the reduce private vehicle dependency in lieu of retaining the parking status quo in the midst of demand. Retaining the parking status quo (Objective10.2A) along the beach as shops and patrons. It is unrealistic to think that the use of p alternative to the beach for surfers who live bey the GAB Muizenberg line and future MyCiti lines the fleet's limitation to safely carry with abnorm parking at this Metropolitan Coastal Node will the Should a reduction of parking be feasible in future to the parking area can double up or viewings etc. |
| | | | See the "Parking Areas" subheading along with F draft Basic Assessment Report for further detai related policy alignment, see Section E (4.2). |
| Gawrisch, Henning | 226/09/2022 | Good afternoon | Concrete revolment |
| <u>henning@gawrisch.de</u> Via Email | | First of all I was very happy to hear that our beloved Muizenberg beachfront is getting a long overdue upgrade. We had a look at the plans and had a lot of conversations about it with other residents and the architects itself at the open house day. There are some good ideas but also a couple of things that I don't think are thought trough or planned by someone who knows our beachfront very well. Taking down the ablution block will have an huge impact on the whole area. I don't have the feeling that they are under washed. Are there any documents backing up that thesis? Moving it to the opposite side will take away all the protection of the main showering area in the middle of the small courtyard. We all know that the wind is pumping in summer and the ablution blocks are a perfect wind barrier, protecting everybody having a shower. Also has there an heritage impact assessment been done? Demolishing the historical stone wall and replacing the old gum poles and planks and replacing it with concrete or paved steps would change the aesthetics of our art deco beach front completely. I think there are better and more subtle ways to redo the walkway without creating massive anonymous concrete slabs. The gravel parking area also needs more attention to detail. It looks to me that it will just increase the congestions, which is a huge problem. Comfortable parking close to the beach in form of a parking garage where the parking of the old electricity department was and a sports field, cycle tracks and a smaller and smaller well organized parking space where the actual gravel parking is, would be a wonderful solution. | Concrete revetment Following public comment, areas landward of from concrete surfacing to paved areas using cla character and material use. In order to sustain the harsh marine conditions a future and to provide long-term robust coast revetment portion), concrete must be used to pr for the coastal defence structure. In order to a during future storm events the 3m wide promena landward of the promenade will be surfaced v seating wall, planters with indigenous plants, p landward spaces. The clay pavers perform well lower local temperatures as compared to ashper To mitigate the impact of introducing concrete, a finish will be used as opposed to a typical grey earthy gravel look and feel, and tying into the e the beachfront businesses and next to the statio See the "Development Proposal" and Figure 2, 3 Basic Assessment Report for further details. Parking The focus of the project is not to solve the parking additional open space provision, the objectiv |

the measure implemented to systematically of the use of promote public transport is of oversubscription and increased parking o will also safeguard economic activity nd restaurants rely on public parking for their f public transport will be a viable commute beyond the catchment of the Southern Line, nes, not only because of coverage, but also ormal luggage like surfboards. The need for therefore remain for the foreseeable future. The paving could easily be lifted and a land is transformed into a park or other. In up as an event space for markets, shows, film

th Figures 2 and 5 under Section B (4.4) of the tails on parking. For further details on NMT

of the 3m wide promenade was changed clay segmented pavers to align with existing

s and expected increase in wave energy in astal defence infrastructure (the stepped provide the required strength and durability o sustain the expected wave overtopping nade will also be concrete, but open spaces d with permeable segmented clay pavers, play areas or lawns, similar to the existing yell in the coastal environment and result in palt and dark gravel parking areas.

e, a sand coloured and exposed aggregate ey concrete finish, providing a more natural e exposed aggregate concrete used along tion building.

2, 3, and 4 under Section B (4.4) of the draft

king problem at the beachfront.

ng demand, or removing parking in lieu of tive is to retain the status quo with a 5% rtfall, pedestrian linkages to nearby parking

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|------------|------------------|---|---|
| | | Thank you very much, | areas and public transport facilities will be highlighted. |
| | | Kind regards, | By rationalising the parking layouts, approximately be retained on a reduced footprint. This frees up |
| | | Henning Gawrisch, resident and daily beach visitor. | to ensure more dry beach and the linking of the well as a widened promenade, generous seat indignous vegetation will be used to soften parki |
| | | | 'Formalising' the parking area refers to surfacing bays, indicating one way circulation, demarcati areas (walkways and road way) and the additi surface storm water drainage. In oder to reto Muizenberg Beachfront these formalised parkin material that exisitng parking bays are surfaced well in the coastal environment and result in low ashpalt and dark gravel parking areas. All parkin |
| | | | Alternative uses of this space are acknowled convenient parking to the beachfront is well det the medium term. Paving of the area does not put the area such as those proposed by commented larger city has evolved toward a public transpo- proposed arrangement be used for markets and public space in the City given that the event perr for such application. |
| | | | Furthermore, it is envisioned that the western por precinct, this projects scope area, will remain to k It is believed that if the long-term public transport use of personal cars, busses and taxies reduce parking is not required by beach users, the parkir No fixed building infrastructure is constructed in future repurposing of the area. |
| | | | A weekday and Saturday parking demand surver survey indicated a parking occupancy level of m peak period on a Saturday, the parking survey more than 100%. The parking around the Beach R parking area are well-used and is over-utilized. |
| | | | As such, replacement of the existing parking area term. The existing eastern and western parking and the status quo regarding the overall numbe total number of parking bays in the precinct will re bays may be lost in one area and added in anot |
| | | | In accordance with Policy Statement 38, the reduce private vehicle dependency in lieu of retaining the parking status quo in the midst of demand. Retaining the parking status quo (Objective10.2A) along the beach as shops and patrons. It is unrealistic to think that the use of p |

tely the same number of parking bays could up space for people: infrastructure retreat ne Muizenberg's sandy and rocky beach as eating steps and soft landscaping. Locally rking areas, buildings and infrastructure.

ing the parking area, marking out parking ation of pedestrian and vehicle movement dition of services such as area lighting and etain and enhance the character of the king areas will be surfaced with the same d with. The permeable clay pavers perform lower local temperatures as compared to king will remain free of charge.

edged, the current use of the area as lefined in parking counts and is required in preclude possible future alternative uses of tators if the overall transport system of the port centred system. The space can in its nd other gatherings or events like any other ermitting and request procedure is followed

ortion of the larger Muizenberg beachfront o be used as is for the medium to long term. ort opportunities improved to the point that e to the extent that the proposed area of king area can be repurposed at such time. in the parking areas, which would prevent

rvey was carried out as part of the TIA. The more than 50% during the week. During the ey indicated a parking occupancy level of n Road roundabout and the informal gravel

reas are not feasible in the short to medium g areas shall be formalised and optimised ber of parking bays will be maintained. The I remain very similar, although a few parking nother.

e measure implemented to systematically of the use of promote public transport is of oversubscription and increased parking o will also safeguard economic activity of restaurants rely on public parking for their public transport will be a viable commute

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|------------|------------------|-----------------------------|--|
| | | | alternative to the beach for surfers who live bey the GAB Muizenberg line and future MyCiti lines, the fleet's limitation to safely carry with abnorm parking at this Metropolitan Coastal Node will the Should a reduction of parking be feasible in futu- re-used in the construction of paths while the la the meantime, the parking area can double up of viewings etc. |
| | | | See the "Parking Areas" subheading along with F draft Basic Assessment Report for further detail related policy alignment, see Section E (4.2). |
| | | | Ablution It is the Coastal Management Branches resp infrastructure and plan and develop effective lor ablution location seaward of the coastal defend beach, where the buildings foundations are curr to wave action and variable beach levels is defence perspective. Attempting to protect the result in loss of beach around the building an around the building. |
| | | | Following the public comments received, the p landward of central shower plaza in close proximi the high pedestrian traffic zone for ease of use focus on universal access of the ablution fact architectural style and include universal acc wheelchair accessible showers with bench for sec kept in the central area as well as the shower of side of beachfront. Knee level taps for feet at ab "Development Proposal" and Figure 2 under Sec Report for further details on the ablution building |
| | | | Note that the decorative elements of the ablu- have no heritage value. The parts of the building and the hipped roof. |
| | | | For formal heritage-related processes followed Theme under section B (6.) of the draft Basic Asse |
| | | | Wind shelter The comment regarding wind protection is not subject to harsh False Bay and dominant south ec areas are not effective as it creates local wi circulates and eventually accumulates, creating enough wind shelters to avoid the above ment structures will obstruct views and create hiding sp |
| | | | The proposed eight beach huts at the central s shelter for the plaza. Surface undulations in the p of wind shelter in the play area. The existing build |

eyond the catchment of the Southern Line, es, not only because of coverage, but also rmal luggage like surfboards. The need for therefore remain for the foreseeable future. uture, the paving could easily be lifted and land is transformed into a park or other. In o as an event space for markets, shows, film

n Figures 2 and 5 under Section B (4.4) of the ails on parking. For further details on NMT

esponsibility to manage all hard coastal ong-term coastal infrastructure. The existing ence structure, located in the littoral active urrently being undermined due to exposure is deemed unsustainable from a coastal e ablution building in its current location will and negatively affect sediment dynamics

proposed ablution building is located just mity to the existing, next to the beach within se and to improve access. There is special acilities. The design shall maintain existing access toilet/family change rooms, and seat along ablution building. Showers will be r at the pergola/event pavilion on western ablution building are also included. See the ection B (4.4) of the draft Basic Assessment ng.

lution facility dates from the mid 80's and ng that are older than 60 years are the walls

ed, please see the "Heritage Resources " ssessment Report.

noted, Muizenberg is an exposed location easterly wind. Creating small wind sheltered wind eddies where fine windblown sand ring an unpleasant seating location. Large entioned are not deemed feasible as such spaces posing a public safety risk.

Il shower plaza will however serve as wind play area will also provide a small amount ildings as well as proposed ablution will also

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|------------|------------------|-----------------------------|---|
| | | | provide some wind shelter. |
| | | | Heritage (the Point) The heritage and sentimental value of the p however the current location and condition of the tidal zones, exposed to direct wave impact i location for a headland structure. The stone undermining and washout of fill material, posing uniform, robust coastal defence structure, it is con- best practice to create smooth alignments alon any headland type structures, which attract ar sediment dynamics. |
| | | | Furthermore, from a landscape and urban design greater pedestrian flow connecting the main k James walkway, and eliminates pedestrian and |
| | | | Additionally, by removing the existing stone ste step alignment retreats several meters landward. more beach space here closer to what it historic as it historically was before the corner steps were reclamation exercise to create residential erver area. |
| | | | Thus, the City acknowledges the sentiment, corner/point steps as part of the operational re- robust coastal defence infrastructure as de background information section. See the "Dev Section B (4.4) of the draft Basic Assessment Rep |
| | | | For formal heritage-related processes followed Theme under section B (6.) of the draft Basic Asse |
| | | | Character (aesthetics) The City acknowledges the characteristic value elements in the beachfront. The project ende heritage and aesthetics in the proposed design day posters where merely "place holder" block buildings and did not intend to communicate buildings. This may have caused unnecessary co |
| | | | The proposed coastal defence replacement and be done in such a way to maintain the cho architectural styles and landscape as reference. |
| | | | The character of the Muizenberg beachfront ha characteristic element consisting of but not limite |
| | | | Panoramic views and open space Central beach huts / bathing boxes Existing buildings architectural style, which pergola structures and columns, hipped |

point masonry steps are acknowledged, the steps within the littoral active and intert is not deemed a long-term sustainable ne masonry steps have sustained serious ng a public safety risk. In order construct a oastal engineering and sediment dynamics ong the coast, avoiding the construction of and focus wave energy and could disrupt

gn motivation, the proposed design creates beachfront promenade area with the St d vehicle conflict in this area.

teps/point the proposed promenade and rd. This allows reinstatement and creation of cally was, connecting the two beach areas are constructed in the 1900's as part of land ren, currently known as the gravel parking

nt, but regard the replacement of the requirement to provide well designed and described and required in the General evelopment Proposal" and Figure 4 under eport for further details.

ed, please see the "Heritage Resources " ssessment Report.

e of the existing buildings and landscaping deavours to preserve the sense of place, gn. The buildings indicated on public open cks indicating the approximate footprint of ate the proposed style of the proposed concern.

nd associated landscape refurbishment will haracter of the place, using the existing e.

has been considered and the following key ited to have been identified:

ich includes colour palette, plaster banding, bed roofs and gables, obelisk showers with

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|--------------------------------------|------------------|--|---|
| | | | gargoyles, clay pavers and patterns Local artwork on walls Use of sandstone and granite in steps Local indigenous plants in planters, included in the reflection of coastal dynamics in direct response to the dynamic nature of the charand promenade is designed to withstand the conditions. The layout of the steps and propayground has been rounded and softened to run-up and tidal washup/debris lines. The steps of beach level. The stepped structure is also less reflection of the project: Beach huts to be centrally located to plaza Central plaza to remain central public response to the dronger and artwork component of the project: Beach huts to be creative plandscape features. Incorporate decorative segmented pare surface landwar concrete surface. Include creative plandscape features. Incorporate docorative segmented pare is a natural multice of the swing and slide as well as natural mode, station forecourt, pergola area and off not available. Combination of natural lawn and artifice The City believe the proposed preliminary design and heritage of the beachfront. See the following sections of the draft Basic As preservation of the Muizenberg Beachfront's ser Subheading "City of Cape Town Integror Section E (4.2) Subheading "Historical and Cultural Aspetition and the section and the section of the data and artifice and heritage of the beachfront. |
| Gelbart, Pamela muizie@icloud.com | 07/09/2022 | Dear sir I live in balmoral flats which will certainly be affected by this new developments. | Environmental Impact Assessment A NEMA Basic Assessment procedure is being impact of the proposal – Infinity Environmental (|
| Via Email | | Please. Update. Me. With all details concerning this. Improvement. Having lived there. During the best and worst. Of times | studies informing the project feasibility and desig undertaken below and the details contained wi |
| | | Regards | Rationale and background |

luding local initiatives to plant and maintain

s in the design, the stepped revetment is a changing beach levels. The coastal defence the harsh False Bay climatic and wave romenade in the corner area as well as to mirror and reference natural dune, wave allow for continuous beach access at any reflective to wave energy.

lemented following public consultation. The ges implemented to the landscaping, layout

to serve as wind shelter for central shower

c node with showers.

vard of 3m concrete promenade instead of pattern design to reflect the surrounding

paver patterns in focal paving areas (central and eastern end open space)

uildings, showers and seating walls.

c and also include normal play equipment materials

indigenous vegetation suited to the harsh n water run-off will be directed into planted d to include automatic irrigation when run-

ficial grass to be used where applicable.

sign incorporates and reflects the character

Assessment Report for further details on the sense of place:

under Section E (4.1) grated Coastal Management Policy" under

spects" under Section G (7.)

ng undertaken to assess the environmental al (Pty) Ltd was appointed to do this. Several sign have been considered, see list of studies within the draft Basic Assessment Report.

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|---------------|------------------|---|---|
| | | Pamela. Gelbart | It is important to note the primary objective of the old wooden seawall and degraded stone step started to fail. It is proposed to replace the existing revetment coastal defence in order to provide coastal access, which will support the local set future to remain growing. Secondary to the co- project scope landward to comprise the upgrade buildings as well as the optimisation of the po- avoids ongoing expensive repair or unplanned analysis has been completed as part of the set feasibility stage. It shows a significant benefit of co- based on a well-considered plan based on co- than to wait for it to collapse and replace it as of maintenance work. |
| | | | Public coastal infrastructure and services at Muiz Key infrastructure – such as the seawalls their design life and are beginning to fail Longstanding incomplete components areas) are in further decline due to the h A reduction in maintenance budgets ov public space and resultant underdeveloc inefficient use of space. This reduction in the increasing pressure of the very high p General housekeeping and sense of place bathing boxes derelict) which places the at risk |
| | | | Additionally, due to climate change and sea le heights are expected at the coastal defence s Given the poor current state of the coastal structure is not expected to withstand the expe the toe of the structure, which will lead to failure due to overtopping under higher water levels. F coastal modelling and other site investigations maintained and physically supported to preserve All background information and project motive Project Scoping documents) were presented to project. Following completion of the feasibility Subcouncil 19 and the technical report circula comment. |
| Via Website | 23/09/2022 | Hi all, I am a regular user of Muizenberg, usually via the St James walkway. | Please see page 1 for response to: |
| | | I strongly support a new development in Muizenberg. | COMMENT ON PROPOSED UPGRADE FOR MUL |
| | | However, I endorse the document "Call to start over again". | OVER |
| | | Many thanks, Chris | |
| Gilder, Peter | 25/09/2022 | Before anything is finalized about such a small area, namely in front of the station and current shops etc., I implore you to look at the entire length of the | Project mandate |

the project is the proactive replacement of eps that have passed their design-life and isting coastal defences with a new stepped de effective coastal protection and public socio-economic environment now and in coastal protection is the extension of the ading of the hard and soft landscaping and parking area. Completing the project now ed emergency repair work. A cost benefit e socio-economic study component of the f completing the works as a once off project coastal studies and other supporting studies s an emergency intervention or piece-meal

uizenberg are in decline as:

- alls and revetments are old, have passed ail
- ts of the precinct (such as gravel parking e high use by oversubscribed parking needs over many years has seen a decline in the elopment of recreation areas as well as the in maintenance has been exacerbated by n public use of the area
- lace is failing (vegetation missing or eroded, he economic and social value of the space

level rise, increased water levels and wave e structures of the Muizenberg beachfront. al defences, the existing coastal defence bected wave impacts and related scour to are of the coastal defences and/or damage s. Robust coastal infrastructure, informed by ons, is required to ensure the beachfront is erve the precinct.

ivation document (i.e. Project Charter and I to subcouncil, who support the proposed lity stage, the outcome was presented to ulated to all relevant line departments for

UIZENBEG BEACHFRONT: A CALL TO START

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|---|------------------|--|--|
| peterg@petergilder.co. za Via Website | | beachfront, to past the current "pavilion", right up to sunrise Beach. This is after all one of the finest, longest beachfronts in Africa, and must become fully integrated, not done piecemeal. I am happy to discuss this with anyone in authority. I use this pristine beachfront every day of my life, am NOT a surfer, and am definitely not emotionally nor commercial involved. | Please note that this project is being undertak Management Branch, which is a branch of gov as defined roles and responsibilities. The scope of the ambit of this mandate, these roles and these The Coastal management Branch acknowledge and resource needs throughout the city and sup the City in order to bring forth overall prog managements functional requirements, the p proactive replacement of old wooden seawall passed their design-life and started to fail, v protection in order to provide effective coastal will support the local socio-economic environme Secondary to the coastal protection is the exter comprise the upgrading of the hard and soft h optimisation of the parking area. Pavilion This falls outside the scope of this project, bu Recreation, however the future of the Muizenber for Muizenberg. |
| Giljam, Cherry <u>cherrygiljam@gmail.co</u> <u>m</u> Via written comments at the Open House | 07/09/2022 | The corner shop & angle are an 'institution to get out of the wind and height- view down the beach. The parking area is good but perhaps better utilised. The skateboard play park should be where the old boating pool was (lining probably still there) as it will be very popular. Th existing space allocated is central to family/ beach / surfing. PS: all the parking area will also be viewed as space for boarding! PS: Please bring an art Deco feel into play infrastructure suffers/swim lookout i.e., Miami beach – retain Muizenberg "look or feel". | Parking The focus of the project is not to solve the parking additional open space provision, the objectiv deviation margin. To mitigate the parking shortfor areas and public transport facilities will be highlighted. By rationalising the parking layouts, approximate be retained on a reduced footprint. This frees u to ensure more dry beach and the linking of the well as a widened promenade, generous sea indignous vegetation will be used to soften parkin 'Formalising' the parking area refers to surfacin bays, indicating one way circulation, demarcat areas (walkways and road way) and the addit surface storm water drainage. In oder to reto Muizenberg Beachfront these formalised parkir material that exisitng parking bays are surfaced well in the coastal environment and result in lo ashpalt and dark gravel parking areas. All parkir Alternative uses of this space are acknowle convenient parking to the beachfront is well de the medium term. Paving of the area does not p the area such as those proposed by commento larger city has evolved toward a public transp proposed arrangement be used for markets and |

aken by the City of Cape Town's Coastal overnment with a defined mandate, as well e of the project is therefore required to fall in ese responsibilities.

ges the wide variety of other developmental upports a holistic resource distribution across ogression. Thus to deliver on the Coastal a primary objective of the project is the all and degraded stone steps, which have with new a stepped revetment coastal ral protection, public coastal access, which ment now and in future to remain growing. Attension of the project scope landward to the landscaping and buildings as well as the

out suggestions will be send to Parks and berg Pavilion is the subject of future planning

king problem at the beachfront.

ng demand, or removing parking in lieu of tive is to retain the status quo with a 5% rtfall, pedestrian linkages to nearby parking be established/enhaced and the routes

Itely the same number of parking bays could s up space for people: infrastructure retreat he Muizenberg's sandy and rocky beach as eating steps and soft landscaping. Locally arking areas, buildings and infrastructure.

cing the parking area, marking out parking cation of pedestrian and vehicle movement dition of services such as area lighting and etain and enhance the character of the rking areas will be surfaced with the same ed with. The permeable clay pavers perform lower local temperatures as compared to rking will remain free of charge.

vledged, the current use of the area as defined in parking counts and is required in t preclude possible future alternative uses of ntators if the overall transport system of the sport centred system. The space can in its and other gatherings or events like any other

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|------------|------------------|-----------------------------|---|
| | | | public space in the City given that the event perr for such application. |
| | | | Furthermore, it is envisioned that the western por precinct, this projects scope area, will remain to b It is believed that if the long-term public transport use of personal cars, busses and taxies reduce parking is not required by beach users, the parkir No fixed building infrastructure is constructed in future repurposing of the area. |
| | | | A weekday and Saturday parking demand survey survey indicated a parking occupancy level of m peak period on a Saturday, the parking survey more than 100%. The parking around the Beach R parking area are well-used and is over-utilized. |
| | | | As such, replacement of the existing parking area term. The existing eastern and western parking and the status quo regarding the overall number total number of parking bays in the precinct will re bays may be lost in one area and added in anot |
| | | | In accordance with Policy Statement 38, the reduce private vehicle dependency in lieu of retaining the parking status quo in the midst of demand. Retaining the parking status quo (Objective10.2A) along the beach as shops and patrons. It is unrealistic to think that the use of p alternative to the beach for surfers who live beyo the GAB Muizenberg line and future MyCiti lines, the fleet's limitation to safely carry with abnorm parking at this Metropolitan Coastal Node will the Should a reduction of parking be feasible in future re-used in the construction of paths while the lat the meantime, the parking area can double up or viewings etc. |
| | | | See the "Parking Areas" subheading along with F draft Basic Assessment Report for further detail related policy alignment, see Section E (4.2). |
| | | | Skatepark The City has decided that the installation of a sk not currently feasible, thus it has been removed t |
| | | | Character (aesthetics) The City acknowledges the characteristic value elements in the beachfront. The project ende heritage and aesthetics in the proposed design day posters where merely "place holder" blocks |

ermitting and request procedure is followed

ortion of the larger Muizenberg beachfront o be used as is for the medium to long term. ort opportunities improved to the point that e to the extent that the proposed area of king area can be repurposed at such time. in the parking areas, which would prevent

rvey was carried out as part of the TIA. The more than 50% during the week. During the ey indicated a parking occupancy level of n Road roundabout and the informal gravel

reas are not feasible in the short to medium g areas shall be formalised and optimised oer of parking bays will be maintained. The I remain very similar, although a few parking nother.

e measure implemented to systematically of the use of promote public transport is of oversubscription and increased parking o will also safeguard economic activity ind restaurants rely on public parking for their public transport will be a viable commute eyond the catchment of the Southern Line, es, not only because of coverage, but also rmal luggage like surfboards. The need for therefore remain for the foreseeable future. Jure, the paving could easily be lifted and land is transformed into a park or other. In o as an event space for markets, shows, film

n Figures 2 and 5 under Section B (4.4) of the ails on parking. For further details on NMT

skate park at the Muizenberg Beachfront is d from this project

ue of the existing buildings and landscaping deavours to preserve the sense of place, gn. The buildings indicated on public open tecks indicating the approximate footprint of

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|--|------------------|---|--|
| | | | buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern. 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. The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified: |
| | | | 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 The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront. |
| | | | See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place: 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.) |
| Giljam, Miles <u>milesgiljam@mac.com</u> Via Email | 08/09/2022 | Dear Tarryn and Infinity Environmental Thanks for welcoming us to the Muizenberg Beachfront Upgrade information day today. I am broadly supportive of the changes to the sea defences but have a few concerns. Summary: Build new sea defences as required but stick to the present shoreline. Don't change or formalise the parking until a broader Muizenberg development plan with an integrated transport plan can be agreed on. Rebuild children's playground but retain wind defences on the South side. Seriously consider the strong SE wind - you have removed most of the present wind protection such as the ablution block and the beach huts by the play area. This will make the area unusable for much of the year. 1. My main concern is that the plans are being drawn up without a broader | 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. 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. |
| | | agreed Muizenberg development plan. It's hard to make decisions around this particular space without knowing the impact of future development of the civic centre; promenade section towards the water slide and the Muizenberg park. I understand there is only budget to | This falls outside the scope of this project, but suggestions will be send to Parks and Recreation. The future of the Muizenberg Pavilion is the subject of future planning for |

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| | | implement the present proposals, but there could be a larger develop plan created, with different phases, which then ensures that the changes made to the beachfront now will fit in with any future changes to the Civic centre and Park. That will avoid these changes one day having to be redone again. Parking is the aspect that is most affected not knowing the broader development plans. The proposal, as you have presented it, sees a major loss of land around the gravel carpark - with the masonry steps section being removed. The loss of this land and the formalising of the parking is likely to massively reduce the parking capacity (at present people park really creativiely to get maximum density!) Without being able to consider other parking options on Main rd and closer to the Civic Centre and without knowing the future potential demand for parking from additional development its premature to decide to reduce this land area and parking. It would be better to just leave it gravel in the present configuration until more permanent plans can be pulled together. Ideally there should be minimal parking right on the beach to reduce the traffic jam going in and out. But finding other viable parking areas would need to happen before parking is reduced. It would be good to use the back half of the gravel car park area to build some new double storey buildings. This proposal would work better again with some buildings. There could be parking on the gravent floor. There could be some parking is found elsewhere in Muizenberg. Ilove the idea of the upgrading of the children's play area. However, I am concerned that there is no sheller from the wind in the diagrams. The present children's play area is protected from the wind by the bathing boxes giving sheller the playground would be to cold and sand swept to be viable for kilds to play there. There seems to be a lot of concern about the shelter from the wind and easy access to facilities for the beach users. The joy of Muizenberg is | Parking The focus of the project is not to solve the parking Instead of trying to meet the growing parking of additional open space provision, the objective deviation margin. To mitigate the parking shortfor areas and public transport facilities will be highlighted. By rationalising the parking layouts, approximately be retained on a reduced footprint. This frees up to ensure more dry beach and the linking of the well as a widened promenade, generous seati- indignous vegetation will be used to soften parkin 'Formalising' the parking area refers to surfacing bays, indicating one way circulation, demarcation areas (walkways and road way) and the additin- surface storm water drainage. In oder to reta Muizenberg Beachfront these formalised parking- material that exisiting parking bays are surfaced will well in the coastal environment and result in low ashpalt and dark gravel parking areas. All parking Alternative uses of this space are acknowled convenient parking to the beachfront is well def the medium term. Paving of the area does not pr the area such as those proposed by commental larger city has evolved toward a public transport proposed arrangement be used for markets and public space in the City given that the event perr for such application. Furthermore, it is envisioned that the western port precinct, this projects scope area, will remain to be it is believed that if the long-term public transport use of personal cars, busses and taxies reduced parking is not required by beach users, the parkin No fixed building infrastructure is constructed in future repurposing of the area. A weekday and Saturday parking demand surversing survey indicated a parking occupancy level of markets and parking area are well-used and is over-utilized. As such, replacement of the existing parking aread total number of parking bays in the precinct will re- bays may be lost in one area and added in anot |

ing problem at the beachfront.

g demand, or removing parking in lieu of ive is to retain the status quo with a 5% tfall, pedestrian linkages to nearby parking be established/enhaced and the routes

ely the same number of parking bays could up space for people: infrastructure retreat e Muizenberg's sandy and rocky beach as ating steps and soft landscaping. Locally king areas, buildings and infrastructure.

ing the parking area, marking out parking ation of pedestrian and vehicle movement lition of services such as area lighting and etain and enhance the character of the sing areas will be surfaced with the same d with. The permeable clay pavers perform lower local temperatures as compared to sing will remain free of charge.

edged, the current use of the area as lefined in parking counts and is required in preclude possible future alternative uses of tators if the overall transport system of the port centred system. The space can in its ad other gatherings or events like any other ermitting and request procedure is followed

ortion of the larger Muizenberg beachfront or be used as is for the medium to long term. ort opportunities improved to the point that e to the extent that the proposed area of king area can be repurposed at such time. in the parking areas, which would prevent

vey was carried out as part of the TIA. The more than 50% during the week. During the y indicated a parking occupancy level of n Road roundabout and the informal gravel

reas are not feasible in the short to medium g areas shall be formalised and optimised ber of parking bays will be maintained. The I remain very similar, although a few parking nother.

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| | | | In accordance with Policy Statement 38, the reduce private vehicle dependency in lieu of retaining the parking status quo in the midst of demand. Retaining the parking status quo (Objective10.2A) along the beach as shops and patrons. It is unrealistic to think that the use of p alternative to the beach for surfers who live bey the GAB Muizenberg line and future MyCiti lines the fleet's limitation to safely carry with abnorm parking at this Metropolitan Coastal Node will the Should a reduction of parking be feasible in futu- re-used in the construction of paths while the lo the meantime, the parking area can double up o viewings etc. |
| | | | See the "Parking Areas" subheading along with F draft Basic Assessment Report for further detai related policy alignment, see Section E (4.2). |
| | | | Playground The playground has been designed to fit in to the attention has been given to ensuring it incorpor coastline. As little metal as possible will be used existing buildings and new ablution building playground. The design ensures there is a visual to beach so that parents can observe their children |
| | | | See the "Playground" subheading along with F Basic Assessment Report for further details on the |
| | | | Wind shelter The comment regarding wind protection is no subject to harsh False Bay and dominant south ec areas are not effective as it creates local w circulates and eventually accumulates, creatin enough wind shelters to avoid the above ment structures will obstruct views and create hiding sp |
| | | | The proposed eight beach huts at the central shelter for the plaza. Surface undulations in the play of wind shelter in the play area. The existing build provide some wind shelter. |
| | | | New ablutions Following the public comments received, the landward of the central shower plaza in close pu within the high pedestrian traffic zone for ease special focus on universal access of the ablution architectural style and include universal ac wheelchair accessible showers with bench for se |

e measure implemented to systematically of the use of promote public transport is of oversubscription and increased parking o will also safeguard economic activity id restaurants rely on public parking for their public transport will be a viable commute eyond the catchment of the Southern Line, es, not only because of coverage, but also rmal luggage like surfboards. The need for therefore remain for the foreseeable future. Jure, the paving could easily be lifted and land is transformed into a park or other. In o as an event space for markets, shows, film

n Figures 2 and 5 under Section B (4.4) of the ails on parking. For further details on NMT

the Muizenberg Beachfront area. Special porates aspects representative of the local ed for the heat and corrosion reasons. The g will provide wind shelter to the new al linkage between the playground and the ren.

Figure 6 under Section B (4.4) of the draft he design of the playground.

noted, Muizenberg is an exposed location easterly wind. Creating small wind sheltered wind eddies where fine windblown sand ring an unpleasant seating location. Large entioned are not deemed feasible as such spaces posing a public safety risk.

I shower plaza will however serve as wind play area will also provide a small amount ildings as well as proposed ablution will also

ne proposed ablution building is located proximity to the existing, next to the beach se of use and to improve access. There is n facilities. The design shall maintain existing access toilet/family change rooms, and seat along ablution building. Showers will be

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| | 25/00/2022 | Degr Ma Selemen | kept in the central area as well as the shower of side of beachfront. Knee level taps for feet at ak See the "Development Proposal" and Figure 2 Assessment Report for further details on the ablu |
| Gill, Anne <u>tisanneherbs@gmail.co</u> <u>m</u> Via Email | 25/09/2022 | Dear Ms Solomon, As a person who has lived in Muizemberg for many years, I would like to bring the problems, to your attention. It took 10 years to upgrade the main road. The sewerage has been a problem in the Sandvlei and on the beaches over the years. We were told it was an algae which was blooming, but it clearly smelt of sewerage, and the beach had it on the sand. The gardens which were planted were neglected and Olive trees were removed, and garden waste dumped on them. Where is the maintenance and upkeep of any of this. We saw how statues were raised in Strand to improve the beachfront, when they have their own problems of toxic water running into the sea and killing birds and fish also the sea is reclaiming the land. If the basic things are maintained and fixed then you can consider improvement. We are used to the city wasting money and pocketing public funds We there for have no confidence in this proposal and we are sorry for visitors who end up swimming in toilet conditions. Yours faithfully, Anne Gill | Allocation of resources Please note that this project is being undertak Management Branch, which is a branch of gow as defined roles and responsibilities. The scope of the ambit of this mandate, these roles and these Coastal Management: Spatial Area of Responsiti The Coastal Management area of jurisd seaward of the Coastal Edge as per the <i>t</i> environment as well as all processes or Coastal Management has overall respon departments operating or providing serv in terms of agreed operational protoc (defined below) The Roles and Responsibilities of the Coastal Mare Coastal Planning, Upgrades and Develor Coastal Policy and Regulation Coordination with the multiple line depor responsibilities in the coastal environmer Coastal management Branch acknowledge and resource needs throughout the city and sup the City in order to bring forth overall prog managements functional requirements, the p proactive replacement of old wooden seawall passed their design-life and started to fail, v protection in order to provide effective coastal will support the local socio-economic environmer Secondary to the coastal protection is the exter comprise the upgrading of the hard and soft I optimisation of the parking area. The proposed alignment of the new revetment for the main promenade area, the promenade creation is the exter comprise the upgrading of the hard and soft I optimisation of the parking area. |

r at the pergola/event pavilion on western ablution building are also included.

2 under Section B (4.4) of the draft Basic lution building.

aken by the City of Cape Town's Coastal overnment with a defined mandate, as well of the project is therefore required to fall in use responsibilities.

sibility:

sdiction (mandate) is defined as the area MSDF and including the near shore marine r activities that may impact on this space. Insibility for this coastal environment. All line rvices within the Coastal Environment do so tocols and/or Service Level Agreements

anagement function are a combination of: coastal land and ecosystem management elopment

partments that have functional and service ent,

ges the wide variety of other developmental upports a holistic resource distribution across ogression. Thus to deliver on the Coastal primary objective of the project is the all and degraded stone steps, which have with new a stepped revetment coastal al protection, public coastal access, which ment now and in future to remain growing. Atension of the project scope landward to t landscaping and buildings as well as the

follows that of the existing revetments along rest level increases by 0.5m and retreats 2m . The increased crest level takes account of intain seaward run-off of storm water and vs and beach access. New scour protection el, below expected future scour levels. The ral meters landward at the existing stepped connecting the two beach areas as it was part of land reclamation in the early 1900's.

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| Gill, Caroline carogill 1973@gmail.co m Via Website | 03/09/2022 | The current design is a huge parking area with no vegetation breaks - this will allow litter which is prevalent in the area at most times, to just blow into the sea. There is too much parving area, which could be more effectively utilised for more cars. The current gravel area fits a lot more cars and if we lose that, people will park on the parvements, damaging them and creating unnecessary blockages. The surfers use this area the most - could there not be more showers on this end? What facilities are there to take the sporting users into consideration? People walk, run, surf and fish here - the rocks are a beautiful natural setting and now they will be removed to create more concrete? Glencaim beach is a similar example to this - we lost a lot of valuable parking and the parvements are always covered in sand - that design was not well thought out or was executed by someone who was not familiar with the weather patterns of the area. Please allow some local design input - have a competition for promotion of ideas - you will do a lot better than this. No city based engineer or coastal architect can know a place better than the locals who use it day in and day out. Make it work for the people and by the people! | Concrete reverment Following public comment, areas landward of from concrete surfacing to paved areas using cla character and material use. In order to sustain the harsh marine conditions a future and to provide long-term robust coast reverment portion), concrete must be used to pr for the coastal defence structure. In order to a during future storm events the 3m wide promena andward of the promenade will be surfaced v seating wall, planters with indigenous plants, pl landward spaces. The clay pavers perform well lower local temperatures as compared to ashpor To mitigate the impact of introducing concrete, of finish will be used as opposed to a typical grey earthy gravel look and feel, and tying into the eff the beachfront businesses and next to the station See the "Development Proposal" and Figure 2, 3 Basic Assessment Report for further details. Parking The focus of the project is not to solve the parkin Instead of trying to meet the growing parking additional open space provision, the objectiv deviation margin. To mitigate the parking shortfra areas and public transport facilities will be highlighted. By rationalising the parking layouts, approximatel be retained on a reduced footprint. This frees up to ensure more dry beach and the linking of the well as a widened promenade, generous searindignous vegetation will be used to soften parkin lareas (walkways and road way) and the addit surface storm water drainage. In oder to retor Muizenberg Beachfront these formalised parking material that existing parking bays are surfaced well in the coastal environment and result in lo ashpalt and dark gravel parking areas. All parking Alternative uses of this space are acknowled convenient parking to the beachfront is well de the medium term. Paving of the area does not p the area such as those proposed by comment larger city has evolved toward a public transp proposed arrangement be used for markets and |

of the 3m wide promenade was changed clay segmented pavers to align with existing

and expected increase in wave energy in astal defence infrastructure (the stepped provide the required strength and durability o sustain the expected wave overtopping ade will also be concrete, but open spaces with permeable segmented clay pavers, play areas or lawns, similar to the existing ell in the coastal environment and result in palt and dark gravel parking areas.

, a sand coloured and exposed aggregate y concrete finish, providing a more natural exposed aggregate concrete used along on building.

, 3, and 4 under Section B (4.4) of the draft

ing problem at the beachfront.

g demand, or removing parking in lieu of ive is to retain the status quo with a 5% tfall, pedestrian linkages to nearby parking be established/enhaced and the routes

tely the same number of parking bays could up space for people: infrastructure retreat ne Muizenberg's sandy and rocky beach as eating steps and soft landscaping. Locally rking areas, buildings and infrastructure.

ing the parking area, marking out parking ation of pedestrian and vehicle movement dition of services such as area lighting and etain and enhance the character of the king areas will be surfaced with the same d with. The permeable clay pavers perform lower local temperatures as compared to king will remain free of charge.

ledged, the current use of the area as defined in parking counts and is required in preclude possible future alternative uses of tators if the overall transport system of the sport centred system. The space can in its and other gatherings or events like any other

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| | received | | public space in the City given that the event per for such application. Furthermore, it is envisioned that the western por precinct, this projects scope area, will remain to It is believed that if the long-term public transpor use of personal cars, busses and taxies reduce parking is not required by beach users, the parki No fixed building infrastructure is constructed in future repurposing of the area. A weekday and Saturday parking demand surv survey indicated a parking occupancy level of m peak period on a Saturday, the parking survey more than 100%. The parking around the Beach I parking area are well-used and is over-utilized. As such, replacement of the existing parking are term. The existing eastern and western parking and the status quo regarding the overall number total number of parking bays in the precinct will m bays may be lost in one area and added in ano In accordance with Policy Statement 38, the reduce private vehicle dependency in lieu of retaining the parking status quo in the midst of demand. Retaining the parking status quo (Objective10.2A) along the beach as shops and patrons. It is unrealistic to think that the use of p alternative to the beach for surfers who live bey the GAB Muizenberg line and future MyCiti lines the fleet's limitation to safely carry with abnom parking at this Metropolitan Coastal Node will th Should a reduction of parking be feasible in futur re-used in the construction of paths while the lo |
| | | | viewings etc. See the "Parking Areas" subheading along with I draft Basic Assessment Report for further detai related policy alignment, see Section E (4.2). Character (aesthetics) The City acknowledges the characteristic value elements in the beachfront. The project ender heritage and aesthetics in the proposed design day posters where merely "place holder" block buildings and did not intend to communication buildings. This may have caused unnecessary com |

ermitting and request procedure is followed

portion of the larger Muizenberg beachfront o be used as is for the medium to long term. For opportunities improved to the point that are to the extent that the proposed area of rking area can be repurposed at such time. in the parking areas, which would prevent

rvey was carried out as part of the TIA. The more than 50% during the week. During the ey indicated a parking occupancy level of h Road roundabout and the informal gravel

rreas are not feasible in the short to medium ng areas shall be formalised and optimised ber of parking bays will be maintained. The Il remain very similar, although a few parking nother.

e measure implemented to systematically of the use of promote public transport is of oversubscription and increased parking o will also safeguard economic activity ind restaurants rely on public parking for their public transport will be a viable commute eyond the catchment of the Southern Line, es, not only because of coverage, but also rmal luggage like surfboards. The need for therefore remain for the foreseeable future. Jure, the paving could easily be lifted and land is transformed into a park or other. In p as an event space for markets, shows, film

n Figures 2 and 5 under Section B (4.4) of the ails on parking. For further details on NMT

te of the existing buildings and landscaping deavours to preserve the sense of place, gn. The buildings indicated on public open cks indicating the approximate footprint of ate the proposed style of the proposed concern.

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| | | | The proposed coastal defence replacement and be done in such a way to maintain the cha architectural styles and landscape as reference. |
| | | | The character of the Muizenberg beachfront has characteristic element consisting of but not limite |
| | | | Panoramic views and open space Central beach huts / bathing boxes Existing buildings architectural style, which pergola structures and columns, hipped gargoyles, clay pavers and patterns Local artwork on walls Use of sandstone and granite in steps Local indigenous plants in planters, include |
| | | | Regarding the reflection of coastal dynamics in direct response to the dynamic nature of the cho and promenade is designed to withstand th conditions. The layout of the steps and prom playground has been rounded and softened to run-up and tidal washup/debris lines. The steps a beach level. The stepped structure is also less refl |
| | | | A number of design changes have been implen following list provides a summary of the changes and artwork component of the project: |
| | | | Beach huts to be centrally located to plaza Central plaza to remain central public n Use segmented paver surface landward concrete surface. Include creative polandscape features. Incorporate decorative segmented paven node, station forecourt, pergola area are include mosaic artwork at ablution build. Play area to be area context specific of like swing and slide as well as natural mode. False Bay coastal environment. Storm wareas for watering and infiltration and to off not available. Combination of natural lawn and artificies |
| | | | The City believe the proposed preliminary design and heritage of the beachfront. |
| | | | See the following sections of the draft Basic Ass preservation of the Muizenberg Beachfront's sen |
| | | | - Subheading "Settlement" subheading un |

nd associated landscape refurbishment will haracter of the place, using the existing e.

has been considered and the following key hited to have been identified:

ch includes colour palette, plaster banding, ed roofs and gables, obelisk showers with

Jding local initiatives to plant and maintain

in the design, the stepped revetment is a hanging beach levels. The coastal defence the harsh False Bay climatic and wave omenade in the corner area as well as o mirror and reference natural dune, wave a allow for continuous beach access at any eflective to wave energy.

emented following public consultation. The es implemented to the landscaping, layout

o serve as wind shelter for central shower

node with showers.

ard of 3m concrete promenade instead of oattern design to reflect the surrounding

aver patterns in focal paving areas (central and eastern end open space)

ildings, showers and seating walls.

c and also include normal play equipment naterials

indigenous vegetation suited to the harsh water run-off will be directed into planted to include automatic irrigation when run-

icial grass to be used where applicable.

gn incorporates and reflects the character

assessment Report for further details on the ense of place:

under Section E (4.1)

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| | | | Subheading "City of Cape Town Integra Section E (4.2) Subheading "Historical and Cultural Aspe |
| Gill, Patrick enphysm@gmail.com Via Email | 04/09/2022 | Hello My name is Patrick Gill, I am currently living in Parow, but I have been living and working in Muizenberg for over 20 years and I plan to return to live in Muizenberg as soon as possible since my friends live there and my family has historic ties to the area (there is a street named after us, Gill rd) I feel the need to respond to your proposal for an upgrade to the beachfront. Having seen the decline of Muizenberg beachfront over the years, I would support any project aimed at improving matters. I am however strongly against the proposed upgrade and I will explain why. As stated, I am not opposed to what you plan, but rather, I have concerns over when and why the plan will be implemented and the impact this will have on the community. There have been an increasing number of public works in the cape peninsula, the majority of which end up going over budget (sometimes by as much as 500%I) and taking years or even decades longer than was originally assigned to complete. The problems cited are always related to government tenders, maladministration and contractors. To me this points to corruption, I feel that in light of past projects, we cannot discount misappropriation of taxpayers' money as a significant motivating factor in the decision to upgrade Muizenberg beachfront. I would refer you to the main road upgrades between Muizenberg and Fish Hoek as just one example of how things often go. Further, I do not feel that the planned upgrades are being done in the interests of the community, rather, they are in opposition to the interests of most of pricing people out of Muizenberg, since property and real estate is no longer housing, but speculative investment which generates passive income for a few. I feel that the proposed upgrades are little more than a perverse and ultimately fullie effort to shore up property investments in a crumbling real estate market, something which adds value to developer's properties (many of which stand vacant) but adds no value to th | Rationale and background Due to climate change and sea level rise, increst expected at the coastal defence structures of the current state of the coastal defences, the expected to withstand the expected wave important of the coord overtopping under higher water levels. Robust of modelling and other site investigations, is required and physically supported to preserve the precision of the project is the new proactively replace the old wooden seawall maintain and preserve the Muizenberg beachfris the landward portion of the project scope correst landscaping and buildings as well as the form Muizenberg beachfront is a Coastal Destination diverse coastal beachfronts in Cape Town and it over the past years. Muizenberg beachfront was identified in the offering a wide variety of recreational and social has the highest beach use by recreational users 20 international attractions in Cape Town, attrate per year (Source: Economic Information Service: However, public coastal infrastructure and service) • Key infrastructure – such as the seawalls their design life and are beginning to fail • Longstanding incomplete components areas) are in further decline due to the heir design life and sense budgets ov public space and resultant underdevelor inefficient use of space. This reduction in the increasing pressure of the very high p |
| | | I don't know how many people will buy the lie that this is all in the hope that rich people who don't exist or aren't interested and tourists who don't want to visit will be drawn and bring money. Even if this happened (unlikely in the near future, given current economic trends locally and globally) it would result in a state of affairs which does not help the community, enriching only a few. | at risk Should the public coastal infrastructure and ser robust upgrade and new coastal defence struct the public amenity and value gained over the well as inappropriate and/or high costs of emerge |
| | | I would like to refer to the numerous and costly upgrades to the Strand beachfront which were designed to make Strand and Gordon's bay a tourist attraction. These included remodelling the beachfront, improving roads and parking and upgrading facilities and public art installations. They have not | When the project is being implemented The project is currently in preliminary design phas participation (public open house and 30 day |

rated Coastal Management Policy" under

pects" under Section G (7.)

treased water levels and wave heights are the Muizenberg beachfront. Given the poor existing coastal defence structure is not npacts and related scour to the toe of the oastal defences and/or damage due to coastal infrastructure, informed by coastal red to ensure the beachfront is maintained inct.

v stepped revetment coastal protection to III and degraded stone steps in order to ifront. Secondary to the coastal protection omprising of the upgrading of the hard and ormalising of the parking area.

on Place and is one of the most utilised and it has seen significant increase in popularity

e Coastal Economic and Spatial Strategic of the most universally accessible beaches ial opportunities in Cape Town. Muizenberg rs in Cape Town and it is also one of the top racting an estimated 90 000 foreign visitors es, Barry Standish & John White, 2016).

vices at Muizenberg are in decline as:

ills and revetments – are old, have passed ail

is of the precinct (such as gravel parking high use by oversubscribed parking needs over many years has seen a decline in the dopment of recreation areas as well as the in maintenance has been exacerbated by public use of the area

ace is failing (vegetation missing or eroded, ne economic and social value of the space

ervices not be replaced with well-planned ctures, it could result in the complete loss of e years, risk to public health and safety, as ergency interventions.

ase, during which feedback from the public comment period) is taken into account,

| Comment by Date receive | d Comments/Concerns/Questions | Responses |
|-------------------------|---|--|
| | resulted in Strand or Gordon's Bay becoming a holiday destination and tourist attraction, the hotels and guest houses stand empty while informal settlements spring up like mushrooms after the rain. There are next to no overseas tourists visiting the strand beachfront, the wealthy South Africans would rather go elsewhere and the majority of visitors to strand beachfront are from mid to low income South African households, as they were before the upgrades. I don't object to improving Muizenberg, I object to wasting money on something which might increase the wealth of a few who are already wealthy at the cost of those who really can't afford the burden - this is the best case scenario! Until such time as it offers any kind of real, direct benefit to the average man in the street, I see the proposed upgrades as a scam and I will nake sure that this is politically costly to proceed with this farce of 'improvement'. You might think that I have no influence, that I will post a few rants on social media, but I have recently been in correspondence with the leader of an established and powerful political party who thanked me for my suggestions. I will make sure this becomes iconic of the western cape government's policy of painting over the cracks and side-lining the concerns of all but the wealthiest. Additionally, should this upgrade proceed, I will pray to god every day for its failure and for the financial ruin of everyone involved. I will not personally sabotage the project through illegal means, but I can't guarantee that if others do, I will not encourage people to frustrate the efforts of the authorities to prosecute them for what I see as a legitimate protest. | making revisions to the feasibility designs, whic applicable. The completed preliminary designs environmental impact assessment process and v a public subcouncil meeting in March 2023. Folk will be available and the detail design and p Construction is planned to commence end 202 2026. Concerns relating to corruption The City of Cape Town values good governance procurement acts, thus the tender process for consulting team followed the City of Cape Town 2019) as required by the South African Low Management Act 1 of 2003. Appointment with Committee recommendation letter as required I all required due diligence was taken to ensure made. A similar rigorous procedure of open tender with construction contract. For more information please visit the City <u>https://www.capetown.gov.za/Departments Department or Procurement Portal (capetow is available at ECONOMIC AND HUMAN (capetow is available at ECONOMIC and the intervation is planned in the intervation is planned intervation.</u> |
| | I strongly recommend that you work on improving living conditions for those who really need assistance before you begin grandiose public works which offer no real benefit. I ask that you fix Muizenberg by improving infrastructure and amenities for those who live there. Create and improve reasonably priced housing within the peninsula and incentives and opportunities for mid to low income families to visit Muizenberg and enjoy the beachfront. Increase the number of accessible shops catering to ordinary South Africans, provide effective policing and security, upgrade public health care facilities and then, once Muizenberg works, then you can upgrade the beachfront. Then you will have my support and my thanks, until then, I will treat this as and attack on Muizenberg and on the residents of the western cape who urgently need assistance from the government. thank you for your time and consideration, good bye. | Exceeding budget and timeframes Please see the response above noting that governance. The disruptions will be temporary during the current months will be kept to a minimum, by construction over the whole site at one time. Public will still be and there will be alternative access points to the The surfing area will remain open (no work in surf Prior to commencement of Construction as well Contractor shall require an approved environt accommodation plan to ensure safe access construction work will preferably take place construction work is not expected to encroach the Road. Interests of the Muizenberg community / Concern The project will improve the experience of beach Muizenberg beachfront is a Coastal Destination I diverse coastal beachfronts in Cape Town and it is over the past years |

hich were presented to the public, where ns will be presented and assessed in the d will also be presented to Subcouncil 19 in pollowing which further commenting periods procurement phases will be concluded. 024/early 2025 and be completed end of

for the appointment of the professional vn Supply Chain Management Policy (May Local government – Municipal Finance was approved via the Bid Adjudication d by the SCM policy. The utmost care and re a fair and equitable appointment was

r will be applied for the appointment of the

ity Supply Chain Management website: <u>hts/Supply Chain Management (SCM)</u> <u>own.gov.za</u>). Alternatively more information <u>apetown.gov.za</u>)

it the City of Cape Town values good

rrent estimated construction duration of 21 cting in stages as opposed to constructing I be able to access beachfront businesses the beach during the project construction. orf zone area).

vell as during Construction, the appointed onmental, health and safety and traffic ass with minimized disruptions. The major e during the off-peak seasons although h the parking and shopfronts along Beach

erns relating to who will benefit

ich users.

n Place and is one of the most utilised and it has seen significant increase in popularity

Coastal Economic and Spatial Strategic

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| | | | Framework for Cape Town, 2017 (CESSF) as one of offering a wide variety of recreational and social has the highest beach use by recreational users in 20 international attractions in Cape Town, attractioner year (Source: Economic Information Services project aims to further improve and prioritise universal includes a: 3m wide universally accessible proment Universal beach access ramp in the callows the beach access mats to be roll Universal access to playground area. The ablution facilities in the central and showers and changing facilities. The project also incorporates easily wheelchair and access equipment. One of the existing two buildings on the providing assistance with universal beach Additional wheelchair parking bays will Drop and go embayment will be problement. |
| | | | Local economy The project will improve the experience of beac should have a positive impact on tourism. Without functional coastal defense infrastructur infrastructure supporting the beachfront business lead to a socio-economic decline. Replacement of the coastal defence structure a |
| | | | general recreational areas and ablution facility area and support the local economy. |
| | | | Allocation of Resources/Funding As mentioned above, the primary objective of the old wooden seawall and degraded stone step started to fail. It is proposed to replace the existin revetment coastal defence in order to provide coastal access, which will support the local so future to remain growing. Secondary to the co project scope landward to comprise the upgrad buildings as well as the optimisation of the pa avoids ongoing expensive repair or unplanned analysis has been completed as part of the so feasibility stage. It shows a significant benefit of c based on a well-considered plan based on coo than to wait for it to collapse and replace it as o maintenance work. Pl |

of the most universally accessible beaches ial opportunities in Cape Town. Muizenberg rs in Cape Town and it is also one of the top racting an estimated 90 000 foreign visitors es, Barry Standish & John White, 2016). The niversal access over the entire project area,

nade,

central area of the beachfront that also bled out on a daily basis.

of promenade from parking level.

area include universally accessible toilet,

ly accessible storage space for beach

ne beachfront will be repurposed for NGO's ach access and adaptive surfing.

ill be demarcated.

provided at the entrance circle to the

ach users and restaurant patrons alike and

ture, the landside recreational areas and esses will not be optimally functional and will

and promenade and improvements to the ty is expected to increase popularity of the

the project is the proactive replacement of eps that have passed their design-life and sting coastal defences with a new stepped de effective coastal protection and public socio-economic environment now and in coastal protection is the extension of the ading of the hard and soft landscaping and parking area. **Completing the project now** ed emergency repair work. A cost benefit socio-economic study component of the completing the works as a once off project oastal studies and other supporting studies an emergency intervention or piece-meal

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| | | | Furthermore, please note that this project is being Coastal Management Branch, which is a branch as well as defined roles and responsibilities. The set to fall in the ambit of this mandate, these roles and Coastal Management: Spatial Area of Responsibilities. The Coastal Management area of jurisd seaward of the Coastal Edge as per the N environment as well as all processes or a Coastal Management has overall response departments operating or providing servi in terms of agreed operational proto- (defined below) The Roles and Responsibilities of the Coastal Mare Coastal Planning, Upgrades and Develo Coastal Policy and Regulation Coastal Policy and Regulation Coastal monitoring and Reporting The Coastal management Branch acknowledges and resource needs throughout the city and supp the City in order to bring forth overall progr managements functional requirements, the p proactive replacement of old wooden seawall passed their design-life and started to fail, w protection in order to provide effective coastal will support the local socio-economic environmer Secondary to the coastal protection is the exter comprise the upgrading of the hard and soft lo optimisation of the parking area. |
| Giusti, Paula giustipau@hotmail.com Via Email | 08/09/2022 | Good day Thank you for your interest in Muizenberg Beach Front Please DO NOT CHANGE the actual feel of what we have. We DO NOT NEED your improvements. | Rationale and background It is important to note, the primary objective of t coastal protection to replace the old woode Secondary to the coastal protection is the exte comprise the upgrading of the hard and soft le |
| | | We DO NOT NEED more parking, invest that money in upgrading schools, building shelters for street people that we have in tons and hire social works to assist them or develop STRAINFONTAIN which is in much need. We DO NOT NEED new toilets, those are beautiful and work perfectly. If the wall on the beach is a problem REINFORCE the wall but DO NOT CHANGE THEM Muizenberg is a gem because it is kept as it is. Let's keep what works and do where is needed | optimisation of the parking area. Completing the project now avoids ongoing exprepair work. A cost benefit analysis has been constudy component of the feasibility stage. It show works as a once off project based on a well-const other supporting studies than to wait for it to construct intervention or piece-meal maintenance work. |
| | | 4. We DO NOT NEED more parking, instead get the trains running and if those belong to national and you cannot do anything then create a tram or a a bicycle system that YOU can operate and bring people to the area but NO MORE CARS. | Muizenberg beachfront is a Coastal Destination diverse coastal beachfronts in Cape Town and it over the past years. |

ing undertaken by the City of Cape Town's ch of government with a defined mandate, e scope of the project is therefore required and these responsibilities.

sibility:

sdiction (mandate) is defined as the area MSDF and including the near shore marine r activities that may impact on this space. Insibility for this coastal environment. All line rvices within the Coastal Environment do so tocols and/or Service Level Agreements

anagement function are a combination of: coastal land and ecosystem management lopment

partments that have functional and service ent,

tes the wide variety of other developmental pports a holistic resource distribution across gression. Thus to deliver on the Coastal primary objective of the project is the all and degraded stone steps, which have with new a stepped revetment coastal al protection, public coastal access, which nent now and in future to remain growing. ttension of the project scope landward to landscaping and buildings as well as the

the project is the new stepped revetment den seawall and degraded stone steps. stension of the project scope landward to landscaping and buildings as well as the

expensive repair or unplanned emergency completed as part of the socio-economic bws a significant benefit of completing the nsidered plan based on coastal studies and collapse and replace it as an emergency

n Place and is one of the most utilised and it has seen significant increase in popularity

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| | | People come to Muizenberg but they like what is there as it is, we DO NOT NEED more improvements here. There are NEEDS in many other districts. Please USE your money and our money wisely to really make a difference for the people of cape town. Build new toilets in taxi ranks, build new school, new hospitals, build with the vision of creating jobs were people live and need. And this is not the case of Muizenberg which works at it is. | Muizenberg beachfront was identified in the C Framework for Cape Town, 2017 (CESSF) as one o offering a wide variety of recreational and social has the highest beach use by recreational users i 20 international attractions in Cape Town, attract per year (Source: Economic Information Services |
| | | Please do not spoil what we have, we do NOT NEED your improvements. All my comments via email and in writing are what I think and do not reflect the opinion of the company and organization I work and I'm part of. | However, public coastal infrastructure and service Key infrastructure – such as the seawalls their design life and are beginning to fail Longstanding incomplete components of areas) are in further decline due to the hi A reduction in maintenance budgets ov public space and resultant underdevelog inefficient use of space. This reduction in the increasing pressure of the very high p General housekeeping and sense of place bathing boxes derelict) which places the at risk Additionally, due to climate change and sea levelogists are expected at the coastal defence sea Given the poor current state of the coastal costructure is not expected to withstand the expect the toe of the structure, which will lead to failure due to overtopping under higher water levels. R coastal modelling and other site investigations, maintained and physically supported to preserve. Should the public coastal infrastructure and server the public amenity and value gained over the year of year. |
| | | | Mandate and allocation of resources Please note that this project is being undertake Management Branch, which is a branch of gove as defined roles and responsibilities. The scope of the ambit of this mandate, these roles and these |
| | | | Coastal Management: Spatial Area of Responsible The Coastal Management area of jurisd seaward of the Coastal Edge as per the N environment as well as all processes or of Coastal Management has overall response departments operating or providing servic in terms of agreed operational protoc (defined below) |
| | | | The Roles and Responsibilities of the Coastal Man • Coastal hard infrastructure assets and co |

Coastal Economic and Spatial Strategic of the most universally accessible beaches ial opportunities in Cape Town. Muizenberg rs in Cape Town and it is also one of the top racting an estimated 90 000 foreign visitors es, Barry Standish & John White, 2016).

vices at Muizenberg are in decline as: Ils and revetments – are old, have passed il

s of the precinct (such as gravel parking high use by oversubscribed parking needs over many years has seen a decline in the lopment of recreation areas as well as the in maintenance has been exacerbated by public use of the area

ace is failing (vegetation missing or eroded, ne economic and social value of the space

evel rise, increased water levels and wave structures of the Muizenberg beachfront. I defences, the existing coastal defence ected wave impacts and related scour to e of the coastal defences and/or damage Robust coastal infrastructure, informed by ns, is required to ensure the beachfront is ve the precinct.

ervices not be replaced with well-planned ctures, it could result in the complete loss of e years, risk to public health and safety, as rgency interventions.

aken by the City of Cape Town's Coastal vernment with a defined mandate, as well of the project is therefore required to fall in se responsibilities.

sibility:

sdiction (mandate) is defined as the area MSDF and including the near shore marine r activities that may impact on this space. Insibility for this coastal environment. All line rvices within the Coastal Environment do so tocols and/or Service Level Agreements

s and Responsibilities of the Coastal Management function are a combination of: Coastal hard infrastructure assets and coastal land and ecosystem management

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|------------|------------------|-----------------------------|---|
| | | | Coastal Planning, Upgrades and Development Coastal Policy and Regulation Coordination with the multiple line deporting Coastal monitoring and Reporting |
| | | | The Coastal management Branch acknowledge and resource needs throughout the city and sup the City in order to bring forth overall prog managements functional requirements, the p proactive replacement of old wooden seawall passed their design-life and started to fail, w protection in order to provide effective coastal will support the local socio-economic environm. Secondary to the coastal protection is the exter comprise the upgrading of the hard and soft I optimisation of the parking area. |
| | | | Parking The focus of the project is not to solve the parkin |
| | | | Instead of trying to meet the growing parking additional open space provision, the objectiv deviation margin. To mitigate the parking shortf areas and public transport facilities will be highlighted. |
| | | | By rationalising the parking layouts, approximate be retained on a reduced footprint. This frees u to ensure more dry beach and the linking of the well as a widened promenade, generous sea indignous vegetation will be used to soften park |
| | | | 'Formalising' the parking area refers to surfacin bays, indicating one way circulation, demarcat areas (walkways and road way) and the addit surface storm water drainage. In oder to rete Muizenberg Beachfront these formalised parkin material that exisitng parking bays are surfaced well in the coastal environment and result in lo ashpalt and dark gravel parking areas. All parkin |
| | | | Alternative uses of this space are acknowle convenient parking to the beachfront is well de the medium term. Paving of the area does not p the area such as those proposed by commente larger city has evolved toward a public transp proposed arrangement be used for markets and public space in the City given that the event per for such application. |
| | | | Furthermore, it is envisioned that the western po |

elopment

partments that have functional and service nent,

ges the wide variety of other developmental upports a holistic resource distribution across ogression. Thus to deliver on the Coastal a primary objective of the project is the rall and degraded stone steps, which have with new a stepped revetment coastal ral protection, public coastal access, which ment now and in future to remain growing. extension of the project scope landward to the landscaping and buildings as well as the

king problem at the beachfront.

ng demand, or removing parking in lieu of tive is to retain the status quo with a 5% rtfall, pedestrian linkages to nearby parking be established/enhaced and the routes

Itely the same number of parking bays could s up space for people: infrastructure retreat he Muizenberg's sandy and rocky beach as eating steps and soft landscaping. Locally arking areas, buildings and infrastructure.

cing the parking area, marking out parking cation of pedestrian and vehicle movement dition of services such as area lighting and etain and enhance the character of the rking areas will be surfaced with the same ed with. The permeable clay pavers perform lower local temperatures as compared to rking will remain free of charge.

Aledged, the current use of the area as defined in parking counts and is required in t preclude possible future alternative uses of ntators if the overall transport system of the sport centred system. The space can in its and other gatherings or events like any other permitting and request procedure is followed

Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront

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| | | | precinct, this projects scope area, will remain to It is believed that if the long-term public transpor use of personal cars, busses and taxies reduce parking is not required by beach users, the parki No fixed building infrastructure is constructed in future repurposing of the area. |
| | | | A weekday and Saturday parking demand surv survey indicated a parking occupancy level of n peak period on a Saturday, the parking survey more than 100%. The parking around the Beach I parking area are well-used and is over-utilized. |
| | | | As such, replacement of the existing parking are term. The existing eastern and western parking and the status quo regarding the overall number total number of parking bays in the precinct will re bays may be lost in one area and added in and |
| | | | In accordance with Policy Statement 38, the reduce private vehicle dependency in lieu of retaining the parking status quo in the midst of demand. Retaining the parking status quo (Objective10.2A) along the beach as shops and patrons. It is unrealistic to think that the use of p alternative to the beach for surfers who live bey the GAB Muizenberg line and future MyCiti lines the fleet's limitation to safely carry with abnorm parking at this Metropolitan Coastal Node will th Should a reduction of parking be feasible in future to the meantime, the parking area can double up viewings etc. |
| | | | See the "Parking Areas" subheading along with I draft Basic Assessment Report for further detai related policy alignment, see Section E (4.2). |
| | | | Transport priorities Train The Southern Line will not be returning to fill effici local government responsibility, however the C services and the devolution of rail functions to en Town". |
| | | | Taxi According to the 2014 and 2019 STATS SA Gene in the usage of trains as a mode of transport due people commuting with taxis approximately 4 the of the railway service is improved, the percen Beach with the train is unlikely to change dramat the majority of Cape Town's neighbourhoods |

o be used as is for the medium to long term. For opportunities improved to the point that the to the extent that the proposed area of rking area can be repurposed at such time. in the parking areas, which would prevent

rvey was carried out as part of the TIA. The more than 50% during the week. During the ey indicated a parking occupancy level of n Road roundabout and the informal gravel

rreas are not feasible in the short to medium ng areas shall be formalised and optimised ber of parking bays will be maintained. The Il remain very similar, although a few parking nother.

e measure implemented to systematically of the use of promote public transport is of oversubscription and increased parking o will also safeguard economic activity nd restaurants rely on public parking for their public transport will be a viable commute eyond the catchment of the Southern Line, es, not only because of coverage, but also rmal luggage like surfboards. The need for therefore remain for the foreseeable future. uture, the paving could easily be lifted and land is transformed into a park or other. In p as an event space for markets, shows, film

n Figures 2 and 5 under Section B (4.4) of the ails on parking. For further details on NMT

ciency overnight. The passenger rail is not a City will "continue advocating for better ensure a quality, reliable rail service for Cape

neral Household Survey, there is a reduction ue to the commuter rail service decline, with I times more than trains. Even if the reliability entage people commuting to Muizenberg natically as the Southern line does not service ds and therefore does not offer a feasible

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|------------|------------------|-----------------------------|--|
| | | | transport alternative for the majority of Capetonia the dominance of minibus taxis as mode of publi The minibus taxis will continue to use the bus emb the Main Road parallel parking bays, as they are and around the site will also remain available sho |
| | | | Cycling The CITP's vision for cycling is that "Cape Town is where cycling is an accepted, accessible and po and visitors alike." To this effect, and in line with the proposal provides people with the opportunity to promenade; improves the safety of cyclists by re preference to cyclists and pedestrian and providi will be well distributed across the site and located route is planned for Atlantic Road, although impl however beyond the scope of this project. |
| | | | Parking In accordance with Policy Statement 38, the r reduce private vehicle dependency in lieu of retaining the parking status quo in the midst of demand. Retaining the parking status quo v (Objective10.2A) along the beach as shops and r patrons. It is unrealistic to think that the use of pu alternative to the beach for surfers who live beyon the GAB Muizenberg line and future MyCiti lines, the fleet's limitation to safely carry with abnorma- parking at this Metropolitan Coastal Node will the Should a reduction of parking be feasible in futur re-used in the construction of paths while the lar the meantime, the parking area can double up of viewings etc. |
| | | | New ablutions Following the public comments received, the landward of the central shower plaza in close pro- within the high pedestrian traffic zone for ease special focus on universal access of the ablution for architectural style and include universal acc wheelchair accessible showers with bench for sec kept in the central area as well as the shower ar side of beachfront. Knee level taps for feet at abl |
| | | | See the "Development Proposal" and Figure 2 Assessment Report for further details on the abluti |
| | | | Character (aesthetics) The City acknowledges the characteristic value of elements in the beachfront. The project ended heritage and aesthetics in the proposed design. day posters where merely "place holder" blocks buildings and did not intend to communicate buildings. This may have caused unnecessary corr |

nians to the beach. The project recognizes ublic transport, as per IDP Objective 12.1.C. nbayment to drop off commuters as well as are currently doing. The parking bays within hould taxis park and wait for commuters.

n is the premier Cycling City in South Africa popular mode of transport for all – residents in the Cycling Strategy's key focus areas the to cycle along the beach by widening the reducing conflict with vehicles and giving riding cycling infrastructure. Bicycle parking ed conveniently. Note that a class 4 Cycling inplementation of bicycle lanes to the site is

e measure implemented to systematically of the use of promote public transport is of oversubscription and increased parking o will also safeguard economic activity d restaurants rely on public parking for their public transport will be a viable commute eyond the catchment of the Southern Line, es, not only because of coverage, but also mal luggage like surfboards. The need for therefore remain for the foreseeable future. Hure, the paving could easily be lifted and land is transformed into a park or other. In o as an event space for markets, shows, film

he proposed ablution building is located proximity to the existing, next to the beach se of use and to improve access. There is in facilities. The design shall maintain existing access toilet/family change rooms, and eat along ablution building. Showers will be at the pergola/event pavilion on western ablution building are also included.

2 under Section B (4.4) of the draft Basic lution building.

te of the existing buildings and landscaping deavours to preserve the sense of place, gn. The buildings indicated on public open cks indicating the approximate footprint of ate the proposed style of the proposed concern.

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| | | | The proposed coastal defence replacement and be done in such a way to maintain the cha architectural styles and landscape as reference. |
| | | | The character of the Muizenberg beachfront has characteristic element consisting of but not limite |
| | | | Panoramic views and open space Central beach huts / bathing boxes Existing buildings architectural style, which pergola structures and columns, hipped gargoyles, clay pavers and patterns Local artwork on walls Use of sandstone and granite in steps Local indigenous plants in planters, included |
| | | | Regarding the reflection of coastal dynamics in direct response to the dynamic nature of the cha and promenade is designed to withstand the conditions. The layout of the steps and prom playground has been rounded and softened to run-up and tidal washup/debris lines. The steps a beach level. The stepped structure is also less refl |
| | | | A number of design changes have been implem following list provides a summary of the changes and artwork component of the project: |
| | | | Beach huts to be centrally located to plaza Central plaza to remain central public n Use segmented paver surface landward concrete surface. Include creative polandscape features. Incorporate decorative segmented paver node, station forecourt, pergola area ar Include mosaic artwork at ablution build Play area to be area context specific of like swing and slide as well as natural mode. False Bay coastal environment. Storm we areas for watering and infiltration and the off not available. Combination of natural lawn and artificient. |
| | | | The City believe the proposed preliminary design and heritage of the beachfront. |
| | | | See the following sections of the draft Basic Ass preservation of the Muizenberg Beachfront's sen |
| | | | - Subheading "Settlement" subheading un |

nd associated landscape refurbishment will haracter of the place, using the existing re.

has been considered and the following key hited to have been identified:

ch includes colour palette, plaster banding, ed roofs and gables, obelisk showers with

Jding local initiatives to plant and maintain

in the design, the stepped revetment is a hanging beach levels. The coastal defence the harsh False Bay climatic and wave omenade in the corner area as well as o mirror and reference natural dune, wave allow for continuous beach access at any eflective to wave energy.

emented following public consultation. The es implemented to the landscaping, layout

o serve as wind shelter for central shower

node with showers.

ard of 3m concrete promenade instead of pattern design to reflect the surrounding

aver patterns in focal paving areas (central and eastern end open space)

ildings, showers and seating walls.

and also include normal play equipment naterials

indigenous vegetation suited to the harsh water run-off will be directed into planted to include automatic irrigation when run-

icial grass to be used where applicable.

gn incorporates and reflects the character

assessment Report for further details on the ense of place:

under Section E (4.1)

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|--|------------------|---|---|
| | | | Subheading "City of Cape Town Integra Section E (4.2) Subheading "Historical and Cultural Asp |
| Giusti, Paula <u>guiustipav@hotmail.co</u> <u>m</u> Via written comments at the Open House | 07/09/2022 | No need to add more parking what it is can be repaved is more than enough parking. The new design does not add more parking. More people more rubbish. Where are the bins and big board encouraging to take the rubbish with you? Local Muizenberg artists- must be involved in the design to do something local. More green is needed. Skateboard and rolling skates area instead of parking. If train works -we do not need parking Toilets close to the road-horrible idea Waste of city money in so much parking &traffic which we do not need more. | Project mandate Please note that this project is being undertak Management Branch, which is a branch of gov as defined roles and responsibilities. The scope of the ambit of this mandate, these roles and these Coastal Management: Spatial Area of Responsi The Coastal Management area of jurisd seaward of the Coastal Edge as per the environment as well as all processes or Coastal Management has overall respon departments operating or providing serv in terms of agreed operational proto (defined below) The Roles and Responsibilities of the Coastal Man Coastal Planning, Upgrades and Develo Coastal Planning, Upgrades and Develo Coastal Planning, Upgrades and Develo Coastal Planning and Regulation Coastal monitoring and Reporting The Coastal management Branch acknowledge and resource needs throughout the city and sup the City in order to bring forth overall prog managements functional requirements, the p proactive replacement of old wooden seawal passed their design-life and started to fail, v protection in order to provide effective coastal will support the local socio-economic environm Parking The focus of the project is not to solve the parking additional open space provision, the objectiv deviation margin. To mitigate the parking shortf areas and public transport facilities will be highlighted. By rationalising the parking layouts, approximate be retained on a reduced footprint. This frees u to ensure more dry beach and the linking of the |

grated Coastal Management Policy" under

spects" under Section G (7.)

aken by the City of Cape Town's Coastal overnment with a defined mandate, as well e of the project is therefore required to fall in ese responsibilities.

nsibility:

risdiction (mandate) is defined as the area e MSDF and including the near shore marine or activities that may impact on this space. onsibility for this coastal environment. All line ervices within the Coastal Environment do so btocols and/or Service Level Agreements

lanagement function are a combination of: coastal land and ecosystem management elopment

epartments that have functional and service nent,

ges the wide variety of other developmental upports a holistic resource distribution across ogression. Thus to deliver on the Coastal e primary objective of the project is the rall and degraded stone steps, which have , with new a stepped revetment coastal tal protection, public coastal access, which ment now and in future to remain growing. extension of the project scope landward to ft landscaping and buildings as well as the

king problem at the beachfront.

ng demand, or removing parking in lieu of tive is to retain the status quo with a 5% rtfall, pedestrian linkages to nearby parking be established/enhaced and the routes

Itely the same number of parking bays could s up space for people: infrastructure retreat he Muizenberg's sandy and rocky beach as

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|------------|------------------|-----------------------------|--|
| | | | well as a widened promenade, generous seat indignous vegetation will be used to soften parki |
| | | | 'Formalising' the parking area refers to surfacin bays, indicating one way circulation, demarcati areas (walkways and road way) and the addit surface storm water drainage. In oder to reto Muizenberg Beachfront these formalised parkin material that exisitng parking bays are surfaced well in the coastal environment and result in lo ashpalt and dark gravel parking areas. All parkin |
| | | | Alternative uses of this space are acknowled convenient parking to the beachfront is well de the medium term. Paving of the area does not p the area such as those proposed by commente larger city has evolved toward a public transp proposed arrangement be used for markets and public space in the City given that the event per for such application. |
| | | | Furthermore, it is envisioned that the western por precinct, this projects scope area, will remain to l It is believed that if the long-term public transpor use of personal cars, busses and taxies reduce parking is not required by beach users, the parkin No fixed building infrastructure is constructed in future repurposing of the area. |
| | | | A weekday and Saturday parking demand survey survey indicated a parking occupancy level of m peak period on a Saturday, the parking survey more than 100%. The parking around the Beach R parking area are well-used and is over-utilized. |
| | | | As such, replacement of the existing parking are term. The existing eastern and western parking and the status quo regarding the overall number total number of parking bays in the precinct will re bays may be lost in one area and added in ano |
| | | | In accordance with Policy Statement 38, the reduce private vehicle dependency in lieu of retaining the parking status quo in the midst of demand. Retaining the parking status quo (Objective10.2A) along the beach as shops and patrons. It is unrealistic to think that the use of p |
| | | | alternative to the beach for surfers who live bey the GAB Muizenberg line and future MyCiti lines, the fleet's limitation to safely carry with abnorm parking at this Metropolitan Coastal Node will the Should a reduction of parking be feasible in futu- re-used in the construction of paths while the la |

ating steps and soft landscaping. Locally rking areas, buildings and infrastructure.

ing the parking area, marking out parking ation of pedestrian and vehicle movement dition of services such as area lighting and etain and enhance the character of the king areas will be surfaced with the same d with. The permeable clay pavers perform lower local temperatures as compared to king will remain free of charge.

ledged, the current use of the area as defined in parking counts and is required in preclude possible future alternative uses of ntators if the overall transport system of the sport centred system. The space can in its nd other gatherings or events like any other ermitting and request procedure is followed

ortion of the larger Muizenberg beachfront o be used as is for the medium to long term. ort opportunities improved to the point that e to the extent that the proposed area of king area can be repurposed at such time. in the parking areas, which would prevent

rvey was carried out as part of the TIA. The more than 50% during the week. During the y indicated a parking occupancy level of Road roundabout and the informal gravel

reas are not feasible in the short to medium g areas shall be formalised and optimised per of parking bays will be maintained. The remain very similar, although a few parking nother.

measure implemented to systematically of the use of promote public transport is of oversubscription and increased parking will also safeguard economic activity d restaurants rely on public parking for their public transport will be a viable commute eyond the catchment of the Southern Line, es, not only because of coverage, but also rmal luggage like surfboards. The need for herefore remain for the foreseeable future. uture, 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

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| | | | the meantime, the parking area can double up viewings etc. |
| | | | See the "Parking Areas" subheading along with F draft Basic Assessment Report for further detai related policy alignment, see Section E (4.2). |
| | | | Waste management Waste management for the beach will be Management Precinct Plans. |
| | | | Soft landscaping Following public comment more planted areas suited to these harsh conditions. Locally indig recreational purposes will be planted instead vegetation suited to the harsh False Bay coastal design. Storm water run-off will be directed into p and to include automatic irrigation when run-of (indigenous) lawn and artificial grass will used whether |
| | | | Maintenance of any planted areas and mainten importance to the project, hence only approprie suited plants) will be incorporated in applicable |
| | | | See the "Soft Landscaping" subheading along draft Basic Assessment Report for further details. |
| | | | Skatepark The City has decided that the installation of a sk not currently feasible, thus it has been removed Station |
| | | | New ablution |
| Gluckman, Martina <u>t on earth@hotmail.co</u> | 01/09/2022 | Dear Tarryn | Infinity environmental has been running the com the City as well as the Environmental Impact Ass |
| <u>m</u> Via Email | | For the Muizenberg Beach Front upgrade I have a number of suggestions, some of which in the context of sustainability, others in the context of community and aesthetics. Would you be the right person to talk to for both categories? Or are you solely responsible for the environmental side? | A draft Basic Assessment Report providing detail (biophysical, economic and social), specialist comment. Should you have any further queries BAR, please email the EAP, Tarryn Solomon, to fo |
| | | Best wishes, Martina Gluckman | |
| Gluckman, Martina <u>t on earth@hotmail.co</u> <u>m</u> | 07/09/2022 | Incorporate warm white, easy, welcoming lights around beachfront. At the moment all is terribly white lit up. Welcoming atmosphere will attract more people. Example of coastal town, google "Lindau at night". Give it life! | Lighting Area lighting is included and will be provided western and eastern parking areas as well as a be lit to a minimum of a B1 classification of lightin |
| | | Smooth tarmac for skating blading. Plenty of dustbins and signs "Do not litter", possible an info board of what happens to plastic in the ocean. Seating coves facing away from the south easterly wind see overleaf (detailed drawing of suggestion) | Concrete revetment Following public comment, areas landward of from concrete surfacing to paved areas using clo character and material use. |

p as an event space for markets, shows, film

th Figures 2 and 5 under Section B (4.4) of the tails on parking. For further details on NMT

e addressed through Integrated Coastal

eas are included. Trees are not climatically adigenous vegetation as well as lawn for ead. More planters for hardy indigenous tal environment will be incorporated into the to planted areas for watering and infiltration -off not available. A combination of natural where applicable.

enance of any new infrastructure is of utmost priate plant species (indigenous, climatically ple locations.

ng with Figure 8 under Section B (4.4) of the ils.

skate park at the Muizenberg Beachfront is ed from this project

ommunity consultation process in liaison with Assessment Process.

tails on the proposal, environmental context environmental context is available for es beyond the information presented in the facilitate further engagement.

ed for the play area, central shower plaza, along the promenade. The beachfront will nting.

of the 3m wide promenade was changed clay segmented pavers to align with existing

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| | | Flow of traffic is important I like option B | In order to sustain the harsh marine conditions of future and to provide long-term robust coass revetment portion), concrete must be used to put for the coastal defence structure. In order to during future storm events the 3m wide promence landward of the promenade will be surfaced seating wall, planters with indigenous plants, p landward spaces. The clay pavers perform well lower local temperatures as compared to ashper To mitigate the impact of introducing concrete, finish will be used as opposed to a typical grey |
| | | | earthy gravel look and feel, and tying into the eachfront businesses and next to the static See the "Development Proposal" and Figure 2, |
| | | | Basic Assessment Report for further details. Waste management Waste management for the beach will be Management Precinct Plans. |
| | | | Wind shelter The comment regarding wind protection is no subject to harsh False Bay and dominant south e areas are not effective as it creates local w circulates and eventually accumulates, creatin enough wind shelters to avoid the above men structures will obstruct views and create hiding s |
| | | | The proposed eight beach huts at the central shelter for the plaza. Surface undulations in the of wind shelter in the play area. The existing build provide some wind shelter. |
| | | | Parking The focus of the project is not to solve the parkir |
| | | | Instead of trying to meet the growing parking additional open space provision, the objectiv deviation margin. To mitigate the parking short areas and public transport facilities will be highlighted. |
| | | | By rationalising the parking layouts, approximate be retained on a reduced footprint. This frees u to ensure more dry beach and the linking of the well as a widened promenade, generous sec indignous vegetation will be used to soften park |
| | | | 'Formalising' the parking area refers to surfacir bays, indicating one way circulation, demarca |

s and expected increase in wave energy in astal defence infrastructure (the stepped provide the required strength and durability o sustain the expected wave overtopping nade will also be concrete, but open spaces d with permeable segmented clay pavers, play areas or lawns, similar to the existing yell in the coastal environment and result in palt and dark gravel parking areas.

e, a sand coloured and exposed aggregate by concrete finish, providing a more natural e exposed aggregate concrete used along tion building.

2, 3, and 4 under Section B (4.4) of the draft

e addressed through Integrated Coastal

noted, Muizenberg is an exposed location easterly wind. Creating small wind sheltered wind eddies where fine windblown sand ting an unpleasant seating location. Large entioned are not deemed feasible as such g spaces posing a public safety risk.

al shower plaza will however serve as wind e play area will also provide a small amount vildings as well as proposed ablution will also

king problem at the beachfront.

ng demand, or removing parking in lieu of tive is to retain the status quo with a 5% rtfall, pedestrian linkages to nearby parking be established/enhaced and the routes

tely the same number of parking bays could s up space for people: infrastructure retreat he Muizenberg's sandy and rocky beach as eating steps and soft landscaping. Locally arking areas, buildings and infrastructure.

'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement

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| | | | areas (walkways and road way) and the additi surface storm water drainage. In oder to reta Muizenberg Beachfront these formalised parkin material that exisitng parking bays are surfaced well in the coastal environment and result in low ashpalt and dark gravel parking areas. All parkin |
| | | | Alternative uses of this space are acknowled convenient parking to the beachfront is well dei the medium term. Paving of the area does not put the area such as those proposed by commented larger city has evolved toward a public transpo- proposed arrangement be used for markets and public space in the City given that the event perr for such application. |
| | | | Furthermore, it is envisioned that the western por precinct, this projects scope area, will remain to k It is believed that if the long-term public transpor- use of personal cars, busses and taxies reduce parking is not required by beach users, the parkir No fixed building infrastructure is constructed in future repurposing of the area. |
| | | | A weekday and Saturday parking demand survey survey indicated a parking occupancy level of m peak period on a Saturday, the parking survey more than 100%. The parking around the Beach R parking area are well-used and is over-utilized. |
| | | | As such, replacement of the existing parking are term. The existing eastern and western parking and the status quo regarding the overall number total number of parking bays in the precinct will re bays may be lost in one area and added in anot |
| | | | In accordance with Policy Statement 38, the reduce private vehicle dependency in lieu of retaining the parking status quo in the midst of demand. Retaining the parking status quo (Objective10.2A) along the beach as shops and patrons. It is unrealistic to think that the use of p alternative to the beach for surfers who live bey the GAB Muizenberg line and future MyCiti lines, the fleet's limitation to safely carry with abnorm parking at this Metropolitan Coastal Node will the Should a reduction of parking be feasible in future-used in the construction of paths while the lathe meantime, the parking area can double up or viewings etc. |

dition of services such as area lighting and etain and enhance the character of the king areas will be surfaced with the same d with. The permeable clay pavers perform lower local temperatures as compared to king will remain free of charge.

ledged, the current use of the area as defined in parking counts and is required in preclude possible future alternative uses of nators if the overall transport system of the sport centred system. The space can in its nd other gatherings or events like any other ermitting and request procedure is followed

portion of the larger Muizenberg beachfront o be used as is for the medium to long term. For opportunities improved to the point that are to the extent that the proposed area of rking area can be repurposed at such time. in the parking areas, which would prevent

rvey was carried out as part of the TIA. The more than 50% during the week. During the ey indicated a parking occupancy level of n Road roundabout and the informal gravel

reas are not feasible in the short to medium g areas shall be formalised and optimised ber of parking bays will be maintained. The Il remain very similar, although a few parking nother.

e measure implemented to systematically of the use of promote public transport is of oversubscription and increased parking o will also safeguard economic activity ind restaurants rely on public parking for their public transport will be a viable commute eyond the catchment of the Southern Line, es, not only because of coverage, but also rmal luggage like surfboards. The need for therefore remain for the foreseeable future. Jure, the paving could easily be lifted and land is transformed into a park or other. In p as an event space for markets, shows, film

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| | | | See the "Parking Areas" subheading along with draft Basic Assessment Report for further deta related policy alignment, see Section E (4.2). |
| Gold, Howie goldhome783@gmail.c om | 07/09/2022 | Please register me as an I and/or AP for the Muizenberg Project Thanks Howie Gold 0846309153 | You have been registered as an interested and |
| Gryffenberg, Adele <u>adele.gryffenberg@gm</u> <u>ail.com</u> | 27/08/2022 | Dear Tarryn I support the upgrade. I took some pictures of the colourful dressing huts and they are easily recognised in Gauteng, without a description. It will be great if this iconic huts can be preserved. | Beach huts The City acknowledges the character value of intend to keep the same number (8) of huts with Due to the setback of the proposed coastal pro and proposed promenade alignment interfac beach huts. At the time of refurbishment of the were notified that the promenade will be set to beach huts are currently located and that the available for the position of the beach huts. promenade where they will also act as a wind arrangement will follow the historical rhythm of sr huts will be accessible from the shower plaza an environment on either side of them. See the "Colourful beach huts" subheading alor draft Basic Assessment Report for further details. |
| Gschwandtner, Stephanie <u>stephanieg.hello@gmail</u> .com Via written comments at the Open House | 30/08/2022 | Requested to be added as an I&AP. | You have been registered as an interested and |
| Gunning, Kim <u>kimwgunning@yahoo.c</u> <u>om</u> Via Email | 22/09/2022 | To Whom It May Concern I have registered as a concerned party on your platform and as a regular user of the area under discussion, I hereby submit my comments: 1. I completely understand that some infrastructure needs maintenance, and as such agree with the formalising of the parking areas and green spaces. 2. The current ablution blocks do NOT require demolition. This is a gorgeous historical building which should be preserved and which functions perfectly well. It just needs proper maintenance. Since there will be a large step area in front of that building, I don't see how it can be construed as a necessary "coastal defence" step. 3. The creation of a "skate, scooter, roller skate and bike" park area where the current outdoor showers are situated is not only dangerous but will encourage | Rationale for the Project It is important to note the primary objective of the old wooden seawall and degraded stone step started to fail. It is proposed to replace the exist revetment coastal defence in order to provide coastal access, which will support the local se future to remain growing. Secondary to the of project scope landward to comprise the upgrade buildings as well as the optimisation of the parkin Muizenberg beachfront is a Coastal Destination diverse coastal beachfronts in Cape Town and it over the past years. Muizenberg beachfront was identified in the Framework for Cape Town, 2017 (CESSF) as one of |

th Figures 2 and 5 under Section B (4.4) of the tails on parking. For further details on NMT

affected party.

of colourful beach huts at Muizenberg and *i*thin the beachfront.

protection and promenade, the excavation aces with the location of the existing eight he existing eight huts, the responsible persons at back as part of the project to where the t this location is therefore only temporarily s. They will be centrally located along the ind break to the central shower area. Their f small-small-large, as at St James. The beach and beach side in order to create an inviting

long with Figure 2 under Section B (4.4) of the ils.

affected party.

the project is the proactive replacement of teps that have passed their design-life and disting coastal defences with a new stepped de effective coastal protection and public l socio-economic environment now and in coastal protection is the extension of the rading of the hard and soft landscaping and rking area.

ion Place and is one of the most utilised and d it has seen significant increase in popularity

ne Coastal Economic and Spatial Strategic ne of the most universally accessible beaches

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| | | an undesirable element to congregate there. I remind you that this is an area used by children and the elderly - both extremely vulnerable groups. There are plenty of play areas for children and surely the idea of being by the sea is to actually use the sea, not skate, scoot and roller-skate. How on earth will you keep this to the designated area and stop people from doing this in the parking area? Again - DANGEROUS option. 4. The proposed position of the ablution blocks in option A is absolutely unsightly and will completely destroy the views of the sea for most of the businesses facing that area. The Proposed ablution block in option B seems to do away with Waves for Change? In conclusion, I would like to propose that you concentrate on the walkway/wooden areas, upgrade the parkings and upgrade the EXISTING ablution blocks. With respect, Kim Gunning | offering a wide variety of recreational and social has the highest beach use by recreational users i 20 international attractions in Cape Town, attra- per year (Source: Economic Information Services However, public coastal infrastructure and service • Key infrastructure – such as the seawalls their design life and are beginning to fail • Longstanding incomplete components areas) are in further decline due to the hi • A reduction in maintenance budgets ov public space and resultant underdevelou inefficient use of space. This reduction in the increasing pressure of the very high p • General housekeeping and sense of place bothing boxes derelict) which places the at risk Additionally, due to climate change and sea lev heights are expected at the coastal defense s Given the poor current state of the coastal defenses software the poor current state of the coastal defenses is not expected to withstand the expected wave the structure, which will lead to failure of the co overtopping under higher water levels. Robust c modelling and other site investigations, is require and physically supported to preserve the precince Should the public coastal infrastructure and sen robust upgrade and new coastal defence struct the public amenity and value gained over the y well as inappropriate and/or high costs of emergy New ablutions Following the public comments received, the landward of the central shower plaza in close pr within the high pedestrian traffic zone for ease special focus on universal access of the ablution for sea kept in the central area as well as the shower of side of beachfront. Knee level taps for feet at ab See the "Development Proposal" and Figure 2 Assessment Report for further details on the ablut The Impact on Views of Moving the Ablution Bloc As the proposed ablution building is placed in line building and is of similar size, the impact on views proposed building roof arrangement has been of is split in two hipped roofs to create a new centr that would result from a continuous roof. Further shower pla |

al opportunities in Cape Town. Muizenberg is in Cape Town and it is also one of the top acting an estimated 90 000 foreign visitors es, Barry Standish & John White, 2016).

vices at Muizenberg are in decline as:

lls and revetments – are old, have passed iil

s of the precinct (such as gravel parking high use by oversubscribed parking needs over many years has seen a decline in the lopment of recreation areas as well as the in maintenance has been exacerbated by public use of the area

ace is failing (vegetation missing or eroded, ne economic and social value of the space

evel rise, increased water levels and wave structures of the Muizenberg beachfront. ences, the existing coastal defense structure ve impacts and related scour to the toe of coastal defences and/or damage due to coastal infrastructure, informed by coastal red to ensure the beachfront is maintained nct.

ervices not be replaced with well-planned ctures, it could result in the complete loss of e years, risk to public health and safety, as ergency interventions.

he proposed ablution building is located proximity to the existing, next to the beach se of use and to improve access. There is in facilities. The design shall maintain existing access toilet/family change rooms, and eat along ablution building. Showers will be at the pergola/event pavilion on western ablution building are also included.

2 under Section B (4.4) of the draft Basic lution building.

ock

he and just landward of the existing ablution ws is similar to the existing arrangement. The optimised to improve the situation. The roof atral view corridor and reduce the blocking hermore, the existing planter between the rap around the ablution building to further

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| | | | NGO Buildings The value of the NGO's in the beachfront is acknown buildings remain, Shark Spotters will keep operating to improve universal beach access and therefore to repurpose the existing Waves for Change but surfing access and related NGO's. The build cumbersome beach access mats to be stored of ramp for easy daily use as well as storage of adaptive surfing equipment. The building will also NGO's. A new building to facilitate the op constructed around the central circle area provious off facilities and NMT routes. This has been discuss for Change. The existing NGO function and add an important role in the community and are support. |
| | | | The new building will also follow and suit the exist buildings. |
| | | | See the "Buildings" subheading along with Figure Assessment Report for further details. |
| | | | Skatepark The City has decided that the installation of a sk not currently feasible, thus it has been removed |
| | | | Parking The focus of the project is not to solve the parkin |
| | | | Instead of trying to meet the growing parking additional open space provision, the objective deviation margin. To mitigate the parking shortfor areas and public transport facilities will be highlighted. |
| | | | By rationalising the parking layouts, approximated be retained on a reduced footprint. This frees up to ensure more dry beach and the linking of the well as a widened promenade, generous seat indignous vegetation will be used to soften parki |
| | | | 'Formalising' the parking area refers to surfacing bays, indicating one way circulation, demarcati areas (walkways and road way) and the additi surface storm water drainage. In oder to reto Muizenberg Beachfront these formalised parkin material that exisitng parking bays are surfaced well in the coastal environment and result in lov ashpalt and dark gravel parking areas. All parking |
| | | | Alternative uses of this space are acknowled convenient parking to the beachfront is well de |

knowledged and valued. The existing NGO ating from its current location. The City seeks fore the proposed design however intends buildings to facilitate universal beach and lding will be used to enable the large, I at the top of the proposed beach access of beach access wheel chairs and other lso serve as an operational base for related operations of Waves for change will be oviding similar facilities close to easy dropcussed with and agreed on with the Waves additional NGO services will continue to play pported by the City.

isting architectural language of the existing

ure 2 under Section B (4.4) of the draft Basic

skate park at the Muizenberg Beachfront is d from this project.

ing problem at the beachfront.

g demand, or removing parking in lieu of ive is to retain the status quo with a 5% tfall, pedestrian linkages to nearby parking e established/enhaced and the routes

ely the same number of parking bays could up space for people: infrastructure retreat e Muizenberg's sandy and rocky beach as ating steps and soft landscaping. Locally king areas, buildings and infrastructure.

ing the parking area, marking out parking ation of pedestrian and vehicle movement lition of services such as area lighting and etain and enhance the character of the sing areas will be surfaced with the same d with. The permeable clay pavers perform lower local temperatures as compared to sing will remain free of charge.

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| | | | the medium term. Paving of the area does not put the area such as those proposed by commented larger city has evolved toward a public transpo- proposed arrangement be used for markets and public space in the City given that the event per- for such application. |
| | | | Furthermore, it is envisioned that the western por precinct, this projects scope area, will remain to b It is believed that if the long-term public transpor- use of personal cars, busses and taxies reduce parking is not required by beach users, the parkin No fixed building infrastructure is constructed in future repurposing of the area. |
| | | | A weekday and Saturday parking demand surver survey indicated a parking occupancy level of m peak period on a Saturday, the parking survey more than 100%. The parking around the Beach R parking area are well-used and is over-utilized. |
| | | | As such, replacement of the existing parking area term. The existing eastern and western parking and the status quo regarding the overall number total number of parking bays in the precinct will re bays may be lost in one area and added in anot |
| | | | In accordance with Policy Statement 38, the reduce private vehicle dependency in lieu of retaining the parking status quo in the midst of demand. Retaining the parking status quo (Objective10.2A) along the beach as shops and patrons. It is unrealistic to think that the use of p alternative to the beach for surfers who live bey the GAB Muizenberg line and future MyCiti lines, the fleet's limitation to safely carry with abnorm parking at this Metropolitan Coastal Node will the Should a reduction of parking be feasible in future re-used in the construction of paths while the lat the meantime, the parking area can double up or viewings etc. |
| | | | See the "Parking Areas" subheading along with F draft Basic Assessment Report for further detail related policy alignment, see Section E (4.2). |
| | | | Concrete revetment Following public comment, areas landward of from concrete surfacing to paved areas using clo character and material use. |

preclude possible future alternative uses of ntators if the overall transport system of the sport centred system. The space can in its nd other gatherings or events like any other ermitting and request procedure is followed

ortion of the larger Muizenberg beachfront o be used as is for the medium to long term. ort opportunities improved to the point that e to the extent that the proposed area of king area can be repurposed at such time. in the parking areas, which would prevent

rvey was carried out as part of the TIA. The more than 50% during the week. During the ey indicated a parking occupancy level of n Road roundabout and the informal gravel

reas are not feasible in the short to medium g areas shall be formalised and optimised ber of parking bays will be maintained. The I remain very similar, although a few parking nother.

e measure implemented to systematically of the use of promote public transport is of oversubscription and increased parking o will also safeguard economic activity id restaurants rely on public parking for their public transport will be a viable commute eyond the catchment of the Southern Line, es, not only because of coverage, but also rmal luggage like surfboards. The need for therefore remain for the foreseeable future. Jure, the paving could easily be lifted and land is transformed into a park or other. In o as an event space for markets, shows, film

n Figures 2 and 5 under Section B (4.4) of the ails on parking. For further details on NMT

of the 3m wide promenade was changed clay segmented pavers to align with existing

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| | | | In order to sustain the harsh marine conditions a future and to provide long-term robust coast revetment portion), concrete must be used to pre- for the coastal defence structure. In order to se during future storm events the 3m wide promenae landward of the promenade will be surfaced w seating wall, planters with indigenous plants, pl landward spaces. The clay pavers perform well lower local temperatures as compared to ashpe To mitigate the impact of introducing concrete, of finish will be used as opposed to a typical grey earthy gravel look and feel, and tying into the e the beachfront businesses and next to the station See the "Development Proposal" and Figure 2, 3 Basic Assessment Report for further details. |
| Gwynne-Evans, Dr. David capebio@gmail.com | 03/09/2022 | 1) I wish to register as an I&AP with my details below. 2) I wish to comment: I am a surfer and user of the beach and comment in that capacity I like the old-school aesthetics including the gravel parking lot The proposed development looks too sterile and perfect. This does not reflect the dynamics of a coastal area. making the beach narrower will have the effect of squeezing more people into the space. I believe there to be greater priorities for expenditure. A useful upgrade would be moving the bus stop away from the station to the main road near the library. The bus currently detours for many minutes, getting stuck in traffic, adding to traffic, and polluting with both noise and diesel fumes. It is quicker to walk than for the bus to get there. Moving the bus stop is also a far cheaper upgrade. Dr. David Gwynne-Evans CEO of CASABIO.org The Home of Biodiversity 072 368 9244 | Rationale and Background It is important to note the primary objective of the old wooden seawall and degraded stone step started to fail. It is proposed to replace the existin revetment coastal defence in order to provide coastal access, which will support the local so future to remain growing. Secondary to the corproject scope landward to comprise the upgrad buildings as well as the optimisation of the para avoids ongoing expensive repair or unplanned analysis has been completed as part of the so feasibility stage. It shows a significant benefit of coasted on a well-considered plan based on coor than to wait for it to collapse and replace it as a maintenance work. Public coastal infrastructure and services at Muiz • Key infrastructure – such as the seawalls their design life and are beginning to fail • Longstanding incomplete components areas) are in further decline due to the hi • A reduction in maintenance budgets ov public space and resultant underdevelo inefficient use of space. This reduction in the increasing pressure of the very high p • General housekeeping and sense of place bathing boxes derelict) which places the at risk Additionally, due to climate change and sea level heights are expected at the coastal defence s Given the poor current state of the coastal defence s Given the poor current state of the coastal defence s |

and expected increase in wave energy in astal defence infrastructure (the stepped provide the required strength and durability o sustain the expected wave overtopping hade will also be concrete, but open spaces d with permeable segmented clay pavers, play areas or lawns, similar to the existing ell in the coastal environment and result in balt and dark gravel parking areas.

e, a sand coloured and exposed aggregate y concrete finish, providing a more natural e exposed aggregate concrete used along ion building.

, 3, and 4 under Section B (4.4) of the draft

the project is the proactive replacement of eps that have passed their design-life and sting coastal defences with a new stepped de effective coastal protection and public socio-economic environment now and in coastal protection is the extension of the ading of the hard and soft landscaping and parking area. Completing the project now ed emergency repair work. A cost benefit socio-economic study component of the completing the works as a once off project oastal studies and other supporting studies an emergency intervention or piece-meal

vizenberg are in decline as:

ills and revetments – are old, have passed ail

is of the precinct (such as gravel parking high use by oversubscribed parking needs over many years has seen a decline in the dopment of recreation areas as well as the in maintenance has been exacerbated by public use of the area

ace is failing (vegetation missing or eroded, ne economic and social value of the space

level rise, increased water levels and wave e structures of the Muizenberg beachfront. I defences, the existing coastal defence bected wave impacts and related scour to re of the coastal defences and/or damage . Robust coastal infrastructure, informed by

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|------------|------------------|-----------------------------|---|
| | | | coastal modelling and other site investigations, maintained and physically supported to preserve |
| | | | All background information and project motiva Project Scoping documents) were presented to project. Following completion of the feasibility Subcouncil 19 and the technical report circula comment. |
| | | | Character (aesthetics) The City acknowledges the characteristic value elements in the beachfront. The project ende heritage and aesthetics in the proposed design day posters where merely "place holder" block buildings and did not intend to communicate buildings. This may have caused unnecessary co |
| | | | The proposed coastal defence replacement and be done in such a way to maintain the cho architectural styles and landscape as reference. |
| | | | The character of the Muizenberg beachfront ha characteristic element consisting of but not limite |
| | | | Panoramic views and open space Central beach huts / bathing boxes Existing buildings architectural style, which pergola structures and columns, hipped gargoyles, clay pavers and patterns Local artwork on walls Use of sandstone and granite in steps Local indigenous plants in planters, include |
| | | | Regarding the reflection of coastal dynamics in direct response to the dynamic nature of the cho and promenade is designed to withstand th conditions. The layout of the steps and prom playground has been rounded and softened to run-up and tidal washup/debris lines. The steps of beach level. The stepped structure is also less ref |
| | | | A number of design changes have been implen following list provides a summary of the changes and artwork component of the project: |
| | | | Beach huts to be centrally located to plaza Central plaza to remain central public n Use segmented paver surface landward concrete surface. Include creative por landscape features. Incorporate decorative segmented paver node, station forecourt, pergola area area |

ns, is required to ensure the beachfront is ve the precinct.

vation document (i.e. Project Charter and to subcouncil, who support the proposed ty stage, the outcome was presented to vlated to all relevant line departments for

e of the existing buildings and landscaping deavours to preserve the sense of place, gn. The buildings indicated on public open cks indicating the approximate footprint of ate the proposed style of the proposed concern.

nd associated landscape refurbishment will naracter of the place, using the existing e.

has been considered and the following key ited to have been identified:

ch includes colour palette, plaster banding, ed roofs and gables, obelisk showers with

uding local initiatives to plant and maintain

in the design, the stepped revetment is a nanging beach levels. The coastal defence the harsh False Bay climatic and wave omenade in the corner area as well as o mirror and reference natural dune, wave allow for continuous beach access at any eflective to wave energy.

emented following public consultation. The es implemented to the landscaping, layout

o serve as wind shelter for central shower

node with showers.

ard of 3m concrete promenade instead of pattern design to reflect the surrounding

aver patterns in focal paving areas (central and eastern end open space)

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|------------|------------------|-----------------------------|--|
| | | | Include mosaic artwork at ablution build Play area to be area context specific of like swing and slide as well as natural modeling Incorporate more planters for hardy in False Bay coastal environment. Storm we areas for watering and infiltration and the off not available. Combination of natural lawn and artificities |
| | | | The City believe the proposed preliminary design and heritage of the beachfront. |
| | | | See the following sections of the draft Basic Ass preservation of the Muizenberg Beachfront's sen |
| | | | Subheading "Settlement" subheading un Subheading "City of Cape Town Integral Section E (4.2) Subheading "Historical and Cultural Aspending "Section E (4.2) |
| | | | Parking (plan) The existing eastern and western parking areas si status quo regarding the overall number of park the parking area refers to surfacing the parking of one way circulation, demarcation of pedestrian and road way) and the addition of services such drainage. Formalised parking areas will be surface parking bays are surfaced with. The permeable environment and result in lower local temperar gravel parking areas. Locally indignous vegetat buildings and infrastructure. |
| | | | draft Basic Assessment Report for further details. Beach reclamation There will be no reclamation of beach area to m proposed project components are placed on th existing infrastructure. In the corner area, the deg alignment of the proposed stepped revetment meters landward in this area, creating more beach and scour protection is seaward of the existing we under the beach and will remain buried under protection is also seaward of the wooden revet but is exposed in some locations, vulnerable to c |
| | | | Project mandate Please note that this project is being undertak Management Branch, which is a branch of gove as defined roles and responsibilities. The scope o the ambit of this mandate, these roles and these |
| | | | Coastal Management: Spatial Area of Responsik |

vildings, showers and seating walls. c and also include normal play equipment materials

indigenous vegetation suited to the harsh water run-off will be directed into planted d to include automatic irrigation when run-

icial grass to be used where applicable.

gn incorporates and reflects the character

Assessment Report for further details on the ense of place:

under Section E (4.1) rated Coastal Management Policy" under

pects" under Section G (7.)

s shall be formalised and optimised and the irking bays will be maintained. 'Formalising' g area, marking out parking bays, indicating an and vehicle movement areas (walkways ch as area lighting and surface storm water faced with the same material that exisitng ble clay pavers perform well in the coastal ratures as compared to ashpalt and dark ation will be used to soften parking areas,

n Figures 2 and 5 under Section B (4.4) of the s.

make new parking or promenade area. All the existing alignments or landward of the legraded stone steps are removed and the ent and promenade is retreated several each area. The coastal defense foundation wooden revetment alignment, but is buried der future scour depths. The existing scour retment and also buried under the beach, o damage and is a public safety hazard.

aken by the City of Cape Town's Coastal overnment with a defined mandate, as well of the project is therefore required to fall in se responsibilities.

sibility:

| Comment by | Date received | Comments/Concerns/Questions | Responses |
|------------|------------------|-----------------------------|---|
| | | | The Coastal Management area of jurisd seaward of the Coastal Edge as per the N environment as well as all processes or of Coastal Management has overall respons departments operating or providing servi in terms of agreed operational proto- (defined below) |
| | | | The Roles and Responsibilities of the Coastal Mar Coastal hard infrastructure assets and co Coastal Planning, Upgrades and Develo Coastal Policy and Regulation Coordination with the multiple line deporting Coastal monitoring and Reporting |
| | | | The Coastal management Branch acknowledge and resource needs throughout the city and sup the City in order to bring forth overall progr managements functional requirements, the p proactive replacement of old wooden seawall passed their design-life and started to fail, w protection in order to provide effective coastal will support the local socio-economic environme Secondary to the coastal protection is the exter comprise the upgrading of the hard and soft lo optimisation of the parking area. |
| | | | Location of Bus Stop Please see response to the comment regardi mandate, roles and responsibilities of the City Branch, which is the branch of government under |

sdiction (mandate) is defined as the area MSDF and including the near shore marine r activities that may impact on this space. Insibility for this coastal environment. All line rvices within the Coastal Environment do so tocols and/or Service Level Agreements

anagement function are a combination of: coastal land and ecosystem management elopment

partments that have functional and service ent,

ges the wide variety of other developmental upports a holistic resource distribution across gression. Thus to deliver on the Coastal primary objective of the project is the all and degraded stone steps, which have with new a stepped revetment coastal al protection, public coastal access, which ment now and in future to remain growing. Atension of the project scope landward to thandscaping and buildings as well as the

rding priorities for expenditure noting the ty of Cape Town's Coastal Management dertaking this project.



Comments from interested and affected parties with surnames starting with H (pages 55 – 84)

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|---|------------------|------------------|---|---|
| Harrison, Neil harrison.neil@outlook.com | 08/09/2022 | | I wish to make the following comments: With respect to ablution facilities, these should be next to the beach and | New ablutions Following the public comments rece located landward of the central show |
| Via Email | | | in a high traffic area (pedestrian traffic), this ensures security and ease of use. In one option they were placed up near the railway line which is a terrible idea. | next to the beach within the high peo improve access. There is special for facilities. The design shall maintain universal access toilet/family change r |
| | | | What provision has been made - if any - for outside showers, as are currently in place. | with bench for seat along ablution bu area as well as the shower at the pe beachfront. Knee level taps for feet at |
| | | | There is a pressing need for lockers - so that one can safely stores keys and valuables while swimming and surfing. Perhaps these could be incorporated into one/some of the huts - a great SME/employment opportunity. The same can be said for surfboard lockers - though these | See the "Development Proposal" and Basic Assessment Report for further de |
| | | | would take up much more space. | Shower |
| | | | Best regards, | The same number of outdoor shower locations as in the existing beachfront taps for washing of feet will be supplie |
| | | | Neil Harrison | |
| | | | | Lockers This suggestion could be made to the |
| Hart, Gordon | 22/09/2022 | | Attention Tarryn Solomon | Rationale and Background |
| <u>ghart@icon.co.za</u> | | | Attached please find a scan of a 1970's aerial photo of the precinct with handwritten notes of suggested interventions. | It is important to note the primary of replacement of old wooden seawa passed their design-life and started to coastal defenses with a new steppe |
| | | | I grew up in Fish Hoek, surfed in Muizenberg a lot as a teenager and have very fond memories of this entire precinct and cannot help but feel that to turn the entire area into a massive parking area really does not represent a meaningful response to the situation. | coastal defences with a new stepped provide effective coastal protection support the local socio-economic er growing. Secondary to the coastal p scope landward to comprise the upg and buildings as well as the optimisat |
| | | | What has happened since the 1970's is that traffic and population has grown, and surfing has become far more popular. | project now avoids ongoing expensiv work. A cost benefit analysis has been study component of the feasibility |
| | | | With these as challenges, it is my suggestion that the entire greater precinct be looked at rather than just the area indicated as the subject of your study. | completing the works as a once off p based on coastal studies and other collapse and replace it as an e maintenance work. |
| | | | The first key is to address parking and traffic. There is far too little parking near the water's edge and it is ironic that there was more parking in this precinct in 1973 than there is now. | Muizenberg beachfront is a Coastal I utilised and diverse coastal beachfron |
| | | | First step would be to revert to the previous layout with consideration being given to this being a fairly expensive pay parking option. | increase in popularity over the past ye Muizenberg beachfront was identifie |
| | | | The road system should be looked at serious consideration be given to | Strategic Framework for Cape Town, 2 |
| | | | making the entire entry and exit to this parking a one way system. I | accessible beaches offering a wid |
| | | | appreciate that this would result in outbound traffic down Sidmouth Road | opportunities in Cape Town. Muize |

eceived, the proposed ablution building is ower plaza in close proximity to the existing, edestrian traffic zone for ease of use and to focus on universal access of the ablution n existing architectural style and include e rooms, and wheelchair accessible showers building. Showers will be kept in the central pergola/event pavilion on western side of at ablution building are also included.

nd Figure 2 under Section B (4.4) of the draft details on the ablution building.

er facilities will be provided in similar central ont. Additionally to the outside showers, low lied at central locations.

ne managing authority of the bathing boxes.

v objective of the project is the proactive vall and degraded stone steps that have to fail. It is proposed to replace the existing bed revetment coastal defence in order to on and public coastal access, which will environment now and in future to remain I protection is the extension of the project pgrading of the hard and soft landscaping sation of the parking area. Completing the sive repair or unplanned emergency repair en completed as part of the socio-economic y stage. It shows a significant benefit of ff project based on a well-considered plan er supporting studies than to wait for it to emergency intervention or piece-meal

I Destination Place and is one of the most onts in Cape Town and it has seen significant years.

fied in the Coastal Economic and Spatial , 2017 (CESSF) as one of the most universally wide variety of recreational and social zenberg has the highest beach use by

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|--|--|
| | | | being required to turn left only. Thus is small price to pay for the alleviation of the present situation that would occur at the intersection of Atlantic Road and Beach Road. | recreational users in Cape Town and attractions in Cape Town, attracting an (Source: Economic Information Service |
| | | | The additional parking would not be addressed solely by this suggestion and the suggestion that it be paid parking situation would not be palatable to all. With this in mind, it would be possible to build a double storey parking garage in the area adjacent to the canal where the slide and putt-putt are. This could be done in a way that the upper level of parking would be at the level of Atlantic Road. The slide and putt-putt, if felt to be still viable and a necessity could be relocated onto the eastern side of the canal. This remote parking would need to further interventions to be viable. There needs to be a continuous promenade from the canal to Surfers Corner and this could be reinforced at busy times with golf cart type buggy transportation. The other suggestion would be that the bathing boxes be reinstated but repurposed in such a way that rentable sections could be made available to surfers to store surfboards and wet suits. If it is still felt that there is insufficient parking the area on the east of the canal could also be utilised With all of this in place the area closest to the railway line, could be attractively landscaped with the potential for kiosks, small restaurants and play areas. Without a car anywhere nearby! I really think that the solution lies in keeping the motor car at bay and reinforcing the amenity for pedestrians. The V&A Waterfront being a good example of how the two are separated. REGARDS | Key infrastructure – such as the passed their design life and are Longstanding incomplete comparking areas) are in furthe oversubscribed parking needs A reduction in maintenance buint the public space and resultation |
| | | | Gordon Hart | planned robust upgrade and new co the complete loss of the public ameni public health and safety, as well emergency interventions. |
| | | | Attached document (also attached in appendix for full size viewing) | Parking The focus of the project is not to solve |
| | | | | Instead of trying to meet the growing lieu of additional open space provisio with a 5% deviation margin. To mitigate to nearby parking areas and established/enhaced and the routes h |
| | | | | By rationalising the parking layouts, and bays could be retained on a reduced infrastructure retreat to ensure mo Muizenberg's sandy and rocky bea generous seating steps and soft lands be used to soften parking areas, build |

nd it is also one of the top 20 international an estimated 90 000 foreign visitors per year ces, Barry Standish & John White, 2016).

e and services at Muizenberg are in decline

- ne seawalls and revetments are old, have re beginning to fail
- omponents of the precinct (such as gravel ther decline due to the high use by Is
- budgets over many years has seen a decline tant underdevelopment of recreation areas of space. This reduction in maintenance has creasing pressure of the very high public use
- sense of place is failing (vegetation missing derelict) which places the economic and isk
- e and sea level rise, increased water levels at the coastal defense structures of the poor current state of the coastal defences, is not expected to withstand the expected the toe of the structure, which will lead to or damage due to overtopping under higher ucture, informed by coastal modelling and o ensure the beachfront is maintained and precinct.
- ure and services not be replaced with wellcoastal defence structures, it could result in nity and value gained over the years, risk to I as inappropriate and/or high costs of

e the parking problem at the beachfront.

- g parking demand, or removing parking in ion, the objective is to retain the status quo ate the parking shortfall, pedestrian linkages d public transport facilities will be shighlighted.
- approximately the same number of parking ed footprint. This frees up space for people: hore dry beach and the linking of the each as well as a widened promenade, dscaping. Locally indignous vegetation will dings and infrastructure.

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|-----------------------------|--|
| | | | | 'Formalising' the parking area refers to parking bays, indicating one way circle vehicle movement areas (walkways a such as area lighting and surface stolenhance the character of the Muizen areas will be surfaced with the same surfaced with. The permeable claenvironment and result in lower local the dark gravel parking areas. All parking 'Alternative uses of this space are ackr convenient parking to the beachfrom required in the medium term. Paving future alternative uses of the area suct the overall transport system of the Litransport centred system. The space of for markets and other gatherings or evidiven that the event permitting and application. Furthermore, it is envisioned that the beachfront precinct, this projects scop medium to long term. It is believed opportunities improved to the point the reduce to the extent that the proposer users, the parking area can be repuinfrastructure is constructed in the parking or the week. During the peak period on c parking occupancy level of more the Road roundabout and the informal gover-utilized. As such, replacement of the existing period on c parking occupancy level of more the Road roundabout and the status quo regimil be maintained. The total number of very similar, although a few parking be another. In accordance with Policy Statem systematically reduce private vehicle public transport is retaining the parking for the use of public transport is retaining the parking for the use of public transport is retaining the parking for the use of public transport is retaining the parking for the use of public transport is retaining the parking for the use of public transport is retaining the parking for the use of public transport is retaining the parking for the use of public transport is retaining the parking for the use of public transport is retaining the parking for the use of public transport is retaining the parking for the use of public transport is retained to the use of public transport is a transport will be a viabula the u |

s to surfacing the parking area, marking out circulation, demarcation of pedestrian and and road way) and the addition of services torm water drainage. In oder to retain and enberg Beachfront these formalised parking me material that exisitng parking bays are clay pavers perform well in the coastal al temperatures as compared to ashpalt and g will remain free of charge.

cknowledged, the current use of the area as ont is well defined in parking counts and is ing of the area does not preclude possible such as those proposed by commentators if a larger city has evolved toward a public e can in its proposed arrangement be used events like any other public space in the City ind request procedure is followed for such

e western portion of the larger Muizenberg ope area, will remain to be used as is for the ved that if the long-term public transport that use of personal cars, busses and taxies sed area of parking is not required by beach epurposed at such time. No fixed building parking areas, which would prevent future

emand survey was carried out as part of the occupancy level of more than 50% during n a Saturday, the parking survey indicated a than 100%. The parking around the Beach I gravel parking area are well-used and is

parking areas are not feasible in the short to nd western parking areas shall be formalised egarding the overall number of parking bays or of parking bays in the precinct will remain bays may be lost in one area and added in

ement 38, the measure implemented to le dependency in lieu of the use of promote ng status quo in the midst of oversubscription Retaining the parking status quo will also active 10.2A) along the beach as shops and their patrons. It is unrealistic to think that the able commute alternative to the beach for

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|---|------------------|------------------|--|---|
| | | | | surfers who live beyond the catchment line and future MyCiti lines, not only be limitation to safely carry with abnorm parking at this Metropolitan Coast foreseeable future. Should a reducti paving could easily be lifted and re-u land is transformed into a park or othe double up as an event space for mark |
| | | | | See the "Parking Areas" subheading of (4.4) of the draft Basic Assessment Rep details on NMT related policy alignme |
| Hart, Tim <u>tim.hart@aco-</u> <u>associates.com</u> Via Email | 23/09/2022 | | Dear Jeremy Thanks for setting up an informative meeting. Having been both a property owner and a resident over many years I have some ideas. Muizenberg has an extensive conservation area that includes the beachfront, the station, and much of the Main Rd towards Kalk Bay. By the late 1990s the front buildings were in terrible condition and most abandoned or breaking. Nocturnal barbarism was extensive. Later there was a successful revival of the area closely working within the conservation status in action after 2003. The project heritage person was Ashly Lillie who saw to the regeneration and reconstruction of the beachfront area in the themes of heritage. This has been very popular and seen as a perfect beachfront over a period of time. As a result, it is a place of Cape significance. What were poor structures close to Surfers Corner were demolished and the cleared area was used for informal parking. There is a solid use of heritage context that played a critical role in the success of the "place" to this day and this action needs to be continued in future design. I do not condemn the improvement of the parking context, but it needs to be carefully considered in that the proposed action is reduced and softened. 1. Ideally Muizenberg Station and signal box need to be revised as otherwise, it with be a bizarre place of contrast with revived and poor contrast. 2. The Surfers Corner is an old protected structure with a cobble surface on a variety of old concrete and 19th century stone. Not only is the area protected but it is a strong place of local significance and a place of identity for the area. Heritage study required. | support the local socio-economic er growing. Secondary to the coastal p scope landward to comprise the upg and buildings as well as the optimisar project now avoids ongoing expensiv work. A cost benefit analysis has been study component of the feasibility completing the works as a once off p based on coastal studies and other collapse and replace it as an er maintenance work. Muizenberg beachfront is a Coastal b utilised and diverse coastal beachfron increase in popularity over the past ye Muizenberg beachfront was identifie Strategic Framework for Cape Town, 2 accessible beaches offering a wid opportunities in Cape Town. Muize recreational users in Cape Town and attractions in Cape Town, attracting a (Source: Economic Information Service However, public coastal infrastructure as: Key infrastructure – such as the |
| | | | 3. The existing main toilet is older than 60 years and has legal protection. Its demolition will need an HWC permit application. It is frequently upgraded and is of a low heritage significance. | passed their design life and ar |

ent of the Southern Line, the GAB Muizenberg y because of coverage, but also the fleet's rmal luggage like surfboards. The need for astal Node will therefore remain for the ction of parking be feasible in future, the e-used in the construction of paths while the ther. In the meantime, the parking area can arkets, shows, film viewings etc.

g along with Figures 2 and 5 under Section B eport for further details on parking. For further nent, see Section E (4.2).

v objective of the project is the proactive vall and degraded stone steps that have to fail. It is proposed to replace the existing bed revetment coastal defence in order to on and public coastal access, which will environment now and in future to remain I protection is the extension of the project pgrading of the hard and soft landscaping sation of the parking area. Completing the sive repair or unplanned emergency repair en completed as part of the socio-economic y stage. It shows a significant benefit of ff project based on a well-considered plan er supporting studies than to wait for it to emergency intervention or piece-meal

I Destination Place and is one of the most onts in Cape Town and it has seen significant years.

fied in the Coastal Economic and Spatial a, 2017 (CESSF) as one of the most universally wide variety of recreational and social izenberg has the highest beach use by nd it is also one of the top 20 international an estimated 90 000 foreign visitors per year ices, Barry Standish & John White, 2016).

re and services at Muizenberg are in decline

he seawalls and revetments – are old, have are beginning to fail

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|---|--|
| Comment by | | | Comments/Concerns/Questions 4. The concrete expansion will alter the character of the place and harden the general atmosphere of Muizenberg as a beach with an extensive history and heritage. 5. The proposed parking areas need to be softened to place them within the context of the Beach and improve its picturesque qualities. The badly conserved station close by needs to be considered. 6. There is an underground VOC magazine on the seaside of the railway in front of the VOC cottage (Posthuys). It has been excavated (by ACO) and reburied for conservation. COCT has a report copy. 7. Being in a conservation area, a historic landscape, the proposed project will involve the destruction of heritage, An NID must be submitted to HWC. I wish you all strength for the courageous work ahead. | Longstanding incomplete comparking areas) are in further oversubscribed parking needs A reduction in maintenance but in the public space and resultar as well as the inefficient use of seven exacerbated by the increasion of the area General housekeeping and ser or eroded, bathing boxes der social value of the space at risk Additionally, due to climate change of and wave heights are expected at Muizenberg beachfront. Given the pot the existing coastal defense structure is wave impacts and related scour to the failure of the coastal defences and/or or ended. |
| | | | Best Tim Tim Hart | water levels. Robust coastal infrastruct other site investigations, is required to physically supported to preserve the p Should the public coastal infrastructur planned robust upgrade and new co the complete loss of the public ameni public health and safety, as well emergency interventions. The station The train station and associated rail in outside of the City's jurisdiction. An therefore be undertaken by PRASA ar recommendation is supported partic |
| | | | | contribution to the character of the significance. In response, the Muizenber views to the station building and not compete with the architect. Moreover station forecourt and pick up on the station of the building. See the "The Station" subheading alon draft Basic Assessment Report for further Heritage (general) |
| | | | | Heritage (general) For formal heritage-related processe Resources "Theme under section B (6.) The design of all new buildings ende language and library of the existing buildings |

mponents of the precinct (such as gravel her decline due to the high use by s

oudgets over many years has seen a decline ant underdevelopment of recreation areas of space. This reduction in maintenance has creasing pressure of the very high public use

ense of place is failing (vegetation missing lerelict) which places the economic and isk

and sea level rise, increased water levels at the coastal defense structures of the poor current state of the coastal defences, is not expected to withstand the expected the toe of the structure, which will lead to or damage due to overtopping under higher acture, informed by coastal modelling and o ensure the beachfront is maintained and precinct.

ore and services not be replaced with wellcoastal defence structures, it could result in hity and value gained over the years, risk to as inappropriate and/or high costs of

infrastructure is owned by PRASA and falls ny upgrades within the rail reserve must and is outside the scope of this project. This icularly because of the station building's e Muizenberg Beachfront and it's heritage berg Beachfront upgrade project will retain it introduce and vertical elements that will ver, the project proposes to upgrade the tation paving in order to improve the setting

ong with Figure 5 under Section B (4.4) of the her details.

sses followed, please see the "Heritage 6.) of the draft Basic Assessment Report.

deavours to incorporate the architectural buildings in order to maintain the sense of

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|-----------------------------|--|
| | | | | Heritage (ablutions) It is the Coastal Management Brancher infrastructure and plan and develop of The existing ablution location seaward in the littoral active beach, where the undermined due to exposure to wa deemed unsustainable from a coast protect the ablution building in its cu around the building and negatively building. |
| | | | | Following the public comments rece located just landward of central show next to the beach within the high ped improve access. There is special for facilities. The design shall maintain universal access toilet/family change r with bench for seat along ablution bu area as well as the shower at the pe beachfront. Knee level taps for feet a the "Development Proposal" and Figur Assessment Report for further details on |
| | | | | Note that the decorative elements of t and have no heritage value. The parts are the walls and the hipped roof. |
| | | | | For formal heritage-related process Resources "Theme under section B (6. |
| | | | | Character (aesthetics) The City acknowledges the character landscaping elements in the beachfrom sense of place, heritage and aesthet indicated on public open day poster indicating the approximate footprin communicate the proposed style of caused unnecessary concern. |
| | | | | The proposed coastal defence represent the proposed coastal defence represent the such a way using the existing architectural styles and the existing architectural styles and the substitution of the existing architectural styles and the existing architectural styles are appresented and the existing architectural styles are appresented as the existing architectural style as the existing ar |
| | | | | The character of the Muizenberg be following key characteristic element of identified: |
| | | | | Panoramic views and open spo Central beach huts / bathing b Existing buildings architectural st |

the server point of the coastal defence structure, located the buildings foundations are currently being vave action and variable beach levels is astal defence perspective. Attempting to current location will result in loss of beach level server action and variable to be ach beach levels is astal defence perspective. Attempting to current location will result in loss of beach level server action and dynamics around the beach the beach the beach the beach level server beach level server beach level server beach levels astal defence perspective.

ceived, the proposed ablution building is wer plaza in close proximity to the existing, edestrian traffic zone for ease of use and to ocus on universal access of the ablution n existing architectural style and include erooms, and wheelchair accessible showers building. Showers will be kept in the central pergola/event pavilion on western side of at ablution building are also included. See ure 2 under Section B (4.4) of the draft Basic on the ablution building.

f the ablution facility dates from the mid 80's s of the building that are older than 60 years

sses followed, please see the "Heritage 6.) of the draft Basic Assessment Report.

teristic value of the existing buildings and ront. The project endeavours to preserve the etics in the proposed design. The buildings sters where merely "place holder" blocks rint of buildings and did not intend to of the proposed buildings. This may have

eplacement and associated landscape way to maintain the character of the place, and landscape as reference.

beachfront has been considered and the consisting of but not limited to have been

pace boxes I style, which includes colour palette, plaster

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|-----------------------------|--|
| | | | | banding, pergola structures of obelisk showers with gargoyles, Local artwork on walls Use of sandstone and granite in Local indigenous plants in plan maintain Regarding the reflection of coastal revetment is a direct response to the levels. The coastal defence and prom False Bay climatic and wave condition in the corner area as well as playgro |
| | | | | mirror and reference natural dune, we The steps allow for continuous beach structure is also less reflective to wave |
| | | | | A number of design changes have consultation. The following list provides to the landscaping, layout and artwor |
| | | | | Beach huts to be centrally losshower plaza Central plaza to remain central Use segmented paver surface. the surrounding landscape fee Incorporate decorative segmented paver surface. the surrounding landscape fee Incorporate decorative segmented paver surface. the surrounding landscape fee Incorporate decorative segmented paver surface. the surrounding landscape fee Incorporate decorative segmented paver surface. Include mosaic artwork at ab Play area to be area conteres equipment like swing and slid Incorporate more planters for harsh False Bay coastal enviro into planted areas for waterin irrigation when run-off not aver applicable. |
| | | | | The City believe the proposed prelim character and heritage of the beach |
| | | | | See the following sections of the draft on the preservation of the Muizenberg - Subheading "Settlement" subh - Subheading "City of Cape Policy" under Section E (4.2) - Subheading "Historical and Cu |
| | | | | Concrete revetment |

and columns, hipped roofs and gables, es, clay pavers and patterns

in steps

anters, including local initiatives to plant and

tal dynamics in the design, the stepped ne dynamic nature of the changing beach pmenade is designed to withstand the harsh ions. The layout of the steps and promenade ground has been rounded and softened to wave run-up and tidal washup/debris lines. ch access at any beach level. The stepped we energy.

ave been implemented following public des a summary of the changes implemented vork component of the project:

located to serve as wind shelter for central

ntral public node with showers.

ace landward of 3m concrete promenade e. Include creative pattern design to reflect features.

gmented paver patterns in focal paving n forecourt, pergola area and eastern end

ablution buildings, showers and seating walls. text specific and also include normal play lide as well as natural materials

or hardy indigenous vegetation suited to the ironment. Storm water run-off will be directed ring and infiltration and to include automatic available.

wn and artificial grass to be used where

ninary design incorporates and reflects the hfront.

ft Basic Assessment Report for further details rg Beachfront's sense of place:

oheading under Section E (4.1) Town Integrated Coastal Management

Cultural Aspects" under Section G (7.)

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|---|------------------|------------------|---|--|
| | | | | Following public comment, areas lar changed from concrete surfacing to p to align with existing character and m |
| | | | | In order to sustain the harsh marine c energy in future and to provide long- (the stepped revetment portion), con- strength and durability for the coasta expected wave overtopping during fu- will also be concrete, but open spa surfaced with permeable segmented indigenous plants, play areas or lawn The clay pavers perform well in the co- temperatures as compared to ashpal |
| | | | | To mitigate the impact of introducing aggregate finish will be used as op providing a more natural earthy grave aggregate concrete used along the station building. |
| | | | | See the "Development Proposal" and the draft Basic Assessment Report for t |
| Hathorn, Paula paulahathorn@gmail.com Via Website | 21/09/2022 | | I think that the attached document raises some important and relevant issues - particularly how this development will integrate into the vlei and other areas of Muizenberg. And also the issue of bottom-up consultation where users and the local community feed into the thinking from the beginning rather than being presented with a product. | |
| | | | Attached document: | |
| | | | COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN | |
| | | | Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident) | |
| Hattingh, Pamela +27 83 465 2450 | 12/09/ 2022 | | Good day. | You have been registered as an intere |
| Via WhatsApp | | | How do I register for the proposed upgrade at Muizenberg beach. I am a resident at the Empire Building. | |
| | | | Regards Pamela Hattingh | |
| Hattingh, Pamela +27 83 465 2450 | 23/09/ 2022 | | Ek bly in die Penthouse in die Empire gebou. My naam is Pamela Hattingh. | Die Stad Kaapstad erken die karakte |
| Via WhatsApp | | | My vrees is dat jul dit soos n concrete jungle wil laat lyk en met meer parkering gaan daar nog meer mense wees wat to 3uur die oggend geraas maak. Het julle aan n boom sisteem gedink sodat die mense na n | Muizenberg en beoog om dieselfde a storte sal in die sentrale area behou dieselfde styl as die huidige toilette he |

landward of the 3m wide promenade was o paved areas using clay segmented pavers material use.

e conditions and expected increase in wave ig-term robust coastal defence infrastructure oncrete must be used to provide the required stal defence structure. In order to sustain the g future storm events the 3m wide promenade paces landward of the promenade will be ted clay pavers, seating wall, planters with wns, similar to the existing landward spaces. coastal environment and result in lower local balt and dark gravel parking areas.

ng concrete, a sand coloured and exposed opposed to a typical grey concrete finish, avel look and feel, and tying into the exposed the beachfront businesses and next to the

nd Figure 2, 3, and 4 under Section B (4.4) of or further details.

DE FOR MUIZENBEG BEACHFRONT: A CALL TO

erested and affected party.

terwaarde van die kleurvolle strandhutte by e aantal (8) hutte op die strand te behou. Die u word en die toilette sal verskuif word en in herbou word. Die fokus van hierdie projek is

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|---|------------------|------------------|--|--|
| | | | sekere tyd van die aand nie daar mag wees nie? Wat gaan jul doen aan die hawelose mens by die strandfront wat skreeu en vloek tot wie weet hoe laat en die car gaurds wat net so skreeu om vir die mense parkering aan te wys? Wil jul regtig die beach huts verminder na amper niks? Daai buite showers en gebou is so Kaaps, nou wil jul dit afbreek. Waar wil jul die toilets bou en hoe gaan dit lyk? | nie om die parkeerings probleem by om aan die groeiende paarkeeraanv te verwyder met bykomende oop bestaande toestand te behou met 'r geformaliseer word en toegang tot die |
| Head, Zann zann@iafrica.com Via written comments at the Open House | 07/09/2022 | | Please protect +retain the changing huts + the Victorian ablution block- This is an important part of Muizenberg heritage. Please include planted areas within the new concrete steps/walkway. Thank you. | Beach huts The City acknowledges the charace Muizenberg and intend to keep the beachfront. Due to the setback of the proposed excavation and proposed promenade the existing eight beach huts. At the the huts, the responsible persons were not as part of the project to where the be- this location is therefore only temporal huts. They will be centrally located all act as a wind break to the central show- historical rhythm of small-small-large, accessible from the shower plaza and environment on either side of them. See the "Colourful beach huts" subhe (4.4) of the draft Basic Assessment Rep New ablutions Following the public comments rece located landward of the central show- next to the beach within the high pec- improve access. There is special food facilities. The design shall maintain universal access toilet/family changer with bench for seat along ablution bu- area as well as the shower at the per- beachfront. Knee level taps for feet at See the "Development Proposal" and Basic Assessment Report for further dei Soft landscaping Following public comment more plo- climatically suited to these harsh com- well as lawn for recreational purposes hardy indigenous vegetation suited to will be incorporated into the design. planted areas for watering and infiltro- when run-off not available. A combi- artificial grass will used where applicated to here applicated to the design. Planted areas for watering and infiltro- when run-off not available. A combi- artificial grass will used where applicated to the applicated to the design. Planted areas for watering and infiltro- when run-off not available. A combi- artificial grass will used where applicated to the applicated to the design. Planted areas for watering and infiltro- when run-off not available. A combi- artificial grass will used where applicated to the applicated to the design. Planted areas for watering and infiltro- when run-off not available. |

y die strand op te los nie. In plaas daarvan nvraag te probeer voldoen of om parkering opruimtevoorsiening, is die doel om die 'n 5% afwykingsmerk. Die parkeerareas sal die area sal behoue bly.

racter value of colourful beach huts at the same number (8) of huts within the

ed coastal protection and promenade, the ide alignment interfaces with the location of e time of refurbishment of the existing eight potified that the promenade will be set back beach huts are currently located and that rarily available for the position of the beach along the promenade where they will also nower area. Their arrangement will follow the e, as at St James. The beach huts will be nd beach side in order to create an inviting

neading along with Figure 2 under Section B eport for further details.

eceived, the proposed ablution building is ower plaza in close proximity to the existing, edestrian traffic zone for ease of use and to focus on universal access of the ablution n existing architectural style and include e rooms, and wheelchair accessible showers building. Showers will be kept in the central pergola/event pavilion on western side of at ablution building are also included.

nd Figure 2 under Section B (4.4) of the draft details on the ablution building.

planted areas are included. Trees are not onditions. Locally indigenous vegetation as es will be planted instead. More planters for to the harsh False Bay coastal environment n. Storm water run-off will be directed into iltration and to include automatic irrigation abination of natural (indigenous) lawn and cable.

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|--|------------------|------------------|---|---|
| | | | | Maintenance of any planted areas ar is of utmost importance to the project (indigenous, climatically suited plan locations. |
| | | | | See the "Soft Landscaping" subheadin of the draft Basic Assessment Report fo |
| Hedley, Nick hedley.nick@gmail.com Via Email | 03/09/2022 | | Hi there, Thanks for the opportunity to comment on the Muizenberg beachfront upgrade project. I would like to comment specifically on the plan to "formalise the western and eastern parking areas". Cities globally are realising that paved parking lots and highways should never have taken prime real estate, and many are starting to convert highways and parking lots into green spaces or community spaces. It is outdated thinking to have such a prime piece of real estate reserved for cars. I understand that parking and budgets are an issue, but parking areas should never be on the beachfront in any case. Perhaps you could construct an underground parking facility or convert a vacant office block into a parking garage. Or just encourage beachgoers to park nearby and walk or catch the train. Alternative ideas for that space: A small park A seach bar A Ferris wheel or other attraction Please correct the historic wrongs of poor urban planning. Other parts of the world are doing this - find some examples here: https://www.archdaily.com/800155/6-cities-that-have-transformed-their-highways-into-urban-parks. It would be a mistake to formalise the parking area by paving over it. Thanks, Nick Hedley | convenient parking to the beachfrom required in the medium term. Paving future alternative uses of the area such the overall transport system of the lat transport centred system. The space of for markets and other gatherings or ever given that the event permitting and application. Furthermore, it is envisioned that the beachfront precinct, this projects scop medium to long term. It is believed opportunities improved to the point the reduce to the extent that the proposed users, the parking area can be repu- infrastructure is constructed in the po- repurposing of the area. A weekday and Saturday parking den TIA. The survey indicated a parking of the week. During the peak period on of |

and maintenance of any new infrastructure ject, hence only appropriate plant species ants) will be incorporated in applicable

ding along with Figure 8 under Section B (4.4) t for further details.

objective of the project is the new stepped oactively replace the old wooden seawall r to maintain and preserve the Muizenberg tal protection is the landward portion of the rading of the hard and soft landscaping and f the parking area.

nowledged, the current use of the area as ont is well defined in parking counts and is ing of the area does not preclude possible such as those proposed by commentators if a larger city has evolved toward a public e can in its proposed arrangement be used events like any other public space in the City and request procedure is followed for such

e western portion of the larger Muizenberg ope area, will remain to be used as is for the yed that if the long-term public transport that use of personal cars, busses and taxies sed area of parking is not required by beach epurposed at such time. No fixed building parking areas, which would prevent future

emand survey was carried out as part of the occupancy level of more than 50% during n a Saturday, the parking survey indicated a than 100%. The parking around the Beach al gravel parking area are well-used and is

parking areas are not feasible in the short to nd western parking areas shall be formalised egarding the overall number of parking bays

existing coastal defences and resulting large is utilized to neaten and pave the existing ermeable, segmented pavers, as used

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|---|------------------|------------------|---|--|
| | | | | everywhere else in the beachfront, v currently a vacant gravel open space land, no new land or beach area will b |
| Heese, Ashleigh ashleigh.heese0@gmail.co m Via Email | 08/09/2022 | | Hello! Thank you for the opportunity to comment on the proposed Muizenberg upgrades. If the parking area near the supertubes/law enforcement area could be refurbished and made safer (lights, re-tarred), with investment in improving/clearing the beach huts, I think the entire beach area and community from the corner to the river mouth would benefit from a greater area for people to park, enjoy the beach safely, be recreational, etc. The lifeguards are also present in this area. It would spread out the crowds of surfers, SUPers, etc who enjoy our ocean. I think the walkway from the corner to the highline could be widened and fixed, to create an accessible and encouraging pathway from the corner to the lifeguards are also present in this area. I think putting the bathrooms/ablutions by the proposed new parking lot (where the gravel pit is not) is a big safety concern, partly as it relies on crossing roads and parking lots oget there (which is very dangerous for children). It is also far removed from the public, which is a big safety concern for women. I think it is essential that Waves for Change and Shark Spotters remain an integral part of the community, and are not moved. Thanks again! | Parking The focus of the project is not to solve in Instead of trying to meet the growing lieu of additional open space provision with a 5% deviation margin. To mitigate to nearby parking areas and established/enhaced and the routes h By rationalising the parking layouts, ap bays could be retained on a reduced infrastructure retreat to ensure mor Muizenberg's sandy and rocky bea generous seating steps and soft lands be used to soften parking areas, buildi 'Formalising' the parking area refers to parking bays, indicating one way circ vehicle movement areas (walkways ar such as area lighting and surface stor enhance the character of the Muizent areas will be surfaced with the same surfaced with. The permeable class environment and result in lower local to dark gravel parking areas. All parking w Alternative uses of this space are ackn convenient parking to the beachfron required in the medium term. Paving future alternative uses of the area suc the overall transport system of the lo transport centred system. The space of for markets and other gatherings or eve given that the event permitting and application. Furthermore, it is envisioned that the w beachfront precinct, this projects scop medium to long term. It is believed opportunities improved to the point the reduce to the extent that the proposed users, the parking area can be reput infrastructure is constructed in the point repurposing of the area. A weekday and Saturday parking dem TIA. The survey indicated a parking or |

will be used for this purpose. This area is ce on previously reclaimed and backfilled II be reclaimed for this purpose.

e the parking problem at the beachfront.

g parking demand, or removing parking in ion, the objective is to retain the status quo ate the parking shortfall, pedestrian linkages d public transport facilities will be shighlighted.

approximately the same number of parking ed footprint. This frees up space for people: hore dry beach and the linking of the each as well as a widened promenade, dscaping. Locally indignous vegetation will dings and infrastructure.

to surfacing the parking area, marking out irculation, demarcation of pedestrian and and road way) and the addition of services form water drainage. In oder to retain and enberg Beachfront these formalised parking ne material that exisitng parking bays are lay pavers perform well in the coastal temperatures as compared to ashpalt and g will remain free of charge.

knowledged, the current use of the area as ont is well defined in parking counts and is ng of the area does not preclude possible uch as those proposed by commentators if larger city has evolved toward a public e can in its proposed arrangement be used events like any other public space in the City and request procedure is followed for such

e western portion of the larger Muizenberg ope area, will remain to be used as is for the ed that if the long-term public transport that use of personal cars, busses and taxies ed area of parking is not required by beach purposed at such time. No fixed building parking areas, which would prevent future

emand survey was carried out as part of the occupancy level of more than 50% during

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|-----------------------------|---|
| | | | | the week. During the peak period on a parking occupancy level of more the Road roundabout and the informal g over-utilized. |
| | | | | As such, replacement of the existing per medium term. The existing eastern and and optimised and the status quo rege will be maintained. The total number of very similar, although a few parking be another. |
| | | | | In accordance with Policy Statem systematically reduce private vehicle public transport is retaining the parking and increased parking demand. Re safeguard economic activity (Object restaurants rely on public parking for th use of public transport will be a viabl surfers who live beyond the catchment line and future MyCiti lines, not only b limitation to safely carry with abnorm parking at this Metropolitan Coast foreseeable future. Should a reducti paving could easily be lifted and re-u land is transformed into a park or othe double up as an event space for mark |
| | | | | See the "Parking Areas" subheading c (4.4) of the draft Basic Assessment Rep details on NMT related policy alignmen |
| | | | | New ablutions Following the public comments rece located landward of the central show next to the beach within the high peo improve access. There is special foo facilities. The design shall maintain universal access toilet/family change r with bench for seat along ablution but area as well as the shower at the per beachfront. Knee level taps for feet at |
| | | | | See the "Development Proposal" and Basic Assessment Report for further de |
| | | | | NGO buildings The value of the NGO's in the beach existing NGO buildings remain, Shark S location. The City seeks to improve u |

n a Saturday, the parking survey indicated a han 100%. The parking around the Beach I gravel parking area are well-used and is

parking areas are not feasible in the short to nd western parking areas shall be formalised garding the overall number of parking bays or of parking bays in the precinct will remain bays may be lost in one area and added in

ement 38, the measure implemented to le dependency in lieu of the use of promote ing status quo in the midst of oversubscription Retaining the parking status quo will also active 10.2A) along the beach as shops and their patrons. It is unrealistic to think that the able commute alternative to the beach for ent of the Southern Line, the GAB Muizenberg y because of coverage, but also the fleet's rmal luggage like surfboards. The need for astal Node will therefore remain for the ction of parking be feasible in future, the e-used in the construction of paths while the her. In the meantime, the parking area can arkets, shows, film viewings etc.

g along with Figures 2 and 5 under Section B eport for further details on parking. For further nent, see Section E (4.2).

ceived, the proposed ablution building is over plaza in close proximity to the existing, edestrian traffic zone for ease of use and to focus on universal access of the ablution in existing architectural style and include e rooms, and wheelchair accessible showers building. Showers will be kept in the central pergola/event pavilion on western side of at ablution building are also included.

nd Figure 2 under Section B (4.4) of the draft letails on the ablution building.

chfront is acknowledged and valued. The Spotters will keep operating from its current universal beach access and therefore the

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|---|------------------|------------------|--|---|
| | | | | proposed design however intends to buildings to facilitate universal beach of building will be used to enable the lo be stored at the top of the proposed well as storage of beach access w equipment. The building will also serve A new building to facilitate the op constructed around the central circle easy drop-off facilities and NMT routes on with the Waves for Change. The eas services will continue to play an im supported by the City. The new building will also follow and a the existing buildings. See the "Buildings" subheading along |
| | | | | draft Basic Assessment Report for furth |
| Heese, Susan <u>Sue.heese@gmail.com</u> Via written comments at the Open House | 07/09/2022 | | Do not move the location of shark spotters/waves for change. Both fulfil a vital and educational/social purpose. They need proximity to the sea. Their presence is an important characteristic of a diverse and inclusive environment. The ablution blocks should be moved but not to near the railway line (option B) – Dangerous for women and especially children. Option A is better. Consider more green open areas -places for buskers +stalls: Consider extending the project along the pavilion walkway/ bridge to attract more users on that side-less congestion Where are skateparks, volleyball, play areas as in Green point Park????An outdoor shack/restaurant? A place for public shows or performances? Include safely lockers for storing keys + valuables while people swim. | NGO buildings The value of the NGO's in the beach existing NGO buildings remain, Shark S location. The City seeks to improve u proposed design however intends to buildings to facilitate universal beach of building will be used to enable the lad be stored at the top of the proposed well as storage of beach access w equipment. The building will also serve A new building to facilitate the op constructed around the central circle easy drop-off facilities and NMT routes on with the Waves for Change. The ex- services will continue to play an im- supported by the City. The new building will also follow and set the existing buildings. See the "Buildings" subheading along draft Basic Assessment Report for furth New ablutions Following the public comments receipted located landward of the central show |

o repurpose the existing Waves for Change h and surfing access and related NGO's. The large, cumbersome beach access mats to ed beach access ramp for easy daily use as wheel chairs and other adaptive surfing ve as an operational base for related NGO's. operations of Waves for change will be cle area providing similar facilities close to es. This has been discussed with and agreed existing NGO function and additional NGO important role in the community and are

I suit the existing architectural language of

ng with Figure 2 under Section B (4.4) of the ther details.

achfront is acknowledged and valued. The spotters will keep operating from its current universal beach access and therefore the o repurpose the existing Waves for Change h and surfing access and related NGO's. The large, cumbersome beach access mats to ed beach access ramp for easy daily use as wheel chairs and other adaptive surfing ve as an operational base for related NGO's. operations of Waves for change will be cle area providing similar facilities close to es. This has been discussed with and agreed existing NGO function and additional NGO important role in the community and are

I suit the existing architectural language of

ng with Figure 2 under Section B (4.4) of the ther details.

eceived, the proposed ablution building is ower plaza in close proximity to the existing, edestrian traffic zone for ease of use and to focus on universal access of the ablution n existing architectural style and include e rooms, and wheelchair accessible showers building. Showers will be kept in the central

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|---|------------------|------------------|--|--|
| | | | | area as well as the shower at the p beachfront. Knee level taps for feet a |
| | | | | See the "Development Proposal" and Basic Assessment Report for further de |
| | | | | Soft landscaping Following public comment more pla climatically suited to these harsh cor well as lawn for recreational purposes hardy indigenous vegetation suited to will be incorporated into the design. planted areas for watering and infilt when run-off not available. A comb artificial grass will used where applica |
| | | | | Maintenance of any planted areas a is of utmost importance to the proje (indigenous, climatically suited plan locations. |
| | | | | See the "Soft Landscaping" subheadir of the draft Basic Assessment Report fo |
| | | | | Pavilion This falls outside the scope of this pro and Recreation. The future of the M planning for Muizenberg. |
| | | | | Skatepark The City has decided that the instal Beachfront is not currently feasible, th |
| | | | | Lockers This suggestion could be made to the |
| Henderson, Tyron <u>tyronhenderson@gmail.co</u> <u>m</u> Via written comments at the Open House | 07/09/2022 | | Dates of start of construction. Why November, 1 month before our busy season? Traffic management during construction. Please communicate clearly. Why are you only lifting by ½ meter? Why not more with predictions on sea rise a mounting concern. | Construction (disruption) The disruptions will be temporary constructing in stages as opposed to time. It is current estimated that constr be able to access beachfront busine points to the beach during the project open (no work in surf zone area). |
| | | | | Prior to commencement of construct appointed contractor shall be require health and safety and traffic accommonimized disruptions. The major con- during the off-peak seasons althoug encroach the parking and shopfronts |

pergola/event pavilion on western side of at ablution building are also included.

nd Figure 2 under Section B (4.4) of the draft details on the ablution building.

planted areas are included. Trees are not onditions. Locally indigenous vegetation as ses will be planted instead. More planters for to the harsh False Bay coastal environment in. Storm water run-off will be directed into iltration and to include automatic irrigation abination of natural (indigenous) lawn and cable.

and maintenance of any new infrastructure ject, hence only appropriate plant species lants) will be incorporated in applicable

ding along with Figure 8 under Section B (4.4) t for further details.

roject, but suggestions will be send to Parks Muizenberg Pavilion is the subject of future

allation of a skate park at the Muizenberg thus it has been removed from this project

ne managing authority of the bathing boxes

v in nature and kept to a minimum by to constructing over the whole site at one struction will last 25 months. The public will still nesses and there will be alternative access ect construction. The surfing area will remain

ruction as well as during construction, the ired to provide an approved environmental, mmodation plan to ensure safe access with onstruction work will preferably take place ugh construction work is not expected to its along Beach Road.

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|--|------------------|------------------|--|--|
| | | | | See the Environmental Management Basic Assessment Report for further def Sea level rise The project cannot fully mitigate the proposed alignment in the long term however the design is such that the re back when if required in future. Sea proposed development, and it has be of the project. See subheadings "Sco under Section G (3.5) for further det coastal modelling studies on the coast |
| Hendricks, Pamela +27 83 292 0974 Via WhatsApp | 20/09/ 2022 | | Good morning. I would like to comment on the proposed upgrade of the Muizenberg beachfront. Having lived in Muizenberg for 41 years, I have seen a lot of changes. Some good, somelike the Peppermint Palace and the BP Garage, not so good. Looking at what is to come, is quite depressing. I love the beach huts. They are iconic to Muizenberg and St James. And plants and trees, to be sacrificed for boring, drab asphalt. Granted, the parking by Muizenberg station needs an upgrade, this includes just above the catwalk - a parking spot my husband and I are fond of. I agree that we need change. Please consider keeping some of the characteristics that make it uniquely Muizenberg. And putting some sort of life into it, with greenery. Also, my husband is Muslim. I am not, but we do eat Halaal only. There are very few Halaal restaurants in Muizenberg, yet if you see the amount of people walking along the catwalk, many are Muslim. It would be wonderful to have more places that cater to the Halal side. Thank you. Pamela Hendricks | Coastal Management: Spatial Area of The Coastal Management area area seaward of the Coastal I near shore marine environmen may impact on this space responsibility for this coastal envortices within the agreed operational protocols of below) The Roles and Responsibilities of the combination of: Coastal hard infrastructure area |

nt Programme in Appendix H of the draft etails on construction phasing plan.

the impact of climate change with the erm as it is a large scale global problem, revetment units can be reused and moved a level rise is a driving factor behind this been taken into account in all design stages cour protection" and "Coastal protection" etails on the contribution of the specialist astal protection infrastructure design.

g undertaken by the City of Cape Town's n is a branch of government with a defined ad responsibilities. The scope of the project is bit of this mandate, these roles and these

of Responsibility:

ea of jurisdiction (mandate) is defined as the al Edge as per the MSDF and including the ent as well as all processes or activities that ce. Coastal Management has overall invironment. All line departments operating the Coastal Environment do so in terms of s and/or Service Level Agreements (defined

he Coastal Management function are a

assets and coastal land and ecosystem

and Development

n

ple line departments that have functional the coastal environment,

orting

acknowledges the wide variety of other throughout the city and supports a holistic order to bring forth overall progression. Thus nents functional requirements, the primary ve replacement of old wooden seawall and passed their design-life and started to fail, stal protection in order to provide effective access, which will support the local sociofuture to remain growing. Secondary to the

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|-----------------------------|---|
| | | | | coastal protection is the extension of the upgrading of the hard and soft lo optimisation of the parking area. |
| | | | | Concrete revetment Following public comment, areas lan changed from concrete surfacing to p to align with existing character and mo |
| | | | | In order to sustain the harsh marine co energy in future and to provide long-t (the stepped revetment portion), cond strength and durability for the coastal expected wave overtopping during fut will also be concrete, but open space surfaced with permeable segmented indigenous plants, play areas or lawns The clay pavers perform well in the coo temperatures as compared to ashpalt |
| | | | | To mitigate the impact of introducing aggregate finish will be used as opp providing a more natural earthy grave aggregate concrete used along the station building. |
| | | | | See the "Development Proposal" and the draft Basic Assessment Report for f |
| | | | | Character (aesthetic) The City acknowledges the character landscaping elements in the beachfrom sense of place, heritage and aestheti indicated on public open day poster indicating the approximate footprin communicate the proposed style of caused unnecessary concern. |
| | | | | The proposed coastal defence reprefurbishment will be done in such a work using the existing architectural styles and |
| | | | | The character of the Muizenberg be following key characteristic element of identified: |
| | | | | Panoramic views and open spot Central beach huts / bathing b Existing buildings architectural standing, pergola structures a obelisk showers with gargoyles, |

of the project scope landward to comprise landscaping and buildings as well as the

andward of the 3m wide promenade was paved areas using clay segmented pavers material use.

conditions and expected increase in wave there robust coastal defence infrastructure increte must be used to provide the required al defence structure. In order to sustain the future storm events the 3m wide promenade aces landward of the promenade will be ed clay pavers, seating wall, planters with rns, similar to the existing landward spaces. oastal environment and result in lower local alt and dark gravel parking areas.

g concrete, a sand coloured and exposed pposed to a typical grey concrete finish, rel look and feel, and tying into the exposed he beachfront businesses and next to the

d Figure 2, 3, and 4 under Section B (4.4) of r further details.

teristic value of the existing buildings and cont. The project endeavours to preserve the etics in the proposed design. The buildings sters where merely "place holder" blocks rint of buildings and did not intend to of the proposed buildings. This may have

replacement and associated landscape way to maintain the character of the place, and landscape as reference.

beachfront has been considered and the consisting of but not limited to have been

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

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|-----------------------------|--|
| | | | | Local artwork on walls Use of sandstone and granite Local indigenous plants in planmaintain |
| | | | | Regarding the reflection of coasta revetment is a direct response to the levels. The coastal defence and prom False Bay climatic and wave conditio in the corner area as well as playgra mirror and reference natural dune, w The steps allow for continuous beach structure is also less reflective to wave |
| | | | | A number of design changes has consultation. The following list provide to the landscaping, layout and artwo |
| | | | | Beach huts to be centrally losshower plaza Central plaza to remain cent Use segmented paver surface instead of concrete surface. the surrounding landscape fe Incorporate decorative seg areas (central node, station open space) Include mosaic artwork at ab Play area to be area conte equipment like swing and slid Incorporate more planters for harsh False Bay coastal enviro into planted areas for waterin irrigation when run-off not av Combination of natural law applicable. |
| | | | | The City believe the proposed prelim character and heritage of the beach |
| | | | | See the following sections of the draft on the preservation of the Muizenberg |
| | | | | Subheading "Settlement" subleading "City of Cape Policy" under Section E (4.2) Subheading "Historical and Comparison of Cape |
| | | | | Soft landscaping Following public comment more pla climatically suited to these harsh cor |

e in steps anters, including local initiatives to plant and

tal dynamics in the design, the stepped ne dynamic nature of the changing beach omenade is designed to withstand the harsh ions. The layout of the steps and promenade ground has been rounded and softened to wave run-up and tidal washup/debris lines. ch access at any beach level. The stepped we energy.

ave been implemented following public les a summary of the changes implemented vork component of the project:

located to serve as wind shelter for central

ntral public node with showers.

ace landward of 3m concrete promenade e. Include creative pattern design to reflect features.

gmented paver patterns in focal paving n forecourt, pergola area and eastern end

Iblution buildings, showers and seating walls. text specific and also include normal play ide as well as natural materials

or hardy indigenous vegetation suited to the ironment. Storm water run-off will be directed ring and infiltration and to include automatic available.

wn and artificial grass to be used where

ninary design incorporates and reflects the hfront.

ft Basic Assessment Report for further details rg Beachfront's sense of place:

oheading under Section E (4.1) e Town Integrated Coastal Management

Cultural Aspects" under Section G (7.)

planted areas are included. Trees are not onditions. Locally indigenous vegetation as

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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| | | | | well as lawn for recreational purposes hardy indigenous vegetation suited to will be incorporated into the design. planted areas for watering and infiltre when run-off not available. A combi artificial grass will used where applicat Maintenance of any planted areas ar is of utmost importance to the project (indigenous, climatically suited plan locations. |
| | | | | See the "Soft Landscaping" subheadin of the draft Basic Assessment Report fo |
| Hendriksz, Karlo karlo.hendriksz@gmail.com Via Email | 26/09/2022 | | Good afternoon, Thank you for the opportunity to comment on the proposed Muizenberg Beach Upgrade. Please find attached: • Support & Suggestions letter • Support & Suggestions letter • Support & Suggestions comment on the proposed Muizenberg Beach_DesignPosters_OptionA - pages 1 & 4 Looking forward to the further processing and some interesting upgrades to our amazing tourist node. Regards, Karlo Hendriksz Cell: 073 72 333 99 Attached documents (these documents are also in the appendix for full size viewing): Support & Suggestions by Karlo Hendriksz, local town planner & resident 26 September 2022 To: Infinity Environmental / comments@infinityenv.co.za Muizenberg Beach Upgrade A. Introduction It is an absolute delight to see that Muizenberg is the subject to some further investment and support from the City of Cape Town. It is clear from the popularity of the Muizenberg Beachfront that it would be amazing if even more people are afforded the opportunity to have access to this spectacular beach. | Project mandate Please note that this project is being Coastal Management Branch, which is mandate, as well as defined roles and therefore required to fall in the ambitive responsibilities. Coastal Management: Spatial Area of The Coastal Management area area seaward of the Coastal near shore marine environmentive may impact on this space responsibility for this coastal environmentive or providing services within the agreed operational protocols of below) The Roles and Responsibilities of the coastal hard infrastructure of management Coastal Planning, Upgrades a Coastal Policy and Regulation Coastal monitoring and Report The Coastal management Branch of developmental and resource needs the resource distribution across the City in or to deliver on the Coastal management objective of the project is the proactive degraded stone steps, which have p with new a stepped revetment coastal |

es will be planted instead. More planters for to the harsh False Bay coastal environment n. Storm water run-off will be directed into tration and to include automatic irrigation bination of natural (indigenous) lawn and able.

and maintenance of any new infrastructure ect, hence only appropriate plant species ants) will be incorporated in applicable

ling along with Figure 8 under Section B (4.4) for further details.

g undertaken by the City of Cape Town's n is a branch of government with a defined ad responsibilities. The scope of the project is bit of this mandate, these roles and these

of Responsibility:

ea of jurisdiction (mandate) is defined as the al Edge as per the MSDF and including the ent as well as all processes or activities that ce. Coastal Management has overall invironment. All line departments operating the Coastal Environment do so in terms of s and/or Service Level Agreements (defined

ne Coastal Management function are a

assets and coastal land and ecosystem

and Development

n

ple line departments that have functional the coastal environment,

orting

acknowledges the wide variety of other throughout the city and supports a holistic order to bring forth overall progression. Thus nents functional requirements, the primary ve replacement of old wooden seawall and passed their design-life and started to fail, stal protection in order to provide effective access, which will support the local socio-

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| | | From Option A & B the following similarities are noted: | economic environment now and in fut |
| | | The interface onto the beach will be improvedParking is being formulised | coastal protection is the extension of t the upgrading of the hard and soft lo optimisation of the parking area. |
| | | From Option A & B the following differences are noted: The ablution and NGO buildings are in different positions B. Status Quo: The beach front consists of a number of erven, as can be noted from Figure 1: Locality map & Figure 2: Zoning Map which is publicly available from the City's online map viewer via the following link: https://citymaps.capetown.gov.za/EGISViewer/. | New ablutions Following the public comments rece located landward of the central show next to the beach within the high pede improve access. There is special foc facilities. The design shall maintain e universal access toilet/family change re with bench for seat along ablution bui |
| | | The larger section of the study area is on Remainder Erf 87374 Cape Town, which is zoned Open Space (Public – OS2). | area as well as the shower at the pe beachfront. Knee level taps for feet at |
| | | City of Cape Town Map Viewer O Q & C A | See the "Development Proposal" and Basic Assessment Report for further det |
| | | | Parking The focus of the project is not to solve t |
| | | | Instead of trying to meet the growing lieu of additional open space provision with a 5% deviation margin. To mitigate to nearby parking areas and established/enhaced and the routes hi |
| | | | By rationalising the parking layouts, ap bays could be retained on a reduced infrastructure retreat to ensure mor Muizenberg's sandy and rocky beau |
| | | The smaller section of the study area falls on the following properties with their associated zonings: • Erven 87134: General Residential (GR5) | generous seating steps and soft lands be used to soften parking areas, buildir |
| | | Erven 87135-RE, 87158-RE, 87137, 87138, 87139-RE, 87141-RE, 87142- RE: General Residential (GR4) | 'Formalising' the parking area refers to parking bays, indicating one way circ vehicle movement areas (walkways an |
| | | Erf 87143: Transport Zone (TR2) Erf 87114-RE: Transport Zone (TR1) & Open Space (Public – OS2) | such as area lighting and surface store enhance the character of the Muizenk areas will be surfaced with the same |
| | | | surfaced with. The permeable clay environment and result in lower local te dark gravel parking areas. All parking v |
| | | | Alternative uses of this space are acknown convenient parking to the beachfront required in the medium term. Paving future alternative uses of the area such the overall transport system of the la |

iuture to remain growing. Secondary to the of the project scope landward to comprise landscaping and buildings as well as the

ceived, the proposed ablution building is wer plaza in close proximity to the existing, edestrian traffic zone for ease of use and to occus on universal access of the ablution n existing architectural style and include prooms, and wheelchair accessible showers building. Showers will be kept in the central pergola/event pavilion on western side of at ablution building are also included.

d Figure 2 under Section B (4.4) of the draft etails on the ablution building.

e the parking problem at the beachfront.

g parking demand, or removing parking in on, the objective is to retain the status quo ate the parking shortfall, pedestrian linkages d public transport facilities will be highlighted.

approximately the same number of parking ed footprint. This frees up space for people: ore dry beach and the linking of the ach as well as a widened promenade, dscaping. Locally indignous vegetation will dings and infrastructure.

to surfacing the parking area, marking out irculation, demarcation of pedestrian and and road way) and the addition of services orm water drainage. In oder to retain and nberg Beachfront these formalised parking ne material that exisitng parking bays are ay pavers perform well in the coastal temperatures as compared to ashpalt and g will remain free of charge.

knowledged, the current use of the area as ont is well defined in parking counts and is g of the area does not preclude possible uch as those proposed by commentators if larger city has evolved toward a public

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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| | | | | transport centred system. The space c for markets and other gatherings or eve given that the event permitting and application. |
| | | | | Furthermore, it is envisioned that the v beachfront precinct, this projects scop medium to long term. It is believed |
| | | | C. Project Appraisal: Option A deals with 9 and Option B with 10 key upgrade factors. The following suggestions are made with reference to notes / illustrations on the Muizenberg Beach_Design PostersOption A: | opportunities improved to the point the reduce to the extent that the proposed users, the parking area can be repu infrastructure is constructed in the pa repurposing of the area. |
| | | | 1. The Station Forecourt The station has a phenomenal building and property that is totally underutilised and mismanaged – stating the obvious. | A weekday and Saturday parking dem TIA. The survey indicated a parking oc the week. During the peak period on a |
| | | | Various efforts have been made to try and make the subway work, let's face it; it doesn't and probably can't. What does work is the pedestrian level crossing at the end of York Road, as it is visible and is easily | parking occupancy level of more that Road roundabout and the informal g over-utilized. |
| | | | accessible to disabled people and parents with baby strollers. Maybe the focus of the forecourt can be stretched to the southern side of the station with another pedestrian level crossing for better access towards the new 'Wavescapes', Casa Labia and general pedestrian movements from / towards the south. This will also allow the current turning circle space to still be use for ease of manoeuvrability. | As such, replacement of the existing por medium term. The existing eastern and and optimised and the status quo rego will be maintained. The total number of very similar, although a few parking bo another. |
| | | | It stands to reason that the impacts on waves and water movement would significantly reduce if the least amount of changes are to be made to the current 'foot print' / infrastructure. | In accordance with Policy Stateme systematically reduce private vehicle of public transport is retaining the parking and increased parking demand. Re- |
| | | | It is therefore suggested to consider retaining the existing wall infrastructure to a height that would allow a tidal pool to take shape within the existing footprint. | safeguard economic activity (Objecti restaurants rely on public parking for th use of public transport will be a viable surfers who live beyond the catchment |
| | | | A tidal pool in this position would be beneficial for various reasons including: Less disturbance to the wave patterns Introducing another amenity to an established tourist node Great public and private transportation access Introduce more options to attract a wider variety of beach goers Support current businesses and encourage further economic growth | line and future MyCiti lines, not only b limitation to safely carry with abnorm parking at this Metropolitan Coasto foreseeable future. Should a reduction paving could easily be lifted and re-us land is transformed into a park or other double up as an event space for mark |
| | | | A tidal pool will be a very effective transition from the (1) the station forecourt, (2) Beach steps with (9) universal access, the beach and possible economic options. | See the "Parking Areas" subheading a (4.4) of the draft Basic Assessment Repo details on NMT related policy alignmen |
| | | | The local tidal pool hero, Lisa Beasley, through her tidal pooldocumentary–SecretCapeTown(ref:https://secretcapetown.co.za/the-lisa-beasley-tidal-documentary/)has | |

can in its proposed arrangement be used vents like any other public space in the City d request procedure is followed for such

e western portion of the larger Muizenberg ope area, will remain to be used as is for the ed that if the long-term public transport that use of personal cars, busses and taxies ed area of parking is not required by beach ourposed at such time. No fixed building parking areas, which would prevent future

emand survey was carried out as part of the occupancy level of more than 50% during a Saturday, the parking survey indicated a han 100%. The parking around the Beach gravel parking area are well-used and is

parking areas are not feasible in the short to ad western parking areas shall be formalised garding the overall number of parking bays r of parking bays in the precinct will remain bays may be lost in one area and added in

ment 38, the measure implemented to e dependency in lieu of the use of promote in status quo in the midst of oversubscription retaining the parking status quo will also ctive10.2A) along the beach as shops and their patrons. It is unrealistic to think that the ble commute alternative to the beach for int of the Southern Line, the GAB Muizenberg because of coverage, but also the fleet's mal luggage like surfboards. The need for stal Node will therefore remain for the used in the construction of paths while the ner. In the meantime, the parking area can rkets, shows, film viewings etc.

along with Figures 2 and 5 under Section B port for further details on parking. For further ent, see Section E (4.2).

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| Comment by | | | Comments/Concerns/Questions been working with the City of Cape Town, Helen Jordaan of the Beach amenities Coordination team, to make tidal pools eco-friendly (ref: https://www.capetalk.co.za/articles/377515/eco-friendly-cleaning-to-be-implemented-atall-f-tidal-pools-by-end-of-the-year). We have been in contact with Lisa who has consented to us referring to her work, and copy her in onto our e-mail submission of this document. The benefits of using the finances to establish a tidal pool within the footprint of the existing coastal wall therefore outweighs the need to remove the infrastructure. 2. Beach Sleps A bit more formal than the current 'rustic' Muizenberg look, but what a beautiful idea. Hope it works as beautiful as the case studies that have been provided. 3. Ablution Buildings What a brilliant idea to remove / move this structure and open up the beach! 4. Playground The City is really trying hard to keep the grass alive, so it makes sense to make this smaller for it to become more manageable. A combination of various play area may assist in making the play area more functional and user friendly and therefore attract those who typically have to look for exactly what is being proposed in other locations. 5. Rideable Surfaces Making more usable spaces available for an ever changing and evolving beach goer; while also giving the urban soil surfers (skateboarders, etc.) a place to integrate. Beautiful, and again, brings in more diverse groups of people and tourists alike. Maybe the footprint of '3' can be retained to make this area even bigger and/or provide a larger 'look out' area with a space for a 'Yellow Frame' for those memorable moments / selfie lovers. | Responses The train station and associated rail ir outside of the City's jurisdiction. Any therefore be undertaken by PRASA arrecommendation is supported particle contribution to the character of the significance. In response, the Muizenberg views to the station building and not compete with the architect. Moreoverstation forecourt and pick up on the store of the building. See the "The Station" subheading aloned araft Basic Assessment Report for further Playground The playground has been designed to Special attention has been given representative of the local coastline. A heat and corrosion reasons. The existing provide wind shelter to the new playg linkage between the playground and their children. See the "Playground" subheading aloned the draft Basic Assessment Report for further playground. Beach huts The City acknowledges the charact Muizenberg and intend to keep the beachfront. Due to the setback of the proposed excavation and proposed promenades the existing eight beach huts. At the thuts, the responsible persons were not as part of the project to where the beach first location is therefore only temporar huts. They will be centrally located all act as a wind break to the central show historical rhythm of small-small-large, accessible from the shower plaza and environment on either side of them. See the "Colourful beach huts" subher (4.4) of the draft Basic Assessment Report |
| | | | | existing NGO buildings remain, Shark S location. The City seeks to improve u |

infrastructure is owned by PRASA and falls any upgrades within the rail reserve must and is outside the scope of this project. This ticularly because of the station building's e Muizenberg Beachfront and it's heritage berg Beachfront upgrade project will retain of introduce and vertical elements that will over, the project proposes to upgrade the station paving in order to improve the setting

ong with Figure 5 under Section B (4.4) of the ther details.

to fit in to the Muizenberg Beachfront area. en to ensuring it incorporates aspects As little metal as possible will be used for the ting buildings and new ablution building will ground. The design ensures there is a visual and the beach so that parents can observe

along with Figure 6 under Section B (4.4) of for further details on the design of the

acter value of colourful beach huts at the same number (8) of huts within the

d coastal protection and promenade, the de alignment interfaces with the location of e time of refurbishment of the existing eight otified that the promenade will be set back beach huts are currently located and that rarily available for the position of the beach along the promenade where they will also ower area. Their arrangement will follow the e, as at St James. The beach huts will be nd beach side in order to create an inviting

eading along with Figure 2 under Section B eport for further details.

chfront is acknowledged and valued. The Spotters will keep operating from its current universal beach access and therefore the

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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| | | | THE MOUNTAIN. CAPE TOWN. SOUTH AFRICAImage: Cape of the sect wells | proposed design however intends to r buildings to facilitate universal beach of building will be used to enable the lar be stored at the top of the proposed I well as storage of beach access w equipment. The building will also serve of A new building to facilitate the op constructed around the central circle easy drop-off facilities and NMT routes. on with the Waves for Change. The ex services will continue to play an imp supported by the City. The new building will also follow and s the existing buildings. See the "Buildings" subheading along draft Basic Assessment Report for furthe |
| | | | As per '4' above. | |
| | | | 7. Universal access The surf schools in the area have for years been supporting disabled surfing. This will hopefully assist many more people to gain access onto the beach, and hopefully a tidal pool. 8. Parking | Ocean dynamics As per the PRDW Specialist Coas replacement of the existing wooder revetment as coastal protection is no dynamics, offshore sandbanks and surfi coastal protection structures. The proje sea level rise in the design of the coasta |
| | | | The more parking made available; the more people will come to the beach. However, formalising parking typically reduces the amount of parking spaces. | See Section G (3.5) for a summary of Additionally, the full reports can be fou |
| | | | Maybe some changes could be considered to the various parking areas as noted on the plan, i.e.: The parking area next to the station has a lot of 'wasted space' that could be better used as for other uses as per '11' below. | Please note that during construction, to seaward of the existing sea wall to ser effect on the nearshore hydrodynamics to the construction duration and to the sequence and thus only portions of the the entire beachfront at once. Any effe |
| | | | The parking at the pavilion can be squared off to unlock much more potential, while the link between the new parking and the existing Pavilion parking should be separated. This will cause more 'rat running' and will cause confrontation. Maybe the parking can even be pulled around to the south-eastern side of the Pavilion as this area is very quiet and 'dead' at night in any case. Opening this space up, even for something like parking, could make it more saver and easier to patrol / secure. | Tidal Pool Comment noted. The construction of a scope of this project, but implementin the existing City tidal pools. |
| | | | 9. Beach Huts This is a painful discussion for any resident of Muizenberg, and a host of others. | |
| | | | The boxes have not been looked after, is made of poor quality that cannot withstand the harsh element, including the unwanted 'after | |

and surfing access and related NGO's. The large, cumbersome beach access mats to d beach access ramp for easy daily use as wheel chairs and other adaptive surfing e as an operational base for related NGO's. operations of Waves for change will be cle area providing similar facilities close to es. This has been discussed with and agreed existing NGO function and additional NGO mportant role in the community and are

I suit the existing architectural language of

ng with Figure 2 under Section B (4.4) of the ther details.

pastal Modelling reports, the proposed den revetment with a concrete stepped not expected to influence the sediment urfing conditions differently than the existing oject design considers climate change and astal protection.

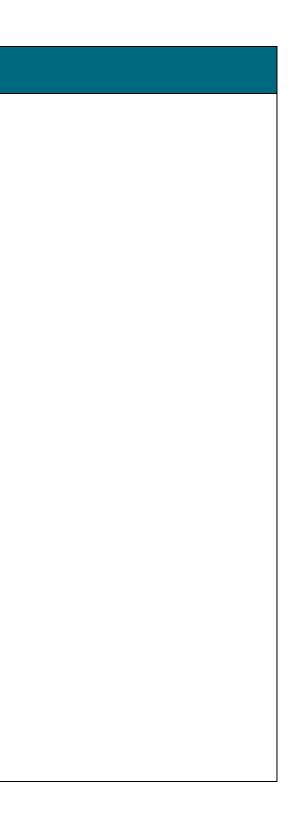
of the specialist coastal modelling studies. ound in Appendix G.

, temporary berms will likely be constructed serve as temporary coastal protection, any nics caused during the construction is limited he area of work. Work will be executed in a ne beach will be affected at a time and not effects are thus temporary of nature.

of a new tidal pool is however beyond the ting universal access will be considered at

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| | | | hours' elements. Some of it is proposed to be retained, but it will again fall in disrepair if not managed or a use put to it. | |
| | | | 10. NGO Building The position of this building on Option B, the beach huts and the Pavilion makes one relook at the legal rights in these areas and the economic benefits better use of the beach node could mean for Muizenberg and associated economic spin offs. | |
| | | | A large part of the railway waiting area is not used or does not get used; and could surely be made into buildings that could complement the railway or beach node. | |
| | | | 11. Business opportunities With the loss of valuable land to public parking, maybe this process could be used to reconsider some land uses for long term sustainability of this tourist node. | |
| | | | It is possible to create a tidal pool that can become a focus point while reducing the amount of studies to be done as it will not impact wave movements. The promenade can become a focus point with possibly a row of larger / even 'semi-permanent' buildings with the look and feel of the beach huts for more restaurants, shops and amenities living out onto the tidal pool area. | |
| | | | 12. Stream It would be so amazing if the beautiful water coming down the mountain, via the lovely stream next to the old bowling green and into a stormwater pipe can be redirected in a way to celebrate its path into the ocean or maybe even into a tidal pool. | |
| | | | D. Conclusion: It is noted that it would be impossible to address all issues that will be raised throughout the public participation process, as the scope of the project is limited. However, it is hoped that the authorities may take some of the proposals and suggestions into consideration as even better use can be made of the same space with possibly less negative environmental impacts and more positive socioeconomic benefits. | |
| | | | Second attached document (see appendix for full size viewing) | |





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| | | | <complex-block></complex-block> | |
| Hendriksz, Karlo <u>karlo.hendriksz@gmail.com</u> Via Email | | | Good day Tarryn, I attended you open house yesterday and am hopeful and trust that the project will be a positive contribution to our local community. I did register myself as an interested party. May I ask for PDF or even DWG/DXF copies of the large plans presented at the open day? <u>https://www.capetown.gov.za/Media-and- news/City%20commences%20with%20first%20Public%20Participation%20</u> <u>Process%20for%20Muizenberg%20Beachfront%20upgrade</u> Note that it seems like the city may have mixed up your cell and land line number on this post. Regards, Karlo Hendriksz Cell: 0737233399 | As noted, the PDF was placed communicated to all meeting atten Furthermore, the preliminary desig Assessment report, on which the inte day comment period You will/may report for comment. |
| Herman, Leigh leighherman0@gmail.com | 05/09/2022 | Via Website | Requested to be registered as an IAP. | You have been registered as an inte |
| Hirschowitz, Barbara <u>thehirschys@iafrica.com</u> | 31/08/2022 | Via Email | I would like to know what the upgrade is going to entail? My apartment is in Balmoral, and I am worried that there may be buildings erected in front of my apartment. Please describe what the upgrade is, and if there is going to be any building on the present road. Thank you | Rationale and backgroundThe primary objective of the projeprotection to proactively replace thesteps in order to maintain and preseto the coastal protection is the landwof the upgrading of the hard and soformalising of the parking area.The project objectives and scope as• The primary scope of the protection |

d on the website for download. This was endees.

esign will be incorporated in the draft Basic interested and affected parties will have a 30 ay have been notified of the availability of the

iterested and affected party.

pject is the new stepped revetment coastal the old wooden seawall and degraded stone eserve the Muizenberg beachfront. Secondary dward portion of the project scope comprising I soft landscaping and buildings as well as the

as supported by Subcouncil include: e project is to replace the existing wooden tion structure) along the beachfront, which has

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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| | | | | passed its design life and has replacement to avoid costly e coastal infrastructure and server robust upgrade and new coast complete loss of the public an well as inappropriate and/or hit. It is proposed to implement a serves as coastal protection, b seating along its length. The supports the promenade and protects important sewer and municipal infrastructure, building. Secondly, the slumping and un in the corner, which is locate previously reclaimed beach arrevetment in order to: Provide long-term effective long the promenade of Walk to St James and Restore the connection historically. Similarly, to provide effective long ablution facility, currently beil location on the beach within needs to be demolished, and landward of the proposed coord. Along with the replacement resulting large construction wor pave the existing large, inform |
| | | | | pavers, as used everywhere e purpose. This area is currently or reclaimed and backfilled land reclaimed for this purpose. The following list provides a summary preliminary phase following public cortions. Ablution and NGO buildings: New Ablution Facility shifted landward of the proposed stepped existing architectura toilet/family change rewith bench for seat all or Keep showers in cetting architectura to the proposed stepped with bench for seat all or Keep showers in cetting architecture |

as started to fail. The project is a proactive emergency repair work. Should the public ervices not be replaced with well-planned astal defence structures, it could result in the amenity, risk to public health and safety, as high costs of emergency interventions.

a stepped revetment for this purpose as it but also provides easy beach access and he coastal protection structure not only nd landside recreational areas, but also nd storm water pipelines as well as other ings, and parking area.

ndermined/scoured masonry step structure ed in the inter-tidal wave run-up zone on area, will be replaced similar to the wooden

fective coastal protection and to create a ection and in doing so

at a flat gradient directly with the Coastal Ч

ion between the two beach areas as it was

long-term coastal infrastructure, the existing eing undermined due to its unsustainable the littoral active and wave run-up zone, nd reconstructed at a retreated location pastal protection structure.

nt of the existing coastal defences and ork, the opportunity is utilized to neaten and rmal parking area. Permeable, segmented else in the beachfront, will be used for this a vacant gravel open space on previously and, no new land or beach area will be

ry of design changes implemented in the onsultation:

to be located at central shower plaza but he central shower area to be protected by bed revetment. The design shall maintain al style and include universal access rooms, and wheelchair accessible showers along ablution building.

central area as well as shower at the ion on western side of beachfront.

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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| | | | | Include knee level tap Existing Shark Spotters Existing Waves for Cha NGO's providing univer building shall include access mat and oth prosthetics and norma existing architectural s A new building to th constructed like for like discussed with and act Retain the existing per the beachfront, position of the proposed stepp the aforementioned constructed like for like back. |
| | | | | Landscaping, layout and artwork: • Beach huts to be central shower plaza • Skating facilities remonesting to be investing public node with show • Use segmented pay promenade instead pattern design to reflect to the large to be areat paying areas (central eastern end open space) • Include mosaic artworks seating walls. • Play area to be areat play equipment like swo • Incorporate more play suited to the harsh Faltrun-off will be directed infiltration and to incluation and to incluation of nature to be areat play equipment by the directed infiltration of nature of the suited to the harsh faltrun-off will be directed infiltration of nature to be areat play equipment by the directed infiltration of the harsh faltrun and to incluate to the harsh faltration of nature to be areat play equipment by the directed infiltration of the harsh faltration of the harsh |
| | | | | Combination of natu where applicable. Parking areas Breaking the single lar introducing landscapi pedestrian links throug Use segmented paver bays to have different Consider the historic P in proposed plans. Ensure sufficient sea fo Include mountable ke |

aps for feet at ablution building. rs building to remain as is.

nange Building to be repurposed to allow for versal beach and surfing opportunities. The e reception area, storage area for beach other equipment as well as storage for nal user wheelchairs. All buildings to follow I style.

house Waves for Change NGO to be ke near western parking area. This has been accepted by the NGO.

ergola/event pavilion at the western side of tion will be setback to allow for construction oped revetment coastal protection. To allow d a new pergola will be designed and ke to suite coastal defence/promenade set

entrally located to serve as wind shelter for

noved from central plaza area, alternative estigated. Central plaza to remain central owers.

aver surface landward of 3m concrete d of concrete surface. Include creative flect the surrounding landscape features.

ative segmented paver patterns in focal al node, station forecourt, pergola area and bace)

work at ablution buildings, showers and

a context specific and also include normal swing and slide as well as natural materials planters for hardy indigenous vegetation false Bay coastal environment. Storm water eted into planted areas for watering and clude automatic irrigation when run-off not

tural lawn and artificial grass to be used

arge parking area along the railway line by ping areas between the bay and also add ugh.

ers similar to existing. Roadways and parking nt colour pavers similar to existing

PRASA Signal Box development (by others)

facing parking bays along edge. The serbs to allow vehicular access pass station

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|---|------------------|------------------|--|--|
| | | | | forecourt. • Minimal intervention the bays and re-surface i. as is. • Bus Embayment locat • Add bicycle racks beachfront. • Stepped revetment and prome • Use fine exposed agg brown colour as corr concrete promenade • Retreat, round and sr jagged step widening • Position universal beac width to allow easy de • Implement intermedi longitudinal promena • Widening area to har indicated in corner ar • Implement easy climble spread over beachfrom • Reclaim and reuse lar steps and incorporate • Design stepped revet useable in future if record |
| Hofmeyr, Stuart <u>stuhofmeyr@gmail.com</u> Via Website | 31/08/2022 | | Requested to be added as an IAP. | You have been registered as an intere |
| Holmes, Craig <u>craigcholmes@gmail.com</u> Via written comments at the Open House | 07/09/2022 | | Stark ugly with questionable value add, questionable priority as Bathing area Walkway in serious despair not connected to surfer's corner. No real improvements to show. | Rationale and background It is important to note the primary of replacement of old wooden seawa passed their design-life and started to coastal defences with a new stepped provide effective coastal protection support the local socio-economic er growing. Secondary to the coastal p scope landward to comprise the upg and buildings as well as the optimisat project now avoids ongoing expensiv work. A cost benefit analysis has been study component of the feasibility completing the works as a once off p based on coastal studies and other collapse and replace it as an e maintenance work. |

n to eastern parking area, indicate parking e i.e., keep wall. Leave area north of Pavilion

ation to remain.

s in applicable positions spread over

menade

ggregate surface finish and sand stone/light oncrete finish for stepped revetment and de.

smooth corner step design as opposed to

each access ramp at central plaza, ramp deployment of beach access mat

ediate 0.25m x 0.5m steps along main nade area.

nave 0.5m step and wide seating areas as area

mb steps with hand rails, 6 easy climb flights front incorporated in stepped revetment

large sandstone blocks from historic corner te as steps into revetment where applicable. etment block units to be removable and reequired.

rested and affected party.

v objective of the project is the proactive vall and degraded stone steps that have to fail. It is proposed to replace the existing bed revetment coastal defence in order to on and public coastal access, which will environment now and in future to remain I protection is the extension of the project pgrading of the hard and soft landscaping sation of the parking area. Completing the sive repair or unplanned emergency repair en completed as part of the socio-economic y stage. It shows a significant benefit of ff project based on a well-considered plan er supporting studies than to wait for it to emergency intervention or piece-meal

vices at Muizenberg are in decline as:

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|-----------------------------|---|
| | | | | Key infrastructure – such as the passed their design life and are Longstanding incomplete comparking areas) are in furthe oversubscribed parking needs A reduction in maintenance buin the public space and resultatas well as the inefficient use of the been exacerbated by the increasion of the area General housekeeping and set or eroded, bathing boxes de social value of the space at risk |
| | | | | Additionally, due to climate change of and wave heights are expected at Muizenberg beachfront. Given the po- the existing coastal defence structure i wave impacts and related scour to the failure of the coastal defences and/or water levels. Robust coastal infrastruc- other site investigations, is required to physically supported to preserve the p |
| | | | | Character (aesthetics) The City acknowledges the character landscaping elements in the beachfron sense of place, heritage and aesthet indicated on public open day poster indicating the approximate footprin communicate the proposed style of caused unnecessary concern. |
| | | | | The proposed coastal defence repreference repreference in such a work using the existing architectural styles and |
| | | | | The character of the Muizenberg be following key characteristic element c identified: |
| | | | | Panoramic views and open spot Central beach huts / bathing b Existing buildings architectural standing, pergola structures of obelisk showers with gargoyles, Local artwork on walls Use of sandstone and granite in Local indigenous plants in plant maintain |

ne seawalls and revetments – are old, have are beginning to fail.

omponents of the precinct (such as gravel ther decline due to the high use by Is

budgets over many years has seen a decline tant underdevelopment of recreation areas of space. This reduction in maintenance has creasing pressure of the very high public use

sense of place is failing (vegetation missing derelict) which places the economic and isk

e and sea level rise, increased water levels at the coastal defence structures of the poor current state of the coastal defences, e is not expected to withstand the expected the toe of the structure, which will lead to or damage due to overtopping under higher ucture, informed by coastal modelling and o ensure the beachfront is maintained and precinct.

teristic value of the existing buildings and cont. The project endeavours to preserve the etics in the proposed design. The buildings sters where merely "place holder" blocks rint of buildings and did not intend to of the proposed buildings. This may have

replacement and associated landscape way to maintain the character of the place, and landscape as reference.

peachfront has been considered and the consisting of but not limited to have been

pace

boxes

I style, which includes colour palette, plaster and columns, hipped roofs and gables, es, clay pavers and patterns

e in steps anters, including local initiatives to plant and

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|---|------------------|------------------|---|---|
| | received | received | | Regarding the reflection of coasta revetment is a direct response to the levels. The coastal defence and prom False Bay climatic and wave condition in the corner area as well as playgra mirror and reference natural dune, w The steps allow for continuous beach structure is also less reflective to wave A number of design changes hav consultation. The following list provides to the landscaping, layout and artwor Beach huts to be centrally lo shower plaza Central plaza to remain centre Use segmented paver surface. the surrounding landscape fe Incorporate decorative segures areas (central node, station open space) Include mosaic artwork at ab Play area to be area conter equipment like swing and slid Incorporate more planters for harsh False Bay coastal enviro into planted areas for waterin irrigation when run-off not ava Combination of natural law applicable. |
| | | | | The City believe the proposed prelimi character and heritage of the beach |
| | | | | See the following sections of the draft on the preservation of the Muizenberg |
| | | | | Subheading "Settlement" subh Subheading "City of Cape Policy" under Section E (4.2) Subheading "Historical and Cu |
| Holmes, Kirsten <u>kirstenholmes1234@gmail.</u> <u>com</u> Via Email | 05/09/2022 | | I'm writing about the proposed beachfront 'upgrade' in Muizenberg. I see that you are building over the intertidal zone the octopuses use to breed and hunt. They don't use the intertidal zone you've left untouched. There are also fish, starfish, and crabs using that zone. Is this not in your environmental impact report? | Beach reclamation There will be no reclamation of beach area. All proposed project componen landward of the existing infrastructure steps are removed and the alignment promenade is retreated several met beach area. The coastal defense four the existing wooden revetment alignment |

tal dynamics in the design, the stepped ne dynamic nature of the changing beach pmenade is designed to withstand the harsh ions. The layout of the steps and promenade ground has been rounded and softened to wave run-up and tidal washup/debris lines. ch access at any beach level. The stepped we energy.

ave been implemented following public les a summary of the changes implemented vork component of the project:

located to serve as wind shelter for central

ntral public node with showers.

ace landward of 3m concrete promenade e. Include creative pattern design to reflect features.

gmented paver patterns in focal paving n forecourt, pergola area and eastern end

Iblution buildings, showers and seating walls. text specific and also include normal play ide as well as natural materials

or hardy indigenous vegetation suited to the ironment. Storm water run-off will be directed ring and infiltration and to include automatic available.

wn and artificial grass to be used where

minary design incorporates and reflects the hfront.

ft Basic Assessment Report for further details rg Beachfront's sense of place:

oheading under Section E (4.1) Town Integrated Coastal Management

Cultural Aspects" under Section G (7.)

ch area to make new parking or promenade ents are placed on the existing alignments or yre. In the corner area, the degraded stone ent of the proposed stepped revetment and eters landward in this area, creating more undation and scour protection is seaward of gnment, but is buried under the beach and

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|-----------------------------|--|
| | | | | will remain buried under future scour de seaward of the wooden revetment a exposed in some locations, vulnerable |
| | | | | Given that none of the proposed deve mark, the need for a Marine impact as |

r depths. The existing scour protection is also t and also buried under the beach, but is ple to damage and is a public safety hazard.

evelopment will occur below the low water assessment is not necessary.



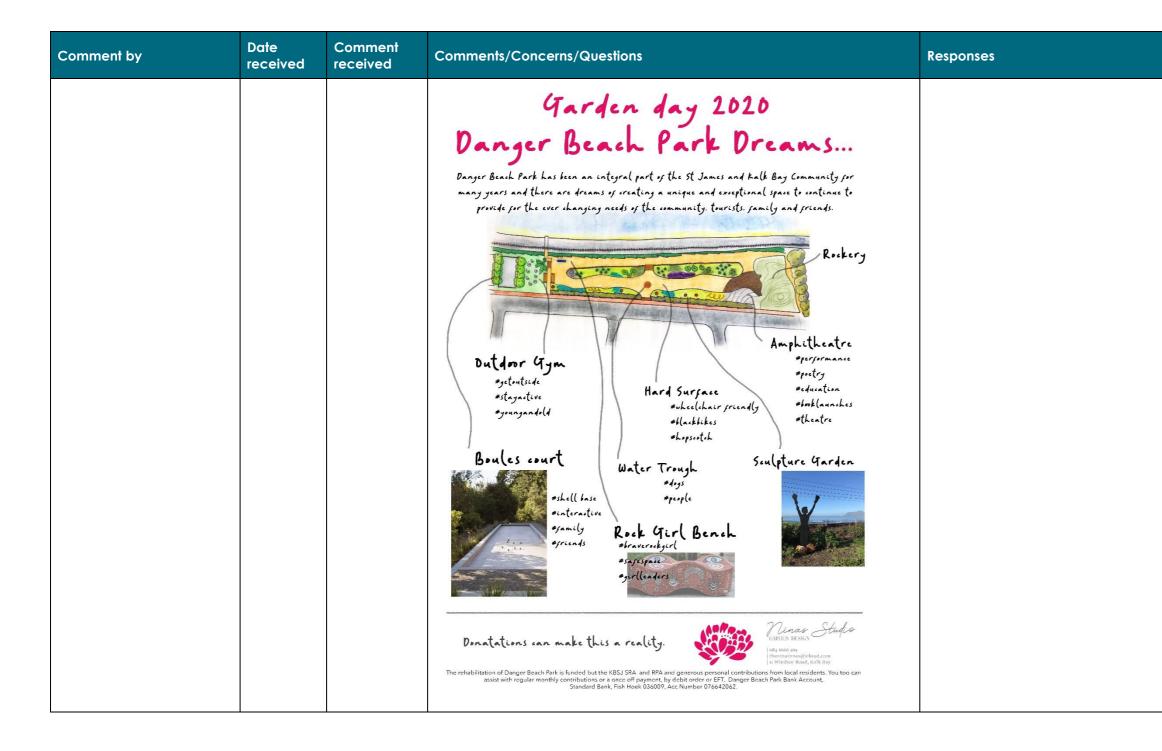
Comments from interested and affected parties with surnames starting with I (pages 85 – 86)

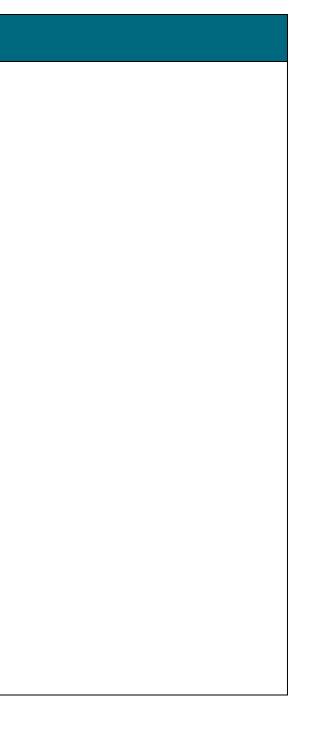
| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|---|--------------------------------|------------------|--|---|
| Innes, Nina | 01/09/2022 | Via Email | Dear Tarryn | |
| Innes, Nina <u>theninainnes@icloud.com</u> | 01/09/2022; ; 02/09/2022 | Via Email | Dear Tarryn The Muizenberg Upgrade is a very exciting project and I look forward to seeing what the City of Cape Town does to this area that is so important. There has been much work on the Atlantic Seaboard part of Cape Town and it is good to see the False Bay Coastline getting some much needed attention. Susan, copied above, and I have been involved in the Danger Beach Park for 3 - 4 years now working as volunteers maintaining this park in St James. This is at the end of the St James Walkway between the sea and the Main Road. The City of Cape Town no longer maintain it and so as volunteers with a small group we do as much as we can and the City has recently installed a ramp which has brought more people into the park which has been great. It needs a lot of work and it would be incredible if this park could get some more attention from the City in the future. I have attached a poster of "Danger Beach Park Dreams" which was a conceptual design for the area and shared on Garden Day 2020 in Kalk Bay. Perhaps some of these can be incorporated into Muizenberg and then this could flow along to Danger Beach Park and this area can be upgraded in future too. It would be fantastic if Danger Beach Park could also be put on the list of areas that can be upgraded in Cape Town. Would love to meet you in the Park if ever you have time and discuss ideas. It would need to start with community feedback as has been done in Muizenberg with a structured process. If you are able to meet, I'm sure we could show you the area and discuss ideas for Muizenberg too. Many thanks. | Recreation and Parks did a minor inv The Coastal management Branch developmental and resource needs resource distribution across the City in to deliver on the Coastal manager objective of the project is the proacti degraded stone steps, which have with new a stepped revetment coas coastal protection, public coastal of economic environment now and in the coastal protection is the extension of the upgrading of the hard and soft optimisation of the parking area. |
| | | | Best Wishes | |
| | | | Nina Innes | |

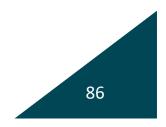
nvestment in Danger Beach Park in 2022.

In acknowledges the wide variety of other ds throughout the city and supports a holistic in order to bring forth overall progression. Thus ements functional requirements, the primary stive replacement of old wooden seawall and e passed their design-life and started to fail, astal protection in order to provide effective access, which will support the local socion future to remain growing. Secondary to the of the project scope landward to comprise off landscaping and buildings as well as the









Comments from interested and affected parties with surnames starting with J (pages 87 – 108)

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|--|------------------|------------------|--|--|
| Jacobs ,Chief Achmat! Khamoab Achmat;3@gmail.com Gorachouqua@gmail.com Via written comments at the Open House | 07/09/2022 | | The middle ablution replacing it with a 2x box slope ablution not really nice for the eye. I suggest build a similar look ablution as it is currently. Nothing shows anything African in design. Mainly khoi-san or khoi khoi indigenous culture in some structure. | New ablutions Following the public comments received landward of the central shower plazar beach within the high pedestrian traffic There is special focus on universal accomaintain existing architectural style and rooms, and wheelchair accessible show Showers will be kept in the central are pavilion on western side of beachfront. also included. See the "Development Proposal" and F Assessment Report for further details on Character (aesthetic) The City acknowledges the characce landscaping elements in the beachfront of place, heritage and aesthetics in the public open day posters where me approximate footprint of buildings and style of the proposed buildings. This man The proposed coastal defence replace will be done in such a way to maintain architectural styles and landscape as re- time character of the Muizenberg beach key characteristic element consisting of Panoramic views and open spa Central beach huts / bathing beach they character of the Muizenberg beach key characteristic element consisting of Panoramic views and open spa Central beach huts / bathing beach they character of the Muizenberg beach key characteristic element consisting of Danding, pergola structures are showers with gargoyles, clay particles are showers with gargoyles, clay particles are banding, pergola structures are showers with gargoyles, clay particles are banding, pergola structures are showers with gargoyles, clay particles are banding, pergola structures are showers with gargoyles, clay particles are banding in the beachfrom See the following sections of the draft Ba preservation of the Muizenberg Beachfrom Subheading "City of Cape To |

eived, the proposed ablution building is located za in close proximity to the existing, next to the ffic zone for ease of use and to improve access. access of the ablution facilities. The design shall nd include universal access toilet/family change owers with bench for seat along ablution building. rea as well as the shower at the pergola/event it. Knee level taps for feet at ablution building are

d Figure 2 under Section B (4.4) of the draft Basic on the ablution building.

acteristic value of the existing buildings and ont. The project endeavours to preserve the sense the proposed design. The buildings indicated on merely "place holder" blocks indicating the ad did not intend to communicate the proposed may have caused unnecessary concern.

cement and associated landscape refurbishment ain the character of the place, using the existing a reference.

achfront has been considered and the following of but not limited to have been identified:

- bace
- boxes

al style, which includes colour palette, plaster and columns, hipped roofs and gables, obelisk pavers and patterns

in steps lanters, including local initiatives to plant and

eliminary design incorporates and reflects the infront.

Basic Assessment Report for further details on the hfront's sense of place:

heading under Section E (4.1) Town Integrated Coastal Management Policy"

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|--|------------------|------------------|---|---|
| | | | | - Subheading "Historical and Cultu |
| Jacobs, Rebecca rebecca.c.jacobs16@gma il.com Via Website | 19/09/2022 | | We need to ensure that Surfer's Corner is an inclusive space for all members of the public. While parking is an issue on busy weekends, it should not be the key driver for improvement of the space. Muizenberg is one of the most demographically diverse areas of Cape Town, which is what I love about it and why I have lived here for over 10 years. I would hate to see Muizenberg become "exclusive" or gentrified. We do not need another Camps Bay or Seapoint. Muizenberg is home to a wide range of people, including a well known and loved homeless community, and children who access the space. I would like to see Surfer's Corner improve access for everyone, with better public transport routes to the beach. But the space itself should be one for playing, and socialising. Skate parks, public toilets, outdoor showers, play parks with jungle gyms, more trees, Fynbos, and succulents, benches and picnic tables. There is an opportunity here to improve the space in a way that makes it more accessible and more inclusive. Let us not waste it on a glorified parking bay | Muizenberg beachfront was identified in Framework for Cape Town, 2017 (CES beaches offering a wide variety of recre |
| | | | Surfer's Corner improve access for everyone, with better public transport routes to the beach. But the space itself should be one for playing, and socialising. Skate parks, public toilets, outdoor showers, play parks with jungle gyms, more trees, Fynbos, and succulents, benches and picnic tables. There is an opportunity here to improve the space in a way that makes it more accessible and more inclusive. Let us not waste it on a | allows the beach ac Universal access ram Universal access to p The ablution facilities showers and changir The project also ind wheelchair and acce Additional wheelcha Drop and go ember beachfront. The entire promenade as w wheel chair. The project aim entire project area and for th access from the eastern, ce See the "Development Prop Section B (4.4) of the draft B Parking The focus of the project is no Instead of trying to meet the additional open space pro- deviation margin. To mitigor parking areas and public routes highlighted. By rationalising the parking could be retained on a redu retreat to ensure more dry b beach as well as a wic landscaping. Locally indigr buildings and infrastructure. 'Formalising' the parking area |

Itural Aspects" under Section G (7.)

I in the Coastal Economic and Spatial Strategic ESSF) as one of the most universally accessible reational and social opportunities in Cape Town. and prioritise universal access over the entire

promenade,

in the central area of the beachfront that also to be rolled out on a daily basis.

ern end of promenade from parking level. I area.

ntral area include universally accessible toilets, 5.

easily accessible storage space for beach nent.

on the beachfront will be repurposed for NGO's real beach access and adaptive surfing.

bays will be demarcated.

Il be provided at the entrance circle to the

lution facilities will be universally accessible by improve and prioritise universal access over the provided. The promenade will have wheelchair western ends as well as all other access points.

neading along with all associated figures under sment Report for further details.

the parking problem at the beachfront.

parking demand, or removing parking in lieu of objective is to retain the status quo with a 5% arking shortfall, pedestrian linkages to nearby facilities will be established/enhaced and the

pproximately the same number of parking bays rint. This frees up space for people: infrastructure the linking of the Muizenberg's sandy and rocky pmenade, generous seating steps and soft station will be used to soften parking areas,

surfacing the parking area, marking out parking on, demarcation of pedestrian and vehicle

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|-----------------------------|--|
| | | | | movement areas (walkways and road v lighting and surface storm water dro character of the Muizenberg Beacht surfaced with the same material that permeable clay pavers perform well in local temperatures as compared to ash will remain free of charge. |
| | | | | Alternative uses of this space are act convenient parking to the beachfront is in the medium term. Paving of the area uses of the area such as those propo system of the larger city has evolved to space can in its proposed arrangement events like any other public space in request procedure is followed for such of |
| | | | | Furthermore, it is envisioned that the beachfront precinct, this projects scop medium to long term. It is believed that improved to the point that use of person that the proposed area of parking is n can be repurposed at such time. No fix parking areas, which would prevent fut |
| | | | | A weekday and Saturday parking dem The survey indicated a parking occupe During the peak period on a Saturd occupancy level of more than 100%. Th and the informal gravel parking area a |
| | | | | As such, replacement of the existing medium term. The existing eastern and optimised and the status quo regardir maintained. The total number of parkir although a few parking bays may be lo |
| | | | | In accordance with Policy Statement 3 reduce private vehicle dependency in retaining the parking status quo in the m demand. Retaining the parking statu (Objective10.2A) along the beach as st their patrons. It is unrealistic to think th commute alternative to the beach for Southern Line, the GAB Muizenberg line coverage, but also the fleet's limitation |
| | | | | surfboards. The need for parking at t remain for the foreseeable future. Show the paving could easily be lifted and re- is transformed into a park or other. In the as an event space for markets, shows, f |

d way) and the addition of services such as area trainage. In oder to retain and enhance the chfront these formalised parking areas will be at exisitng parking bays are surfaced with. The I in the coastal environment and result in lower ishpalt and dark gravel parking areas. All parking

acknowledged, the current use of the area as t is well defined in parking counts and is required ea does not preclude possible future alternative posed by commentators if the overall transport toward a public transport centred system. The ent be used for markets and other gatherings or n the City given that the event permitting and h application.

he western portion of the larger Muizenberg cope area, will remain to be used as is for the pat if the long-term public transport opportunities onal cars, busses and taxies reduce to the extent not required by beach users, the parking area fixed building infrastructure is constructed in the uture repurposing of the area.

emand survey was carried out as part of the TIA. pancy level of more than 50% during the week. rday, the parking survey indicated a parking The parking around the Beach Road roundabout are well-used and is over-utilized.

g parking areas are not feasible in the short to id western parking areas shall be formalised and ding the overall number of parking bays will be king bays in the precinct will remain very similar, lost in one area and added in another.

38, the measure implemented to systematically in lieu of the use of promote public transport is midst of oversubscription and increased parking tus quo will also safeguard economic activity schops and restaurants rely on public parking for that the use of public transport will be a viable or surfers who live beyond the catchment of the ine and future MyCiti lines, not only because of tion to safely carry with abnormal luggage like to this Metropolitan Coastal Node will therefore puld a reduction of parking be feasible in future, e-used in the construction of paths while the land the meantime, the parking area can double up a, film viewings etc.

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|-----------------------------|---|
| | | | | See the "Parking Areas" subheading alo of the draft Basic Assessment Report for NMT related policy alignment, see Section |
| | | | | Transport priorities <u>Train</u> The Southern Line will not be returning to not a local government responsibility, ho better services and the devolution of service for Cape Town". |
| | | | | <u>Taxi</u> According to the 2014 and 2019 STA reduction in the usage of trains as a mod decline, with people commuting with Even if the reliability of the railway so commuting to Muizenberg Beach with the Southern line does not service the r therefore does not offer a feasible transp to the beach. The project recognizes the transport, as per IDP Objective 12.1.C. embayment to drop off commuters as w they are currently doing. The parking be available should taxis park and wait for |
| | | | | <u>Cycling</u> The CITP's vision for cycling is that "Co Africa where cycling is an accepted, ac – residents and visitors alike." To this effect focus areas the proposal provides peo- beach by widening the promenade; conflict with vehicles and giving preferency cycling infrastructure. Bicycle parking located conveniently. Note that a class although implementation of bicycle land this project. |
| | | | | Parking In accordance with Policy Statement 38 reduce private vehicle dependency in retaining the parking status quo in the m demand. Retaining the parking status (Objective10.2A) along the beach as sh their patrons. It is unrealistic to think the commute alternative to the beach for Southern Line, the GAB Muizenberg line coverage, but also the fleet's limitatio surfboards. The need for parking at the remain for the foreseeable future. Shou |

along with Figures 2 and 5 under Section B (4.4) or further details on parking. For further details on ction E (4.2).

to fill efficiency overnight. The passenger rail is however the City will "continue advocating for f rail functions to ensure a quality, reliable rail

ATS SA General Household Survey, there is a ode of transport due to the commuter rail service in taxis approximately 4 times more than trains. service is improved, the percentage people in the train is unlikely to change dramatically as emajority of Cape Town's neighbourhoods and insport alternative for the majority of Capetonians in dominance of minibus taxis as mode of public C. The minibus taxis will continue to use the bus is well as the Main Road parallel parking bays, as bays within and around the site will also remain or commuters.

Cape Town is the premier Cycling City in South accessible and popular mode of transport for all effect, and in line with the Cycling Strategy's key beople with the opportunity to cycle along the e; improves the safety of cyclists by reducing erence to cyclists and pedestrian and providing ng will be well distributed across the site and ass 4 Cycling route is planned for Atlantic Road, anes to the site is however beyond the scope of

38, the measure implemented to systematically in lieu of the use of promote public transport is midst of oversubscription and increased parking tus quo will also safeguard economic activity shops and restaurants rely on public parking for that the use of public transport will be a viable or surfers who live beyond the catchment of the ne and future MyCiti lines, not only because of ion to safely carry with abnormal luggage like this Metropolitan Coastal Node will therefore puld a reduction of parking be feasible in future,

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|--|------------------|------------------|--|---|
| | | | | the paving could easily be lifted and re- is transformed into a park or other. In th as an event space for markets, shows, fi |
| | | | | New ablutions Following the public comments receive landward of the central shower plaza beach within the high pedestrian traffic There is special focus on universal acc maintain existing architectural style and rooms, and wheelchair accessible show Showers will be kept in the central area pavilion on western side of beachfront. It also included. |
| | | | | See the "Development Proposal" and F Assessment Report for further details on |
| | | | | Skatepark The City has decided that the installation is not currently feasible, thus it has been |
| | | | | Soft landscaping Following public comment more plante suited to these harsh conditions. Loca recreational purposes will be planted vegetation suited to the harsh False Bay the design. Storm water run-off will be infiltration and to include automatic combination of natural (indigenous) applicable. |
| | | | | Maintenance of any planted areas and utmost importance to the project, hence climatically suited plants) will be incorpo |
| | | | | See the "Soft Landscaping" subheadin the draft Basic Assessment Report for fu |
| Jakobson Alovandra | 20/00/2022 | | Dearsin/madams | Rationale and background |
| Jakobsen, Alexandra <u>alexandrabjakobsen@gm</u> <u>ail.com</u> Via Email | 20/09/2022 | | Dear sirs/madams, Muizenberg is a beach, not a car park. Instead of entirely revamping Muizenberg surfers corner then rather | It is important to note the primary object of old wooden seawall and degraded and started to fail. It is proposed to repl stepped revetment coastal defence in |
| | | | clean up and enhance what is already here. It will take 15 years for them to "upgrade" and it will look worse than today after 15 years agony with Muizenberg being closed off for " | and public coastal access, which will su now and in future to remain growing, extension of the project scope landwar soft landscaping and buildings as we |
| | | | rebuilding". Why don't they start by fixing the green ugly tomb they built on main road Muizenberg but never finished. | Completing the project now avoids emergency repair work. A cost benefit |

e-used in the construction of paths while the land the meantime, the parking area can double up s, film viewings etc.

tived, the proposed ablution building is located a in close proximity to the existing, next to the ffic zone for ease of use and to improve access. ccess of the ablution facilities. The design shall nd include universal access toilet/family change owers with bench for seat along ablution building. rea as well as the shower at the pergola/event t. Knee level taps for feet at ablution building are

d Figure 2 under Section B (4.4) of the draft Basic on the ablution building.

ion of a skate park at the Muizenberg Beachfront en removed from this project

ted areas are included. Trees are not climatically cally indigenous vegetation as well as lawn for ed instead. More planters for hardy indigenous ay coastal environment will be incorporated into be directed into planted areas for watering and atic irrigation when run-off not available. A is) lawn and artificial grass will used where

and maintenance of any new infrastructure is of ence only appropriate plant species (indigenous, rporated in applicable locations.

ling along with Figure 8 under Section B (4.4) of further details.

ective of the project is the proactive replacement ed stone steps that have passed their design-life eplace the existing coastal defences with a new in order to provide effective coastal protection I support the local socio-economic environment ng. Secondary to the coastal protection is the vard to comprise the upgrading of the hard and well as the optimisation of the parking area. ids ongoing expensive repair or unplanned efit analysis has been completed as part of the

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|---|--|
| Comment by | received | | Comments/Concerns/Questions NEW PROPOSAL: - Less car park. More beach. What a waste to use such beautiful land as a car park !!! - No concrete. If anything then wood. Please refer to eg the boardwalk at Simons town beach or the Copenhagen harbour front - Kalvebod Brygge Kind regards | socio-economic study component of the of completing the works as a once off pr on coastal studies and other supportin replace it as an emergency intervention Muizenberg beachfront is a Coastal De and diverse coastal beachfronts in Cap |
| | | | Alexandra | beaches offering a wide variety of recreative Muizenberg has the highest beach use be one of the top 20 international attraction 000 foreign visitors per year (Source: Economic Version Present Pres |
| | | | | health and safety, as well as inapp interventions. Beach reclamation There will be no reclamation of beach and All proposed project components are p of the existing infrastructure. In the corne |

the feasibility stage. It shows a significant benefit project based on a well-considered plan based ting studies than to wait for it to collapse and on or piece-meal maintenance work.

Destination Place and is one of the most utilised ape Town and it has seen significant increase in

d in the Coastal Economic and Spatial Strategic SSF) as one of the most universally accessible reational and social opportunities in Cape Town. by recreational users in Cape Town and it is also tions in Cape Town, attracting an estimated 90 Economic Information Services, Barry Standish &

and services at Muizenberg are in decline as: seawalls and revetments – are old, have passed ning to fail

ponents of the precinct (such as gravel parking due to the high use by oversubscribed parking

budgets over many years has seen a decline in t underdevelopment of recreation areas as well ce. This reduction in maintenance has been g pressure of the very high public use of the area ense of place is failing (vegetation missing or t) which places the economic and social value

and sea level rise, increased water levels and coastal defense structures of the Muizenberg ate of the coastal defences, the existing coastal o withstand the expected wave impacts and cture, which will lead to failure of the coastal overtopping under higher water levels. Robust postal modelling and other site investigations, is maintained and physically supported to preserve

ture and services not be replaced with welloastal defence structures, it could result in the and value gained over the years, risk to public opropriate and/or high costs of emergency

area to make new parking or promenade area. placed on the existing alignments or landward her area, the degraded stone steps are removed

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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| | | | | and the alignment of the proposed step several meters landward in this area, cre foundation and scour protection is s alignment, but is buried under the bea depths. The existing scour protection is also buried under the beach, but is expo and is a public safety hazard. |
| | | | | Parking The focus of the project is not to solve th |
| | | | | Instead of trying to meet the growing p additional open space provision, the o deviation margin. To mitigate the par parking areas and public transport fa routes highlighted. |
| | | | | By rationalising the parking layouts, app could be retained on a reduced footprin retreat to ensure more dry beach and th beach as well as a widened prom landscaping. Locally indignous vegeto buildings and infrastructure. |
| | | | | 'Formalising' the parking area refers to subays, indicating one way circulation movement areas (walkways and road w lighting and surface storm water dra character of the Muizenberg Beachfi surfaced with the same material that permeable clay pavers perform well in local temperatures as compared to ash will remain free of charge. |
| | | | | Alternative uses of this space are act convenient parking to the beachfront is in the medium term. Paving of the area uses of the area such as those propo- system of the larger city has evolved to space can in its proposed arrangement events like any other public space in request procedure is followed for such of |
| | | | | Furthermore, it is envisioned that the beachfront precinct, this projects scop medium to long term. It is believed that improved to the point that use of person that the proposed area of parking is no can be repurposed at such time. No fix parking areas, which would prevent future |

tepped revetment and promenade is retreated creating more beach area. The coastal defense seaward of the existing wooden revetment each and will remain buried under future scour is also seaward of the wooden revetment and posed in some locations, vulnerable to damage

the parking problem at the beachfront.

parking demand, or removing parking in lieu of objective is to retain the status quo with a 5% parking shortfall, pedestrian linkages to nearby facilities will be established/enhaced and the

pproximately the same number of parking bays print. This frees up space for people: infrastructure I the linking of the Muizenberg's sandy and rocky omenade, generous seating steps and soft etation will be used to soften parking areas,

o surfacing the parking area, marking out parking ion, demarcation of pedestrian and vehicle d way) and the addition of services such as area trainage. In oder to retain and enhance the chfront these formalised parking areas will be at exisitng parking bays are surfaced with. The I in the coastal environment and result in lower ishpalt and dark gravel parking areas. All parking

cknowledged, the current use of the area as t is well defined in parking counts and is required ea does not preclude possible future alternative posed by commentators if the overall transport toward a public transport centred system. The ent be used for markets and other gatherings or in the City given that the event permitting and in application.

he western portion of the larger Muizenberg cope area, will remain to be used as is for the pat if the long-term public transport opportunities onal cars, busses and taxies reduce to the extent not required by beach users, the parking area fixed building infrastructure is constructed in the uture repurposing of the area.

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|-----------------------------|--|
| | | | | A weekday and Saturday parking dem The survey indicated a parking occupa During the peak period on a Saturd occupancy level of more than 100%. The and the informal gravel parking area a |
| | | | | As such, replacement of the existing p medium term. The existing eastern and optimised and the status quo regardin maintained. The total number of parkin although a few parking bays may be lo |
| | | | | In accordance with Policy Statement 3 reduce private vehicle dependency in retaining the parking status quo in the m demand. Retaining the parking status (Objective10.2A) along the beach as st their patrons. It is unrealistic to think the commute alternative to the beach for Southern Line, the GAB Muizenberg line coverage, but also the fleet's limitatio surfboards. The need for parking at t remain for the foreseeable future. Shou the paving could easily be lifted and re- is transformed into a park or other. In th as an event space for markets, shows, fi |
| | | | | See the "Parking Areas" subheading all of the draft Basic Assessment Report for NMT related policy alignment, see Secti |
| | | | | Concrete revetment Following public comment, areas landw from concrete surfacing to paved are existing character and material use. |
| | | | | In order to sustain the harsh marine con- in future and to provide long-term robu- revetment portion), concrete must be durability for the coastal defence struct overtopping during future storm events to but open spaces landward of the pu- segmented clay pavers, seating wall, lawns, similar to the existing landward coastal environment and result in lower and dark gravel parking areas. |
| | | | | To mitigate the impact of introducing aggregate finish will be used as oppose more natural earthy gravel look and |

emand survey was carried out as part of the TIA. pancy level of more than 50% during the week. rday, the parking survey indicated a parking The parking around the Beach Road roundabout are well-used and is over-utilized.

g parking areas are not feasible in the short to id western parking areas shall be formalised and ding the overall number of parking bays will be king bays in the precinct will remain very similar, lost in one area and added in another.

38, the measure implemented to systematically in lieu of the use of promote public transport is midst of oversubscription and increased parking tus quo will also safeguard economic activity shops and restaurants rely on public parking for that the use of public transport will be a viable or surfers who live beyond the catchment of the ine and future MyCiti lines, not only because of tion to safely carry with abnormal luggage like this Metropolitan Coastal Node will therefore puld a reduction of parking be feasible in future, e-used in the construction of paths while the land the meantime, the parking area can double up a, film viewings etc.

along with Figures 2 and 5 under Section B (4.4) or further details on parking. For further details on ction E (4.2).

dward of the 3m wide promenade was changed reas using clay segmented pavers to align with

onditions and expected increase in wave energy oust coastal defence infrastructure (the stepped be used to provide the required strength and ructure. In order to sustain the expected wave ts the 3m wide promenade will also be concrete, promenade will be surfaced with permeable I, planters with indigenous plants, play areas or rd spaces. The clay pavers perform well in the wer local temperatures as compared to ashpalt

ing concrete, a sand coloured and exposed sed to a typical grey concrete finish, providing a d feel, and tying into the exposed aggregate

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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| | | | | concrete used along the beachfront b |
| | | | | See the "Development Proposal" and draft Basic Assessment Report for furthe |
| Janson, Akida jansonakida@gmail.com Via Email | 31/08/2022 | | Wheelchair ramp from entrance to sea | Accessibility Muizenberg beachfront was identified Framework for Cape Town, 2017 (CEI beaches offering a wide variety of recreation The project aims to further improve of project area, and includes a: 3m wide universally accessible project area, and includes a: 3m wide universally accessible project area and includes a: 3m wide universally access ramp in allows the beach access ramp in allows the beach access mats the universal access ramp on wester Universal access to playground The ablution facilities in the cere showers and changing facilities. The project also incorporates wheelchair and access equipm The Waves for Change building a providing assistance with univer Additional wheelchair parking be Drop and go embayment will beachfront. |
| | | | | The entire promenade as well as able wheel chair. The project aims to further entire project area and for the facilities access from the eastern, central and w See the "Development Proposal" subh Section B (4.4) of the draft Basic Assessr |
| Jattiem, Ebrahim ejattiem@gmail.com | 26/08/2022 | | Hi. Here are my suggestions. | Project mandate The project will improve the experience and should have a positive impact on t |
| Via Email | | | The upgrade should mainly be done to make it a TOURIST HUB. More parking space is needed. There must be an upper deck parking level with shops, cafes, etc A cable car from the mountains down to the Lakeview area will be stunning and draw tourists, and improve the local economy. The Muizenberg hall must be sold and converted into a tourist attraction. Finally a bridge must be constructed from the mountain side over the main road to link the mountain and the sea. | It should be noted that the primary revetment coastal protection to proa degraded stone steps in order to main Secondary to the coastal protection comprising of the upgrading of the hard the formalising of the parking area. Without functional coastal defense infra infrastructure supporting the beachfron will lead to a socio-economic decline. |

businesses and next to the station building.

nd Figure 2, 3, and 4 under Section B (4.4) of the her details.

ed in the Coastal Economic and Spatial Strategic CESSF)as one of the most universally accessible creational and social opportunities in Cape Town. e and prioritise universal access over the entire

promenade,

in the central area of the beachfront that also to be rolled out on a daily basis.

stern end of promenade from parking level. nd area.

entral area include universally accessible toilets, es.

es easily accessible storage space for beach oment.

ng on the beachfront will be repurposed for NGO's versal beach access and adaptive surfing.

bays will be demarcated.

vill be provided at the entrance circle to the

blution facilities will be universally accessible by er improve and prioritise universal access over the es provided. The promenade will have wheelchair I western ends as well as all other access points.

bheading along with all associated figures under ssment Report for further details.

nce of beach users and restaurant patrons alike on tourism.

y objective of the project is the new stepped oactively replace the old wooden seawall and aintain and preserve the Muizenberg beachfront. on is the landward portion of the project scope ard and soft landscaping and buildings as well as

nfrastructure, the landside recreational areas and ont businesses will not be optimally functional and e.

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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| | | | | Furthermore, please note that this proje Town's Coastal Management Branch, wh mandate, as well as defined roles and therefore required to fall in the ambi responsibilities. |
| | | | | Coastal Management: Spatial Area of Re The Coastal Management area of seaward of the Coastal Edge as marine environment as well as a this space. Coastal Management environment. All line department Coastal Environment do so in ter Service Level Agreements (define |
| | | | | The Roles and Responsibilities of the Coasilities and Coastal Planning, Upgrades and Coastal Policy and Regulation Coordination with the multiple service responsibilities in the coasilities of the Coastal monitoring and Reporting |
| | | | | The project scope therefore cannot cor extends beyond the project mandate. |
| | | | | Community hall This falls outside the scope of this project Recreation. The future of the Muizenberg Muizenberg. |
| Joheadien, Dorothy <u>Dorothy.joheadien@gmail.</u> <u>com</u> | 07/09/2022 | | I think it is very good idea to upgrade the car park in front of the station and the beach front. One of the worst problems are the unofficial car guards- this should be formalised urgently. Muizenberg needs a skateboard park which could be created in the space next to the | Car guards It is beyond the scope of the project to a but there will be no long-term impact of operate as usual. During construction the |
| Via written comments at the Open House | | | playground, where the boating lake used to be(it is now grassed over). It is disgraceful the way the signal box has been allowed to deteriorate this is a piece of railway history. | Skatepark The City has decided that the installation is not currently feasible, thus it has been r |
| | | | | The station The train station and associated rail infras of the City's jurisdiction. Any upgrades undertaken by PRASA and is outside the supported particularly because of the sta of the Muizenberg Beachfront and it Muizenberg Beachfront upgrade project not introduce and vertical elements that |

roject is being undertaken by the City of Cape , which is a branch of government with a defined and responsibilities. The scope of the project is mbit of this mandate, these roles and these

of Responsibility:

ea of jurisdiction (mandate) is defined as the area as per the MSDF and including the near shore as all processes or activities that may impact on ement has overall responsibility for this coastal ments operating or providing services within the terms of agreed operational protocols and/or fined below)

oastal Management function are a combination

- assets and coastal land and ecosystem
- and Development
- ole line departments that have functional and coastal environment,
- orting

consider cable car or bridge construction as it Э.

oject, but suggestions will be send to Parks and perg Pavilion is the subject of future planning for

o address the operational aspects of car guards, ct on the car guards and they will be able to there will be a temporary reduction of parking.

ion of a skate park at the Muizenberg Beachfront en removed from this project

nfrastructure is owned by PRASA and falls outside ades within the rail reserve must therefore be the scope of this project. This recommendation is e station building's contribution to the character d it's heritage significance. In response, the ject will retain views to the station building and that will compete with the architect. Moreover,

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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| | | | | the project proposes to upgrade the paving in order to improve the setting of |
| | | | | See the "The Station" subheading along Basic Assessment Report for further deta |
| Johnson, Maxine 0847251653 Via written comments at the Open House | 07/09/2022 | | Please don't take away most of the ocean. Please have a friendly run/walkway &more shaded areas. Please keep as much green grass Please have a solar powered lights. Please have outdoor showers- more enclosed(but safe). Please have a space for artists to decorate walls like local Muizenberg like sue Betty and Serze one. Please have recycle bins. Please monitor parking with in &out booms. | Beach reclamation There will be no reclamation of beach of All proposed project components are p of the existing infrastructure. In the corner and the alignment of the proposed ste several meters landward in this area, cr foundation and scour protection is a alignment, but is buried under the beac depths. The existing scour protection is also buried under the beach, but is exp and is a public safety hazard. |
| | | | | Concrete revetment Following public comment, areas landw from concrete surfacing to paved are existing character and material use. |
| | | | | In order to sustain the harsh marine con in future and to provide long-term robut revetment portion), concrete must be durability for the coastal defence struct overtopping during future storm events but open spaces landward of the p segmented clay pavers, seating wall, lawns, similar to the existing landward coastal environment and result in lower and dark gravel parking areas. |
| | | | | To mitigate the impact of introducin aggregate finish will be used as oppose more natural earthy gravel look and concrete used along the beachfront be |
| | | | | See the "Development Proposal" and draft Basic Assessment Report for furthe |
| | | | | Soft landscaping Following public comment more plante suited to these harsh conditions. Local recreational purposes will be planted vegetation suited to the harsh False Bay the design. Storm water run-off will be infiltration and to include automatic |

ne station forecourt and pick up on the station g of the building.

ng with Figure 5 under Section B (4.4) of the draft stails.

n area to make new parking or promenade area. e placed on the existing alignments or landward mer area, the degraded stone steps are removed stepped revetment and promenade is retreated creating more beach area. The coastal defense s seaward of the existing wooden revetment each and will remain buried under future scour is also seaward of the wooden revetment and kposed in some locations, vulnerable to damage

dward of the 3m wide promenade was changed reas using clay segmented pavers to align with

onditions and expected increase in wave energy bust coastal defence infrastructure (the stepped be used to provide the required strength and tructure. In order to sustain the expected wave its the 3m wide promenade will also be concrete, promenade will be surfaced with permeable II, planters with indigenous plants, play areas or and spaces. The clay pavers perform well in the wer local temperatures as compared to ashpalt

cing concrete, a sand coloured and exposed osed to a typical grey concrete finish, providing a ad feel, and tying into the exposed aggregate businesses and next to the station building.

nd Figure 2, 3, and 4 under Section B (4.4) of the ther details.

nted areas are included. Trees are not climatically ocally indigenous vegetation as well as lawn for ed instead. More planters for hardy indigenous Bay coastal environment will be incorporated into be directed into planted areas for watering and atic irrigation when run-off not available. A

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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| Comment by | | | Comments/Concerns/Questions | combination of natural (indigenous) lawn and artificial grass will used where applicable. 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. See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details. Shower The same number of outdoor shower facilities will be provided in similar central locations as in the existing beachfront. Additionally to the outside showers, low taps for washing of feet will be supplied at central locations. Waste management Waste management for the beach will be addressed through Integrated Coastal Management Precinct Plans. Parking (plan) The existing aestern 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 out parking 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 exisitng parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to ashpalt and dark gravel parking areas. Locally indignous vegetation will be used to soften parking areas, buildings and infrastructure. 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. |
| Johnson, Natalie <u>Info@wcdisability.org.za</u> Via Email | 26/09/2022 | | Hi Tarryn We are a network of 88 organisations in the Disability Sector and would like to know how we can register as I & AP for the Muizenberg Beachfront upgrade to provide inputs and give comments on proposed developments and to stay abreast of developments in this regard. We are starting to get questions regarding the upgrade and need to know how to answer them or who to contact with our questions. Examples of questions: The plans mention ramps, but in the actual sketch of the plans there are no ramps. Could you please clarify as to whether they are going to add ramps & how many ramps in particular? I see they are adding two ramps, which to be honest considering the distance between the two still does not ensure adequate accessibility. Could they perhaps add more ramps? | 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: 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. |

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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| | | | I am a Muizenberg resident and physically disabled myself and live just across the road from Muizenberg beach (opposite the Library). I look forward to hearing from you. Kind regards Natalie Johnson | The project also incorporates wheelchair and access equipme The Waves for Change building of providing assistance with univers Additional wheelchair parking b Drop and go embayment will beachfront. |
| | | | | The entire promenade as well as ablu wheel chair. The project aims to further i entire project area and for the facilities access from the eastern, central and w |
| | | | | See the "Development Proposal" subhe Section B (4.4) of the draft Basic Assessm |
| Johnstone, Colin <u>cjroads1941@gmail.com</u> Via Email | 27/09/2022 | | Good morning Tarryn, Would it be generous to construct a wheelchair friendly sea water filled pool, somewhere, for the elderly and infirm to be wheeled into and out of the pool to either feel the salt water as they remember it or to experience it for the first time? Council might hire suitable conveyances that will be comfortable and corrosion resistant. I don't think it would be suitable to immerse their own 'chair' into the water. Just a thought Colin Johnstone | Tidal pool Comment noted. The construction of a of this project, but implementing univers tidal pools. Accessibility Muizenberg beachfront was identified i Framework for Cape Town, 2017 (CES beaches offering a wide variety of recree The project aims to further improve a project area, and includes a: 3m wide universally accessible p Universal beach access ramp in allows the beach access mats to Universal access to playground of The ablution facilities in the cen showers and changing facilities. The project also incorporates wheelchair and access equipmed The Waves for Change building of providing assistance with univers Additional wheelchair parking bo Drop and go embayment will beachfront. |

es easily accessible storage space for beach ment.

g on the beachfront will be repurposed for NGO's ersal beach access and adaptive surfing. bays will be demarcated.

vill be provided at the entrance circle to the

blution facilities will be universally accessible by er improve and prioritise universal access over the es provided. The promenade will have wheelchair western ends as well as all other access points.

wheading along with all associated figures under assment Report for further details.

a new tidal pool is however beyond the scope ersal access will be considered at the existing City

d in the Coastal Economic and Spatial Strategic ESSF)as one of the most universally accessible creational and social opportunities in Cape Town. and prioritise universal access over the entire

promenade,

in the central area of the beachfront that also to be rolled out on a daily basis.

tern end of promenade from parking level.

d area.

entral area include universally accessible toilets, es.

es easily accessible storage space for beach ment.

g on the beachfront will be repurposed for NGO's ersal beach access and adaptive surfing.

bays will be demarcated.

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blution facilities will be universally accessible by er improve and prioritise universal access over the es provided. The promenade will have wheelchair western ends as well as all other access points.

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| | | | | See the "Development Proposal" subh Section B (4.4) of the draft Basic Assessr |
| Johnstone, Colin cjroads1941@gmail.com | 12/09/2022 | | Good afternoon Ms Solomon, I am a member of Muizenberg Historical Conservation Society and I would be pleased to be listed as an interested party. | You have been registered as an interes |
| Via Email | | | The site of Muizenberg is of interest to us as it is where the 1795 hostile takeover of 'Camissa' took place. Erf 87106 appears to border with the designated area which happens to be the site of an arsenal/kruithuis an integral part of the Council owned Battlement site etc. Stellenbosch has a kruithuis monument on the braak. | Heritage (general) For formal heritage-related processes f Theme under section B (6.) of the draft |
| Johnstone, Colin ciroads1941@gmail.com | 16/09/2022 | | Thank you. | No, the scope of the project does not in to the St James border. |
| Via Email | | | Does the scope of the upgrade include any form of road extension from Beach Road, Circle to say the St. James border? | Rationale and background It is important to note, the primary of revetment coastal protection to replace steps. Secondary to the coastal protection to comprise the upgrading of as well as the optimisation of the parking Public coastal infrastructure and service Key infrastructure – such as the set their design life and are beginnit Longstanding incomplete comprareas) are in further decline de needs A reduction in maintenance bet the public space and resultant as the inefficient use of space eroded, bathing boxes derelict of the space at risk |
| | | | | Additionally, due to climate change of wave heights are expected at the of beachfront. Given the poor current star defense structure is not expected to related scour to the toe of the struct defences and/or damage due to ov coastal infrastructure, informed by coor required to ensure the beachfront is more the precinct. Should the public coastal infrastructure planned robust upgrade and new con complete loss of the public amenity a |

wheading along with all associated figures under ssment Report for further details.

ested and affected party.

s followed, please see the "Heritage Resources " ft Basic Assessment Report.

include road extensions from Beach Road, Circle

objective of the project is the new stepped ce the old wooden seawall and degraded stone otection is the extension of the project scope of the hard and soft landscaping and buildings ting area.

ces at Muizenberg are in decline as:

e seawalls and revetments – are old, have passed ning to fail

nponents of the precinct (such as gravel parking due to the high use by oversubscribed parking

budgets over many years has seen a decline in at underdevelopment of recreation areas as well ace. This reduction in maintenance has been g pressure of the very high public use of the area sense of place is failing (vegetation missing or ct) which places the economic and social value

and sea level rise, increased water levels and coastal defense structures of the Muizenberg tate of the coastal defences, the existing coastal to withstand the expected wave impacts and cture, which will lead to failure of the coastal overtopping under higher water levels. Robust oastal modelling and other site investigations, is maintained and physically supported to preserve

ture and services not be replaced with wellcoastal defence structures, it could result in the and value gained over the years, risk to public

| Johnstone, Colin 2 <u>cjroads1941@gmail.com</u> Via Email | 20/09/2022 | Good morning Tarryn, may I add the attached letter for validation if necessary. Attached documents (also included in appendix for full size viewing): | health and safety, as well as inapprinterventions. Heritage (general) For formal heritage-related processes for Theme under section B (6.) of the draft B The design of all new buildings endeavor and library of the existing buildings in ord |
|---|------------|---|--|
| cjroads1941@gmail.com | 20/09/2022 | necessary. Attached documents (also included in appendix for full size viewing): | For formal heritage-related processes for Theme under section B (6.) of the draft E The design of all new buildings endeavo |
| | | <image/> <text><text><text><text><text><text><text><text><text><text><text><text><text><text></text></text></text></text></text></text></text></text></text></text></text></text></text></text> | |
| | | GELIEVE ALLE BRIEFVISSELING AAN DIE STREEKBESTLUEDER TE RIG EN DIE VERWYSINGSNOMMER TE MELD PLEASE ADDRESS ALL CORRESPONDENCE TO THE REGIONAL M PYG ER AND QUOTE THE REFERENCE NUMBER | |

| ppropriate | and/or | high | costs | of | emergency | / |
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| followed, p t Basic Asse | | | | age | Resources | ,, |
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| | | | <text><text><text><text><text><text></text></text></text></text></text></text> | |
| Jordi, Meg <u>megjordi@gmail.com</u> | 23/09/2022 | | I attach and endorse a proposal in response to the Proposed Muizenberg Beach Upgrade, entitled "A Call to Start Over". I have been a resident of Muizenberg for 25 years and have many misgivings and comments with regard to the upgrade proposed for Muizenberg Beach. These are all covered by the attached document entitled "A Call to Start Over" which I strongly endorse. Regards Meg Jordi | COMMENT ON PROPOSED UPGRAI |
| | | | Attached document: | |

DE FOR MUIZENBEG BEACHFRONT: A CALL TO START

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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| Comment by Joubert, Marc marcjcapetown@gmail.co m Via Website | | | Comments/Concerns/Questions COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident) The area is in need of upgrading, but the proposed plan only paves and extends facilities for motorists. Non-motorised transport users, public transport users, and residents are not taken into account. Integrating the train station (an architectural asset in a state of disrepair) into the planning by giving direct access to the beachfront, and providing gathering areas, relaxing areas, skating facilities, and both hard and soft landscaping (instead of the solely hard landscaping proposed) will make this a more welcoming and useful destination for all Capetonians. Ayanda Made from Young Urbanists South Africa has some good ideas which should be taken into account in the planning. This needs to be done properly, if not it could ruin the area for generations to come | Project mandate Please note that this project is being un Management Branch, which is a branc well as defined roles and responsibilities. to fall in the ambit of this mandate, thes Coastal Management: Spatial Area of R • The Coastal Management area of seaward of the Coastal Edge a marine environment as well as of this space. Coastal Management area of this space. Coastal Management environment. All line departme Coastal Environment do so in the Service Level Agreements (defin) The Roles and Responsibilities of the Coastal for the Coastal Planning, Upgrades and Coastal Planning, Upgrades and Coastal Policy and Regulation |
| | | | | Coordination with the multiple service responsibilities in the coordination of the coastal monitoring and Reporting and Report resource needs are resource distribution across the City in a deliver on the Coastal managements for the project is the proactive replace stone steps, which have passed their degree to the revertment coastal protection in order to coastal access, which will support the later to remain growing. Secondary to project scope landward to comprise the and buildings as well as the optimisation of the project surfacing to paved area existing character and material use. |

undertaken by the City of Cape Town's Coastal ach of government with a defined mandate, as es. The scope of the project is therefore required ese roles and these responsibilities.

Responsibility:

a of jurisdiction (mandate) is defined as the area as per the MSDF and including the near shore s all processes or activities that may impact on ement has overall responsibility for this coastal nents operating or providing services within the terms of agreed operational protocols and/or fined below)

pastal Management function are a combination

assets and coastal land and ecosystem

nd Development

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le line departments that have functional and oastal environment,

rting

acknowledges the wide variety of other s throughout the city and supports a holistic n order to bring forth overall progression. Thus to s functional requirements, the primary objective cement of old wooden seawall and degraded design-life and started to fail, with new a stepped r to provide effective coastal protection, public e local socio-economic environment now and in to the coastal protection is the extension of the the upgrading of the hard and soft landscaping on of the parking area.

ward of the 3m wide promenade was changed eas using clay segmented pavers to align with

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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| | | | | In order to sustain the harsh marine con- in future and to provide long-term robu- revetment portion), concrete must be durability for the coastal defence struc- overtopping during future storm events but open spaces landward of the pu- segmented clay pavers, seating wall, lawns, similar to the existing landward coastal environment and result in lowe and dark gravel parking areas. |
| | | | | To mitigate the impact of introducing aggregate finish will be used as oppose more natural earthy gravel look and concrete used along the beachfront bu |
| | | | | See the "Development Proposal" and draft Basic Assessment Report for furthe |
| | | | | Soft landscaping Following public comment more planted suited to these harsh conditions. Local recreational purposes will be planted vegetation suited to the harsh False Bay the design. Storm water run-off will be infiltration and to include automatic combination of natural (indigenous) applicable. |
| | | | | Maintenance of any planted areas and utmost importance to the project, hence climatically suited plants) will be incorpo |
| | | | | See the "Soft Landscaping" subheadin the draft Basic Assessment Report for fu |
| | | | | The station The train station and associated rail infra of the City's jurisdiction. Any upgrade undertaken by PRASA and is outside the supported particularly because of the s of the Muizenberg Beachfront and Muizenberg Beachfront upgrade project not introduce and vertical elements the the project proposes to upgrade the paving in order to improve the setting of |
| | | | | See the "The Station" subheading along Basic Assessment Report for further deta |
| | | | | Transport priorities |

onditions and expected increase in wave energy oust coastal defence infrastructure (the stepped be used to provide the required strength and ructure. In order to sustain the expected wave ts the 3m wide promenade will also be concrete, promenade will be surfaced with permeable II, planters with indigenous plants, play areas or rd spaces. The clay pavers perform well in the ver local temperatures as compared to ashpalt

ing concrete, a sand coloured and exposed sed to a typical grey concrete finish, providing a d feel, and tying into the exposed aggregate businesses and next to the station building.

d Figure 2, 3, and 4 under Section B (4.4) of the ner details.

ted areas are included. Trees are not climatically cally indigenous vegetation as well as lawn for ed instead. More planters for hardy indigenous ay coastal environment will be incorporated into be directed into planted areas for watering and atic irrigation when run-off not available. A s) lawn and artificial grass will used where

and maintenance of any new infrastructure is of nce only appropriate plant species (indigenous, porated in applicable locations.

ling along with Figure 8 under Section B (4.4) of further details.

frastructure is owned by PRASA and falls outside ides within the rail reserve must therefore be he scope of this project. This recommendation is e station building's contribution to the character d it's heritage significance. In response, the ject will retain views to the station building and that will compete with the architect. Moreover, e station forecourt and pick up on the station of the building.

ng with Figure 5 under Section B (4.4) of the draft tails.

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| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|---------------------|-----------------------------|--|
| | | | | <u>Train</u> The Southern Line will not be returning to not a local government responsibility, h better services and the devolution of service for Cape Town". |
| | | | | <u>Taxi</u> According to the 2014 and 2019 STA reduction in the usage of trains as a mod decline, with people commuting with Even if the reliability of the railway s commuting to Muizenberg Beach with the Southern line does not service the therefore does not offer a feasible transp to the beach. The project recognizes the transport, as per IDP Objective 12.1.C. embayment to drop off commuters as w they are currently doing. The parking b available should taxis park and wait for |
| | | | | <u>Cycling</u> The CITP's vision for cycling is that "Co Africa where cycling is an accepted, ac – residents and visitors alike." To this effect focus areas the proposal provides peo- beach by widening the promenade; conflict with vehicles and giving preferency cycling infrastructure. Bicycle parking located conveniently. Note that a class although implementation of bicycle lar this project. |
| | | | | <u>Parking</u> In accordance with Policy Statement 33 reduce private vehicle dependency in retaining the parking status quo in the m demand. Retaining the parking status (Objective10.2A) along the beach as st their patrons. It is unrealistic to think the commute alternative to the beach for Southern Line, the GAB Muizenberg line coverage, but also the fleet's limitatio surfboards. The need for parking at t remain for the foreseeable future. Shou the paving could easily be lifted and re- is transformed into a park or other. In th as an event space for markets, shows, fin |
| | | | | Policy – NMT The Southern Suburbs District Plan classifi Place and highlights that a key concer |

g to fill efficiency overnight. The passenger rail is , however the City will "continue advocating for of rail functions to ensure a quality, reliable rail

TATS SA General Household Survey, there is a ode of transport due to the commuter rail service in taxis approximately 4 times more than trains. If service is improved, the percentage people that the train is unlikely to change dramatically as e majority of Cape Town's neighbourhoods and insport alternative for the majority of Capetonians the dominance of minibus taxis as mode of public C. The minibus taxis will continue to use the bus is well as the Main Road parallel parking bays, as bays within and around the site will also remain or commuters.

Cape Town is the premier Cycling City in South accessible and popular mode of transport for all effect, and in line with the Cycling Strategy's key beople with the opportunity to cycle along the e; improves the safety of cyclists by reducing erence to cyclists and pedestrian and providing ng will be well distributed across the site and ass 4 Cycling route is planned for Atlantic Road, anes to the site is however beyond the scope of

38, the measure implemented to systematically in lieu of the use of promote public transport is midst of oversubscription and increased parking tus quo will also safeguard economic activity schops and restaurants rely on public parking for that the use of public transport will be a viable or surfers who live beyond the catchment of the ine and future MyCiti lines, not only because of tion to safely carry with abnormal luggage like to this Metropolitan Coastal Node will therefore puld a reduction of parking be feasible in future, e-used in the construction of paths while the land the meantime, the parking area can double up to, film viewings etc.

ssifies Muizenberg Beach as a Coastal Destination ern is to retain public access to the beachfront.

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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| | | | | Since Muizenberg Beach is of metropol those living throughout the Metropol motorised transport (cycling, skateboa public transport (railway, the Golden Ar car. Although it is outside the scope of transport system to the site, the project networks and potential future enhanc through the site and access to public tr |
| | | | | The project responds to the NMT stratego People are granted reasonation The safety of NMT users is pringiving preference to cyclists NMT users' needs are priorited NMT routes at grade and reaction Muizenberg is Cape Town's every attempt is made in universally accessible. The accessibility of the beat perspective by ensuring a continuous access to the beat perspective by ensuring a continuous access to the beat the parking area (along the railway line it doubles as a public space for the use See subheading "Transport" under Section |
| | | | | Policy – IDP In accordance with IDP objective 10 Muizenberg Beach for residents across for and bus stop and between the basis of the proposed class 4 NMT for connection to the mountain, the and the Coastal Walkway to Stop retaining the status quo with reg. In accordance with IDP Objective 13.1 lighting and be universally accessible, improved linkages to NMT facilities, the alternative modes of transport when comparking bays to meet the growing park 20, NMT will be prioritised in this proje continuous and where they cross vehice pedestrian walkway remain at the same and down. Paving is used to accentuative with vehicles. |
| | | | | By replacing the failing revetment alon will improve resilience to the impact of |

politan significance, it should be accessible to olitan Area. The beach is accessed by nonbards, scooters, running, walking and paddling), Arrow Bus service as well as taxis) and the private of this project to improve the NMT and public et aims to consider the implications of the existing incements as well as improving NMT movement transport facilities from the site.

egy's policy statements in the following way: nable access to the beach

prioritised by reducing conflict with vehicles and sts and pedestrians

pritised over that of the motorists by retaining all requiring vehicles to ramp up to cross NMT routes and as such and the design to ensure that all walkways are

each is improved form a pedestrian and cyclist direct links to other NMT routes as well as beach along the promenade.

ne) to be resurfaced will be designed as such that se of events such as night markets.

ction E (4.2) of the draft Basic Assessment Report

10.2.A the project will ensure public access to as the City by

inks for users from the beach to the train station e bus stop and train station (IDP Objective 12.1.A); links with NMT facilities around the site, including facility along Atlantic Road, the York Road the connection with the elevated promenade St James;

egard to parking.

.1 NMT links will include traffic calming measures, e. By improving access to public transport and e project aims to encourage beachgoers to use commuting to the beach in order for the existing arking demand. In line with SDP Policy Statement ject by ensuring that pedestrian walkways are enicular circulation areas or parking areas, the ame level and vehicles are required to ramp up uate the walkway, particularly where it interacts

ong the beach with a stepped revetment, which of climate change, the project responds to IDP

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|-----------------------------|---|
| | | | | Objective 10 (and more specifically O coastal infrastructure'. |
| | | | | See Section E (4.2) of the draft Basic As |
| | | | | Policy – CIPT 2032 <u>CIPT 2032</u> According to the City's Integrated Pub will continue to be serviced directly by the taxis and GAB that are not account 3 and Policy Statement 35 in the IDP, the site, to public transport, in order to facili within the transport catchment area. If close to the bus stop and railway station |
| | | | | <u>Train</u> The Southern Line will not be returning to not a local government responsibility, h better services and the devolution of service for Cape Town". |
| | | | | <u>Taxi</u> According to the 2014 and 2019 STA reduction in the usage of trains as a mod decline, with people commuting with Even if the reliability of the railway s commuting to Muizenberg Beach with the Southern line does not service the r therefore does not offer a feasible transp to the beach. The project recognizes the transport, as per IDP Objective 12.1.C. embayment to drop off commuters as w they are currently doing. The parking b available should taxis park and wait for |
| | | | | <u>Cycling</u> The CITP's vision for cycling is that "Co Africa where cycling is an accepted, ac - residents and visitors alike." To this effe focus areas the proposal provides peo beach by widening the promenade; conflict with vehicles and giving prefere cycling infrastructure. Bicycle parking located conveniently. Note that a class although implementation of bicycle lar this project. |
| | | | | See Section E (4.1 – 4.4, 10) of the or description of how the Muizenberg Beac frameworks and policies. |

Objective 10.2) to 'restore and improve priority

Assessment Report for further details.

ublic Transport Network 2032, Muizenberg Beach by the Southern Railway Line only (in addition to unted for in this plan). In line with Spatial Strategy the project will improve NMT linkages through the cilitate affordable access to the beach for those a. Bicycle storage facilities will also be provided ion.

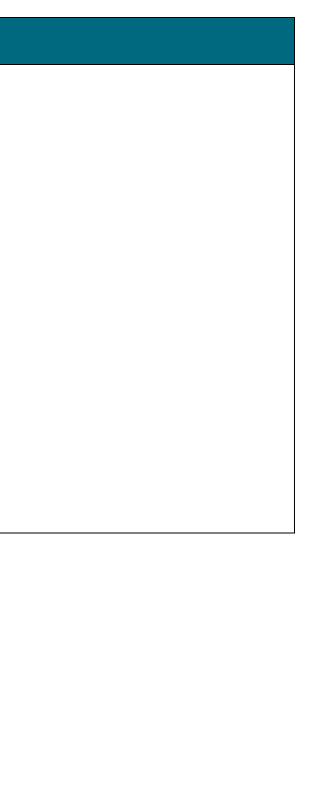
g to fill efficiency overnight. The passenger rail is , however the City will "continue advocating for of rail functions to ensure a quality, reliable rail

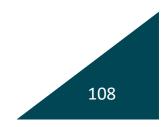
TATS SA General Household Survey, there is a ode of transport due to the commuter rail service h taxis approximately 4 times more than trains. r service is improved, the percentage people th the train is unlikely to change dramatically as e majority of Cape Town's neighbourhoods and nsport alternative for the majority of Capetonians the dominance of minibus taxis as mode of public C. The minibus taxis will continue to use the bus is well as the Main Road parallel parking bays, as bays within and around the site will also remain or commuters.

Cape Town is the premier Cycling City in South accessible and popular mode of transport for all effect, and in line with the Cycling Strategy's key beople with the opportunity to cycle along the e; improves the safety of cyclists by reducing erence to cyclists and pedestrian and providing ng will be well distributed across the site and ass 4 Cycling route is planned for Atlantic Road, anes to the site is however beyond the scope of

e draft Basic Assessment Report for a detailed achfront Refurbishment fits in with the applicable

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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Comments by interested and affected parties with surnames starting with K (pages 109 – 127)

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|---|------------------|------------------|---|---|
| Kader, Riyaadh 4059962@myuwc.ac.za Via Email | 26/09/2022 | | Good afternoon I saw on the plans for the upgrade at Muizenberg they are adding only 2 ramps. Considering the amount of stairs compared to 2 ramps it's still not reasonable or fair. Could it pls be possible to include more ramps to ensure adequate access from multiple angles? Kind regards RK | Accessibility Muizenberg beachfront was identified in Framework for Cape Town, 2017 (CESSF) as a offering a wide variety of recreational and aims to further improve and prioritise universincludes a: 3m wide universally accessible prome Universal beach access ramp in the the beach access mats to be rolled of Universal access ramp on western en Universal access to playground area. The ablution facilities in the central area and changing facilities. The project also incorporates easily of and access equipment. The Waves for Change building on providing assistance with universal beach access very by other and go embayment will be provided from the eastern, central and western ends of see the "Development Proposal" subheading B (4.4) of the draft Basic Assessment Report for the set of the set of the set of the draft Basic Assessment Report for the set of the draft Basic Assessment Report for the set of the draft Basic Assessment Report for the set of the |
| Kader, Riyaadh riyaadhk786@gmail.com Urban youths organization Via Website | 26/09/2022 | | I absolutely love this idea & amp; it is by time our city & amp; country become more inclusive, so I want to take this opportunity to commend this organization for taking up this initiative. However, I do have tremendous concerns this project is directed at making the country more inclusive but unfortunately I don't not see any ramp or form of access being given to people with disabilities. I am personally a wheelchair bound individual & the main reason why I do not go out is because of a lack of accessibility. Please add multiple ramps in between the stairs so people in wheelchairs can access the water from multiple sides or areas of the platform & it would be even better if this organization can add a paved path that leads into the water so people in wheelchairs cannot just access the shore line but actually go into the water as well. This would make an indescribable difference to the differently abled community as our access & mobility is overlooked. I | Accessibility Muizenberg beachfront was identified in Framework for Cape Town, 2017 (CESSF) as a offering a wide variety of recreational and aims to further improve and prioritise univer includes a: 3m wide universally accessible prome Universal beach access ramp in the the beach access mats to be rolled a Universal access to playground area. The ablution facilities in the central are and changing facilities. The project also incorporates easily a and access equipment. |

n the Coastal Economic and Spatial Strategic s one of the most universally accessible beaches id social opportunities in Cape Town. The project iversal access over the entire project area, and

nenade,

e central area of the beachfront that also allows d out on a daily basis.

end of promenade from parking level.

ea.

area include universally accessible toilets, showers

accessible storage space for beach wheelchair

on the beachfront will be repurposed for NGO's beach access and adaptive surfing.

will be demarcated.

rovided at the entrance circle to the beachfront.

n facilities will be universally accessible by wheel e and prioritise universal access over the entire ed. The promenade will have wheelchair access is as well as all other access points.

ing along with all associated figures under Section t for further details.

in the Coastal Economic and Spatial Strategic as one of the most universally accessible beaches and social opportunities in Cape Town. The project iversal access over the entire project area, and

nenade,

e central area of the beachfront that also allows d out on a daily basis.

end of promenade from parking level.

ea.

area include universally accessible toilets, showers

accessible storage space for beach wheelchair

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|---|------------------|------------------|--|---|
| Καγ, δυ | 07/09/2022 | | hope my concerns & amp; suggestions will be considered & amp; applied. Thank you in advance. Hoping to hear from you soon thank you | The Waves for Change building on providing assistance with universal be Additional wheelchair parking bays by Drop and go embayment will be provided. The entire promenade as well as ablution chair. The project aims to further improve project area and for the facilities provided from the eastern, central and western ends. See the "Development Proposal" subheadir B (4.4) of the draft Basic Assessment Report |
| Kay, su <u>su@solarstationdesign.co.z</u> <u>a</u> Via written comments at the Open House | | | Only request is to keep "Pavilion" building next to circle rather than replacing it with beach huts. This building is great location for hosting surf events as a judge or commentator shelter. Only concerns are: Reduced parking? I there less parking in "gravel parking" area once upgraded? Beach erosion? Will there be less sand held in the corner when the out crop "removed"? Some greenery in the new parking area would be good too. | The focus of the project is not to solve the p Instead of trying to meet the growing por additional open space provision, the object margin. To mitigate the parking shortfall, po- public transport facilities will be established, By rationalising the parking layouts, approxi- be retained on a reduced footprint. This fre- ensure more dry beach and the linking of the as a widened promenade, generous seating vegetation will be used to soften parking are 'Formalising' the parking area refers to surfar indicating one way circulation, demarcati- (walkways and road way) and the addition storm water drainage. In oder to retain a Beachfront these formalised parking areas exisiting parking bays are surfaced with. The coastal environment and result in lower low dark gravel parking areas. All parking will re Alternative uses of this space are acknowled parking to the beachfront is well defined in term. Paving of the area does not preclude as those proposed by commentators if the evolved toward a public transport cent arrangement be used for markets and other in the City given that the event permittin application. Furthermore, it is envisioned that the wester precinct, this projects scope area, will rema- is believed that if the long-term public transport is personal cars, busses and taxies reduce is not required by beach users, the parking building infrastructure is constructed in the |

on the beachfront will be repurposed for NGO's beach access and adaptive surfing.

vs will be demarcated.

provided at the entrance circle to the beachfront.

n facilities will be universally accessible by wheel ve and prioritise universal access over the entire ed. The promenade will have wheelchair access ds as well as all other access points.

ding along with all associated figures under Section rt for further details.

parking problem at the beachfront.

parking demand, or removing parking in lieu of octive is to retain the status quo with a 5% deviation pedestrian linkages to nearby parking areas and d/enhaced and the routes highlighted.

eximately the same number of parking bays could rees up space for people: infrastructure retreat to the Muizenberg's sandy and rocky beach as well ting steps and soft landscaping. Locally indignous areas, buildings and infrastructure.

facing the parking area, marking out parking bays, ation of pedestrian and vehicle movement areas tion of services such as area lighting and surface and enhance the character of the Muizenberg eas will be surfaced with the same material that The permeable clay pavers perform well in the local temperatures as compared to ashpalt and remain free of charge.

ledged, the current use of the area as convenient in parking counts and is required in the medium de possible future alternative uses of the area such he overall transport system of the larger city has intred system. The space can in its proposed er gatherings or events like any other public space ring and request procedure is followed for such

tern portion of the larger Muizenberg beachfront nain to be used as is for the medium to long term. It hsport opportunities improved to the point that use e to the extent that the proposed area of parking ig area can be repurposed at such time. No fixed the parking areas, which would prevent future

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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| | | | | repurposing of the area. A weekday and Saturday parking demand survey indicated a parking occupancy leve peak period on a Saturday, the parking surve than 100%. The parking around the Beach Ro area are well-used and is over-utilized. |
| | | | | As such, replacement of the existing parkin term. The existing eastern and western parkin the status quo regarding the overall number number of parking bays in the precinct will r may be lost in one area and added in anot |
| | | | | In accordance with Policy Statement 38, the private vehicle dependency in lieu of the parking status quo in the midst of oversubscri- the parking status quo will also safeguard beach as shops and restaurants rely on publ- that the use of public transport will be a viak who live beyond the catchment of the Sou MyCiti lines, not only because of coverage, abnormal luggage like surfboards. The nee will therefore remain for the foreseeable fut- future, the paving could easily be lifted an land is transformed into a park or other. In the as an event space for markets, shows, film v |
| | | | | See the "Parking Areas" subheading along draft Basic Assessment Report for further det policy alignment, see Section E (4.2). |
| | | | | Beach reclamation There will be no reclamation of beach area proposed project components are placed existing infrastructure. In the corner area, the alignment of the proposed stepped revetime landward in this area, creating more beach protection is seaward of the existing wooded beach and will remain buried under future so seaward of the wooden revetiment and also locations, vulnerable to damage and is a point |
| | | | | Pavilion This falls outside the scope of this project Recreation. The future of the Muizenberg Muizenberg. |
| Kell, Catherine cathy.kell@gmail.com | 22/09/2022 | | COMMENT ON PROPOSED UPGRADE FOR MUIZENBER | G Please see page 1 for response to: |

nd survey was carried out as part of the TIA. The evel of more than 50% during the week. During the rvey indicated a parking occupancy level of more Road roundabout and the informal gravel parking

king areas are not feasible in the short to medium irking areas shall be formalised and optimised and ober of parking bays will be maintained. The total ill remain very similar, although a few parking bays other.

he measure implemented to systematically reduce e use of promote public transport is retaining the cription and increased parking demand. Retaining rd economic activity (Objective10.2A) along the ublic parking for their patrons. It is unrealistic to think iable commute alternative to the beach for surfers outhern Line, the GAB Muizenberg line and future le, but also the fleet's limitation to safely carry with eed for parking at this Metropolitan Coastal Node uture. Should a reduction of parking be feasible in and re-used in the construction of paths while the n the meantime, the parking area can double up n viewings etc.

g with Figures 2 and 5 under Section B (4.4) of the etails on parking. For further details on NMT related

rea to make new parking or promenade area. All ed on the existing alignments or landward of the the degraded stone steps are removed and the tment and promenade is retreated several meters ch area. The coastal defense foundation and scour den revetment alignment, but is buried under the e scour depths. The existing scour protection is also lso buried under the beach, but is exposed in some public safety hazard.

ect, but suggestions will be send to Parks and rg Pavilion is the subject of future planning for

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| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|-------------|---|---|--|---|
| Via Website | | | Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident) | COMMENT ON PROPOSED UPGRADE FOR MI |
| Via Email | 26/09/2022 | | Hi Kerryn. (Tarryn) Thanks for your informative info this morning. Your site would not allow me to send this as a file. So here are my remarks, submitted on Sept. 26 2022, as an attachment, hereto Please assure they are filed as legitimate comments as part of the submission procedure. Many thanks. Brian Kent. | We confirm that the all submissions have bee final BAR to be submitted to the environmen |
| | | | Attached document: | Project mandate |
| | | | Muizenberg Hi. | Please note that this project is being und Management Branch, which is a branch of g defined roles and responsibilities. The scope ambit of this mandate, these roles and these |
| | Muizenberg or to those who visit. I say this in my professional capacity, as a professional c planner/urban designer and architect with over 40 yea experience here and the USA. Here are some of my reasons for saying these options a unacceptable in their present form. PLEASE SHARE THEM WITH THE CONSULTANTS AS SOME A TECHNICAL AND OTHERS WILL BE BEST UNDERSTOOD PROFESSIONALS. THANKS. - The parking is poorly laid out; you can achieve the same amou in less space. Provide curving parking lots, not long straight, ug lines with no breaks for planting shade trees or plants, which a appropriate for this tourist/beach destination. (The before and affi | | I say this in my professional capacity, as a professional city planner/urban designer and architect with over 40 years' experience here and the USA. Here are some of my reasons for saying these options are | Coastal Management: Spatial Area of Response The Coastal Management area of seaward of the Coastal Edge as per environment as well as all processe Coastal Management has overall re departments operating or providing terms of agreed operational protoco below) |
| | | The Roles and Responsibilities of the Coastal Coastal hard infrastructure assets an Coastal Planning, Upgrades and De Coastal Policy and Regulation Coordination with the multiple line responsibilities in the coastal environ Coastal monitoring and Reporting | | |
| | | | pictures illustrate how little is improved.) The big circle is a waste of space. Who wants to be surrounded by cars in wasted, unusable, open space? The harsh concrete, straight-lined revetment is totally inappropriate for a natural beach front; why not a marine-like, flowing, undulating, theme? (There is far too much concrete; it has a huge negative carbon impact.) Further, the hard-concrete | The Coastal management Branch acknowle and resource needs throughout the city an the City in order to bring forth overall managements functional requirements, the replacement of old wooden seawall and c design-life and started to fail, with new a ste provide effective coastal protection, publi socio-economic environment now and in fut |

MUIZENBEG BEACHFRONT: A CALL TO START OVER

een placed on record, and will be included in the ental authorities for a decision.

ndertaken by the City of Cape Town's Coastal of government with a defined mandate, as well as be of the project is therefore required to fall in the ese responsibilities.

ponsibility:

of jurisdiction (mandate) is defined as the area er the MSDF and including the near shore marine ses or activities that may impact on this space. responsibility for this coastal environment. All line g services within the Coastal Environment do so in ocols and/or Service Level Agreements (defined

al Management function are a combination of: and coastal land and ecosystem management Development

e departments that have functional and service onment,

wledges the wide variety of other developmental and supports a holistic resource distribution across Il progression. Thus to deliver on the Coastal e primary objective of the project is the proactive degraded stone steps, which have passed their stepped revetment coastal protection in order to plic coastal access, which will support the local uture to remain growing. Secondary to the coastal

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
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| | | | terraces are hardly inviting and have too few steps to provide access. The extent of the actual terraces is unclear; how high a wall is it above beach level? | protection is the extension of the project sco hard and soft landscaping and buildings as |
| | | | | Parking |
| | | | - There is an Incredible lack of sensitive, appropriate landscaping! Where is the careful planning and landscaping that is in place at the City's Moulie Point park? There is a dearth of landscape | The focus of the project is not to solve the p |
| | | | materials. Go green! | Instead of trying to meet the growing po additional open space provision, the object |
| | | | - Do any of the too extensive parking and paved surfaces provide for water infiltration? Pervious options should be explored. | margin. To mitigate the parking shortfall, pe public transport facilities will be established/ |
| | | | - The hard, featureless plaza at the exit from the station is an eyesore rather than a welcoming space; your hollow description saying that a broad featureless paved area enhances the station is pure nonsense. Go back to the drawing board, please. | By rationalising the parking layouts, approxi be retained on a reduced footprint. This fre ensure more dry beach and the linking of th as a widened promenade, generous seatin vegetation will be used to soften parking ar |
| | | | - What on earth does this mean: #6"This interfaces transforms functional infrastructure into leisure opportunity for seating, sunbathing, picnicing, ???" It sounds like you are trying to make a lemon into lemonade! | 'Formalising' the parking area refers to surfa- indicating one way circulation, demarcati- (walkways and road way) and the additio storm water drainage. In oder to retain a Beachfront these formalised parking areas |
| | | | - Were any traffic studies done to improve access and traffic flow to this area? | exisiting parking bays are surfaced with. The coastal environment and result in lower lood dark gravel parking areas. All parking will re |
| | | | -Were any analyses done to determine what patterns of use and pedestrian movement exists today? | Alternative uses of this space are acknowled |
| | | | - Was there an environmental impact study done showing the impact of sea level rise? | parking to the beachfront is well defined in term. Paving of the area does not preclude as those proposed by commentators if the evolved toward a public transport cent |
| | | | - Surely the small space assigned #5, is not enough for skate-boards, skating, scooters, bicycles. To claim this is silly. | arrangement be used for markets and other in the City given that the event permittin application. |
| | | | - Is 3m wide enough for bikes, scooters (electric) prams, dogs and joggers? I very much doubt it. Think of the Sea Point conflicts. Plus, you have people crossing trying to get to the beach. Why just a 3m wide walkway? Its width does not reflect the different volume of people who will use it. | Furthermore, it is envisioned that the weste precinct, this projects scope area, will remain is believed that if the long-term public transp of personal cars, busses and taxies reduce is not required by beach users, the parking |
| | | | - What thought has been given to the area during the evening/night hours? I see none. Where are the lights, facilities to | building infrastructure is constructed in the repurposing of the area. |
| | | | support night activity? | A weekday and Saturday parking demand |
| | | | - The model shown is half finished and makes the plans look like desolate deserts. The models are unhelpful. | survey indicated a parking occupancy lev peak period on a Saturday, the parking sur than 100%. The parking around the Beach R area are well-used and is over-utilized. |
| | | | | As such, replacement of the existing parkin term. The existing eastern and western park |

cope landward to comprise the upgrading of the as well as the optimisation of the parking area.

parking problem at the beachfront.

parking demand, or removing parking in lieu of ctive is to retain the status quo with a 5% deviation pedestrian linkages to nearby parking areas and d/enhaced and the routes highlighted.

eximately the same number of parking bays could rees up space for people: infrastructure retreat to the Muizenberg's sandy and rocky beach as well ting steps and soft landscaping. Locally indignous areas, buildings and infrastructure.

Tacing the parking area, marking out parking bays, ation of pedestrian and vehicle movement areas tion of services such as area lighting and surface and enhance the character of the Muizenberg as will be surfaced with the same material that The permeable clay pavers perform well in the local temperatures as compared to ashpalt and remain free of charge.

ledged, the current use of the area as convenient in parking counts and is required in the medium de possible future alternative uses of the area such he overall transport system of the larger city has intred system. The space can in its proposed er gatherings or events like any other public space ring and request procedure is followed for such

tern portion of the larger Muizenberg beachfront tain to be used as is for the medium to long term. It hsport opportunities improved to the point that use to the extent that the proposed area of parking g area can be repurposed at such time. No fixed the parking areas, which would prevent future

nd survey was carried out as part of the TIA. The vel of more than 50% during the week. During the rvey indicated a parking occupancy level of more Road roundabout and the informal gravel parking

ing areas are not feasible in the short to medium rking areas shall be formalised and optimised and

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|--|--|
| | | | - Why no improvements to the commercial space front of the shops and coffee hang outs? An opportunity to enhance their value and offer customers more, has been lost. | the status quo regarding the overall number number of parking bays in the precinct will r may be lost in one area and added in anot |
| | | | - Did you do an analysis of the effects of wind, blowing sand, daily tidal change? How much will these affect your design? Any plans to mitigate these environmental realities? | In accordance with Policy Statement 38, the private vehicle dependency in lieu of the parking status quo in the midst of oversubscri |
| | | | - The two options only seem to change the toilets. The central plaza area is best because it is central and more secure. But why waste space showing two almost identical plans? It only confuses viewers and gives the impression that there are two really imaginative options. There are not. | the parking status quo will also safeguard beach as shops and restaurants rely on publi that the use of public transport will be a viak who live beyond the catchment of the Sou MyCiti lines, not only because of coverage, abnormal luggage like surfboards. The nee will therefore remain for the foreseeable fut |
| | | | Unfortunately, this is not thoughtful, quality planning and design. It also appears to be the result of engineered approaches to the sea wall and parking lots. | future, the paving could easily be lifted and land is transformed into a park or other. In t as an event space for markets, shows, film v |
| | | | Sorry, it can be much better, especially as there is little difference between option A and B. THESE ARE NOT QUALITY DESIGNS FOR MUIZENBERG AND SHOULD NOT GO FORWARD WITHOUT FURTHER PROFESSIONAL DESIGN REVIEW and ANSWERS TO THE QUESTIONS/OBSERVATIONS ABOVE. | See the "Parking Areas" subheading along draft Basic Assessment Report for further det policy alignment, see Section E (4.2). |
| | | | Sincerely, Brian Kent (MAUD (Washington U) B.ARCH UCT, with distinction) | Concrete revetment Following public comment, areas landward concrete surfacing to paved areas using character and material use. |
| | | | CC The Mayor's office. | In order to sustain the harsh marine conditi future and to provide long-term robust revetment portion), concrete must be used for the coastal defence structure. In order to future storm events the 3m wide promen landward of the promenade will be surfa seating wall, planters with indigenous plar landward spaces. The clay pavers perform w local temperatures as compared to ashpalt |
| | | | | To mitigate the impact of introducing conc finish will be used as opposed to a typical earthy gravel look and feel, and tying into th beachfront businesses and next to the static |
| | | | | See the "Development Proposal" and Figure Basic Assessment Report for further details. |
| | | | | Soft landscaping Following public comment more planted are to these harsh conditions. Locally indigence purposes will be planted instead. More pla |

ber of parking bays will be maintained. The total Il remain very similar, although a few parking bays other.

he measure implemented to systematically reduce e use of promote public transport is retaining the cription and increased parking demand. Retaining rd economic activity (Objective10.2A) along the iblic parking for their patrons. It is unrealistic to think able commute alternative to the beach for surfers outhern Line, the GAB Muizenberg line and future e, but also the fleet's limitation to safely carry with eed for parking at this Metropolitan Coastal Node uture. Should a reduction of parking be feasible in and re-used in the construction of paths while the in the meantime, the parking area can double up a viewings etc.

g with Figures 2 and 5 under Section B (4.4) of the etails on parking. For further details on NMT related

rd of the 3m wide promenade was changed from ng clay segmented pavers to align with existing

ditions and expected increase in wave energy in st coastal defence infrastructure (the stepped ed to provide the required strength and durability to sustain the expected wave overtopping during enade will also be concrete, but open spaces faced with permeable segmented clay pavers, lants, play areas or lawns, similar to the existing n well in the coastal environment and result in lower alt and dark gravel parking areas.

ncrete, a sand coloured and exposed aggregate al grey concrete finish, providing a more natural the exposed aggregate concrete used along the tion building.

gure 2, 3, and 4 under Section B (4.4) of the draft

areas are included. Trees are not climatically suited nous vegetation as well as lawn for recreational lanters for hardy indigenous vegetation suited to

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|-----------------------------|---|
| | | | | the harsh False Bay coastal environment wil run-off will be directed into planted areas automatic irrigation when run-off not availab and artificial grass will used where applicable |
| | | | | Maintenance of any planted areas and mai importance to the project, hence only app suited plants) will be incorporated in applica |
| | | | | See the "Soft Landscaping" subheading alon Basic Assessment Report for further details. |
| | | | | The Station The train station and associated rail infrastruct City's jurisdiction. Any upgrades within the PRASA and is outside the scope of this project because of the station building's contribution and it's heritage significance. In response, the retain views to the station building and not int with the architect. Moreover, the project prop up on the station paving in order to improve See the "The Station" subheading along with Assessment Report for further details. |
| | | | | Background studies |
| | | | | Environmental Impact Assessment A NEMA Basic Assessment procedure has k impact of the proposal – Infinity Environmen studies informing the project feasibility and c undertaken below: |
| | | | | A detailed geotechnical investigation gather appropriate founding cond Assessment Report for further details. |
| | | | | A two part study on ocean dynam PRDW Coastal Engineers in order to e designed to effectively minimize the Beachfront area, and to withstand conditions. See Appendix G of the dr |
| | | | | An independent consultant also con participation component, in order to completing and not completing the for the full report. |

will be incorporated into the design. Storm water eas for watering and infiltration and to include able. A combination of natural (indigenous) lawn ble.

naintenance of any new infrastructure is of utmost opropriate plant species (indigenous, climatically cable locations.

ong with Figure 8 under Section B (4.4) of the draft

ucture is owned by PRASA and falls outside of the le rail reserve must therefore be undertaken by ect. This recommendation is supported particularly on to the character of the Muizenberg Beachfront the Muizenberg Beachfront upgrade project will introduce and vertical elements that will compete roposes to upgrade the station forecourt and pick ve the setting of the building.

th Figure 5 under Section B (4.4) of the draft Basic

s being undertaken to assess the environmental ental (Pty) Ltd was appointed to do this. Several I design have been considered, see list of studies

tion was conducted toward the end of 2021 to nditions. See Appendix G of the draft Basic s.

mics at Muizenberg beach was undertaken by o ensure the new coastal defence structures are ne effects of climate change on the Muizenberg and the resultant harsh projected future ocean draft Basic Assessment Report for further details.

onducted a socio-economic study, with a public to assess and understand the possible impacts of e proposed project. See Appendix G of the dBAR



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|---|------------------|------------------|--|--|
| | | | | A traffic impact study was conducted Traffic Impact Study has being comp Appendix G of the draft Basic Assess |
| | | | | Ocean dynamics As per the PRDW Specialist Coastal Model existing wooden revetment with a concrete expected to influence the sediment dynar differently than the existing coastal prote climate change and sea level rise in the des |
| | | | | See Section G (3.5) for a summary of the sp the full reports can be found in Appendix G |
| | | | | Please note that during construction, tempore the existing sea wall to serve as temporary of hydrodynamics caused during the construct the area of work. Work will be executed in or will be affected at a time and not the er- temporary of nature. |
| | | | | Wind Shelter The comment regarding wind protection is n to harsh False Bay and dominant south eas are not effective as it creates local wind ec eventually accumulates, creating an unp shelters to avoid the above mentioned an obstruct views and create hiding spaces po |
| | | | | The proposed eight beach huts at the centro for the plaza. Surface undulations in the pla shelter in the play area. The existing building some wind shelter. |
| Kisogloo, Donna <u>donna@oddwheel.co.za</u> Via Website | 05/09/2022 | | Making the beach a parking lot will take away from Muizenberg's authentic quaint community heart. It will drive in commercialism and eventually retire what makes Muizenberg special.Further our village is already struggling with the huge influx of visitors. Our roads can't handle the traffic.The space could be used to support the community in better ways. Don't make Muizenberg like Sea Point. | Beach reclamation There will be no reclamation of beach area proposed project components are placed existing infrastructure. In the corner area, the alignment of the proposed stepped revet landward in this area, creating more beach protection is seaward of the existing woode beach and will remain buried under future s seaward of the wooden revetment and also locations, vulnerable to damage and is a pu |
| | | | | Parking |
| | | | | The focus of the project is not to solve the po- Instead of trying to meet the growing pa additional open space provision, the object |

cted during early project phases and an updated mpleted based on preliminary design layouts. See essment Report for further details.

delling reports, the proposed replacement of the stepped revetment as coastal protection is not amics, offshore sandbanks and surfing conditions stection structures. The project design considers design of the coastal protection.

specialist coastal modelling studies. Additionally, G.

porary berms will likely be constructed seaward of y coastal protection, any effect on the nearshore uction is limited to the construction duration and to in a sequence and thus only portions of the beach entire beachfront at once. Any effects are thus

s noted, Muizenberg is an exposed location subject asterly wind. Creating small wind sheltered areas eddies where fine windblown sand circulates and npleasant seating location. Large enough wind are not deemed feasible as such structures will posing a public safety risk.

tral shower plaza will however serve as wind shelter play area will also provide a small amount of wind ings as well as proposed ablution will also provide

ea to make new parking or promenade area. All ed on the existing alignments or landward of the the degraded stone steps are removed and the ment and promenade is retreated several meters th area. The coastal defense foundation and scour den revetment alignment, but is buried under the e scour depths. The existing scour protection is also so buried under the beach, but is exposed in some public safety hazard.

parking problem at the beachfront.

parking demand, or removing parking in lieu of ctive is to retain the status quo with a 5% deviation

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|------------|------------------|------------------|-----------------------------|---|
| | | | | margin. To mitigate the parking shortfall, pe public transport facilities will be established/ |
| | | | | By rationalising the parking layouts, approxi be retained on a reduced footprint. This fre ensure more dry beach and the linking of th as a widened promenade, generous seatin vegetation will be used to soften parking are |
| | | | | 'Formalising' the parking area refers to surface indicating one way circulation, demarcation (walkways and road way) and the addition storm water drainage. In oder to retain an Beachfront these formalised parking areas exisitng parking bays are surfaced with. The coastal environment and result in lower lood dark gravel parking areas. All parking will refer |
| | | | | Alternative uses of this space are acknowled parking to the beachfront is well defined in term. Paving of the area does not preclude as those proposed by commentators if the evolved toward a public transport cent arrangement be used for markets and other in the City given that the event permitting application. |
| | | | | Furthermore, it is envisioned that the wester precinct, this projects scope area, will remai is believed that if the long-term public transp of personal cars, busses and taxies reduce t is not required by beach users, the parking building infrastructure is constructed in the repurposing of the area. |
| | | | | A weekday and Saturday parking demand survey indicated a parking occupancy level peak period on a Saturday, the parking surve than 100%. The parking around the Beach Ro area are well-used and is over-utilized. |
| | | | | As such, replacement of the existing parking term. The existing eastern and western parking the status quo regarding the overall number number of parking bays in the precinct will r may be lost in one area and added in another |
| | | | | In accordance with Policy Statement 38, the private vehicle dependency in lieu of the parking status quo in the midst of oversubscri the parking status quo will also safeguard |

pedestrian linkages to nearby parking areas and d/enhaced and the routes highlighted.

eximately the same number of parking bays could rees up space for people: infrastructure retreat to the Muizenberg's sandy and rocky beach as well ting steps and soft landscaping. Locally indignous areas, buildings and infrastructure.

acing the parking area, marking out parking bays, ation of pedestrian and vehicle movement areas ion of services such as area lighting and surface and enhance the character of the Muizenberg as will be surfaced with the same material that The permeable clay pavers perform well in the local temperatures as compared to ashpalt and remain free of charge.

ledged, the current use of the area as convenient in parking counts and is required in the medium de possible future alternative uses of the area such he overall transport system of the larger city has intred system. The space can in its proposed er gatherings or events like any other public space ing and request procedure is followed for such

tern portion of the larger Muizenberg beachfront nain to be used as is for the medium to long term. It hsport opportunities improved to the point that use to the extent that the proposed area of parking g area can be repurposed at such time. No fixed the parking areas, which would prevent future

nd survey was carried out as part of the TIA. The vel of more than 50% during the week. During the rvey indicated a parking occupancy level of more Road roundabout and the informal gravel parking

king areas are not feasible in the short to medium rking areas shall be formalised and optimised and aber of parking bays will be maintained. The total ill remain very similar, although a few parking bays other.

ne measure implemented to systematically reduce e use of promote public transport is retaining the cription and increased parking demand. Retaining rd economic activity (Objective10.2A) along the

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| | | | | beach as shops and restaurants rely on publi that the use of public transport will be a viak who live beyond the catchment of the Sou MyCiti lines, not only because of coverage, abnormal luggage like surfboards. The nee will therefore remain for the foreseeable fut future, the paving could easily be lifted and land is transformed into a park or other. In t as an event space for markets, shows, film v See the "Parking Areas" subheading along draft Basic Assessment Report for further det policy alignment, see Section E (4.2). |
| Knight, Tim <u>Timknight700@gmail.com</u> Via written comments at the Open House | 07/09/2022 | | Crowning touch would be to block York Road with fuente in heav't container to open the road to restaurants pubs make it & hubs & make it a hub for rest of beachfront. | This is beyond the scope of the project. It is important to note the primary objective old wooden seawall and degraded stone started to fail. It is proposed to replace the revetment coastal defence in order to pr coastal access, which will support the local to remain growing. Secondary to the coastal landward to comprise the upgrading of the as the optimisation of the parking area. expensive repair or unplanned emergency completed as part of the socio-economic s a significant benefit of completing the w considered plan based on coastal studies of collapse and replace it as an emergency in |
| Koehorst, Dena denaclare1958@gmail.co m The Ice Café Via Website | 22/09/2022 | | I believe that the parking area in the designs is going to create an urban heat trap. A lack of trees or any type of shade will add to this effect. There will be masses of rainwater loss as it just runs off the concrete instead of being absorbed into the ground. Enlarging the parking is going to encourage more cars, and not more use of public transport, at a time when we should be trying to move away from private vehicles. Parking could be provided further away, behind the beach front, by the waterside , and between main rd and the station. Provision of a ramp to allow handicapped people access to the water would be a wonderful addition and use of some of the masses of concrete | Parking The focus of the project is not to solve the project is not interest of the provision, the object margin. To mitigate the parking shortfall, perpublic transport facilities will be established/ By rationalising the parking layouts, approximation be retained on a reduced footprint. This free ensure more dry beach and the linking of the as a widened promenade, generous seating vegetation will be used to soften parking area refers to surface indicating one way circulation, demarcation (walkways and road way) and the addition storm water drainage. In oder to retain an Beachfront these formalised parking areas exisiting parking bays are surfaced with. The second storm water drainage is a surfaced with. The second store is a surfaced with is a surfa |

blic parking for their patrons. It is unrealistic to think able commute alternative to the beach for surfers outhern Line, the GAB Muizenberg line and future e, but also the fleet's limitation to safely carry with eed for parking at this Metropolitan Coastal Node uture. Should a reduction of parking be feasible in and re-used in the construction of paths while the in the meantime, the parking area can double up a viewings etc.

g with Figures 2 and 5 under Section B (4.4) of the etails on parking. For further details on NMT related

ve of the project is the proactive replacement of ne steps that have passed their design-life and ne existing coastal defences with a new stepped provide effective coastal protection and public al socio-economic environment now and in future that protection is the extension of the project scope ne hard and soft landscaping and buildings as well a. Completing the project now avoids ongoing cy repair work. A cost benefit analysis has been a study component of the feasibility stage. It shows works as a once off project based on a wells and other supporting studies than to wait for it to intervention or piece-meal maintenance work.

parking problem at the beachfront.

barking demand, or removing parking in lieu of ctive is to retain the status quo with a 5% deviation pedestrian linkages to nearby parking areas and d/enhaced and the routes highlighted.

eximately the same number of parking bays could rees up space for people: infrastructure retreat to the Muizenberg's sandy and rocky beach as well ting steps and soft landscaping. Locally indignous areas, buildings and infrastructure.

acing the parking area, marking out parking bays, ation of pedestrian and vehicle movement areas ion of services such as area lighting and surface and enhance the character of the Muizenberg as will be surfaced with the same material that The permeable clay pavers perform well in the

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|------------|------------------|------------------|-----------------------------|---|
| Comment by | | | Comments/Concerns/Questions | Responses coastal environment and result in lower loc dark gravel parking areas. All parking will rer Alternative uses of this space are acknowled parking to the beachfront is well defined in term. Paving of the area does not preclude as those proposed by commentators if the evolved toward a public transport cent arrangement be used for markets and other in the City given that the event permitting application. Furthermore, it is envisioned that the wester precinct, this projects scope area, will remain is believed that if the long-term public transpond of personal cars, busses and taxies reduce the is not required by beach users, the parking of building infrastructure is constructed in the repurposing of the area. A weekday and Saturday parking demands survey indicated a parking occupancy levely peak period on a Saturday, the parking surver than 100%. The parking around the Beach Red area are well-used and is over-utilized. As such, replacement of the existing parking term. The existing eastern and western parking the status quo regarding the overall number number of parking bays in the precinct will r may be lost in one area and added in anott In accordance with Policy Statement 38, the private vehicle dependency in lieu of the to parking status quo in the midst of oversubscrif the parking status quo will also safeguard beach as shops and restaurants rely on publit that the use of public transport will be a viace who live beyond the catchment of the Sou MyCiti lines, not only because of coverage, abnormal luggage like surfboards. The neeving who live beyond the catchment of the Sou MyCiti lines, not only because of coverage, abnormal luggage like surfboards. The neeving and is transformed into a park or other. In the as an event space for markets, shows, film via See the "Parking Areas" subheading along a draft Basic Assessment Report for further deta policy alignment, see Section E (4.2). |

local temperatures as compared to ashpalt and remain free of charge.

ledged, the current use of the area as convenient in parking counts and is required in the medium de possible future alternative uses of the area such he overall transport system of the larger city has intred system. The space can in its proposed er gatherings or events like any other public space ting and request procedure is followed for such

tern portion of the larger Muizenberg beachfront nain to be used as is for the medium to long term. It hsport opportunities improved to the point that use to the extent that the proposed area of parking g area can be repurposed at such time. No fixed the parking areas, which would prevent future

nd survey was carried out as part of the TIA. The vel of more than 50% during the week. During the rvey indicated a parking occupancy level of more Road roundabout and the informal gravel parking

king areas are not feasible in the short to medium rking areas shall be formalised and optimised and uber of parking bays will be maintained. The total ill remain very similar, although a few parking bays other.

ne measure implemented to systematically reduce e use of promote public transport is retaining the cription and increased parking demand. Retaining rd economic activity (Objective10.2A) along the iblic parking for their patrons. It is unrealistic to think able commute alternative to the beach for surfers outhern Line, the GAB Muizenberg line and future e, but also the fleet's limitation to safely carry with eed for parking at this Metropolitan Coastal Node uture. Should a reduction of parking be feasible in and re-used in the construction of paths while the n the meantime, the parking area can double up n viewings etc.

g with Figures 2 and 5 under Section B (4.4) of the etails on parking. For further details on NMT related

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|------------|------------------|------------------|-----------------------------|--|
| | | | | Transport priorities <u>Train</u> The Southern Line will not be returning to fill local government responsibility, however t services and the devolution of rail functions t Town". |
| | | | | <u>Taxi</u> According to the 2014 and 2019 STATS SA Ge the usage of trains as a mode of transport people commuting with taxis approximately the railway service is improved, the percent with the train is unlikely to change dramatic majority of Cape Town's neighbourhoods ar alternative for the majority of Capetoniar dominance of minibus taxis as mode of put minibus taxis will continue to use the bus em Main Road parallel parking bays, as they ar around the site will also remain available sho |
| | | | | Cycling The CITP's vision for cycling is that "Cape To where cycling is an accepted, accessible a and visitors alike." To this effect, and in line y proposal provides people with the opportur promenade; improves the safety of cyclists preference to cyclists and pedestrian and p will be well distributed across the site and loc route is planned for Atlantic Road, although however beyond the scope of this project. |
| | | | | Parking In accordance with Policy Statement 38, the private vehicle dependency in lieu of the u parking status quo in the midst of oversubscrip the parking status quo will also safeguard beach as shops and restaurants rely on public that the use of public transport will be a viab who live beyond the catchment of the Sout MyCiti lines, not only because of coverage, I abnormal luggage like surfboards. The need will therefore remain for the foreseeable futu future, the paving could easily be lifted and land is transformed into a park or other. In the as an event space for markets, shows, film view |
| | | | | Soft landscaping Following public comment more planted are to these harsh conditions. Locally indigenor purposes will be planted instead. More plan the harsh False Bay coastal environment wil |

ill efficiency overnight. The passenger rail is not a r the City will "continue advocating for better s to ensure a quality, reliable rail service for Cape

General Household Survey, there is a reduction in rt due to the commuter rail service decline, with ely 4 times more than trains. Even if the reliability of entage people commuting to Muizenberg Beach atically as the Southern line does not service the and therefore does not offer a feasible transport ans to the beach. The project recognizes the public transport, as per IDP Objective 12.1.C. The embayment to drop off commuters as well as the are currently doing. The parking bays within and hould taxis park and wait for commuters.

Town is the premier Cycling City in South Africa and popular mode of transport for all – residents e with the Cycling Strategy's key focus areas the funity to cycle along the beach by widening the sts by reducing conflict with vehicles and giving d providing cycling infrastructure. Bicycle parking ocated conveniently. Note that a class 4 Cycling gh implementation of bicycle lanes to the site is

e measure implemented to systematically reduce e use of promote public transport is retaining the cription and increased parking demand. Retaining d economic activity (Objective10.2A) along the oblic parking for their patrons. It is unrealistic to think able commute alternative to the beach for surfers outhern Line, the GAB Muizenberg line and future e, but also the fleet's limitation to safely carry with ed for parking at this Metropolitan Coastal Node oture. Should a reduction of parking be feasible in nd re-used in the construction of paths while the the meantime, the parking area can double up viewings etc.

reas are included. Trees are not climatically suited nous vegetation as well as lawn for recreational anters for hardy indigenous vegetation suited to will be incorporated into the design. Storm water

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|-----------------------------|---|
| | | | | run-off will be directed into planted areas automatic irrigation when run-off not availab and artificial grass will used where applicable |
| | | | | Maintenance of any planted areas and mai importance to the project, hence only app suited plants) will be incorporated in applica |
| | | | | See the "Soft Landscaping" subheading alor Basic Assessment Report for further details. |
| | | | | Accessibility Muizenberg beachfront was identified in Framework for Cape Town, 2017 (CESSF) as a offering a wide variety of recreational and s aims to further improve and prioritise unive includes a: |
| | | | | 3m wide universally accessible prometed in the beach access ramp in the order of the beach access ramp on western end of the beach access ramp on western end universal access to playground area. The ablution facilities in the central area and changing facilities. The project also incorporates easily a and access equipment. The Waves for Change building on providing assistance with universal be Additional wheelchair parking bays we brop and go embayment will be provided. |
| | | | | The entire promenade as well as ablution f chair. The project aims to further improve project area and for the facilities provided from the eastern, central and western ends of |
| | | | | See the "Development Proposal" subheading B (4.4) of the draft Basic Assessment Report fo |
| | | | | |

eas for watering and infiltration and to include able. A combination of natural (indigenous) lawn ble.

naintenance of any new infrastructure is of utmost opropriate plant species (indigenous, climatically cable locations.

ong with Figure 8 under Section B (4.4) of the draft

n the Coastal Economic and Spatial Strategic s one of the most universally accessible beaches d social opportunities in Cape Town. The project versal access over the entire project area, and

nenade,

e central area of the beachfront that also allows I out on a daily basis.

end of promenade from parking level.

a.

area include universally accessible toilets, showers

accessible storage space for beach wheelchair

n the beachfront will be repurposed for NGO's beach access and adaptive surfing.

will be demarcated.

rovided at the entrance circle to the beachfront.

a facilities will be universally accessible by wheel e and prioritise universal access over the entire ed. The promenade will have wheelchair access s as well as all other access points.

ng along with all associated figures under Section t for further details.



| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|---|------------------|------------------|--|---|
| Kotze, Johann johann@johannkotze.com | 26/09/2022 | | Hello To whom it may concern Herewith my comments on the proposed development plan for Muizenberg beachfront. It is exciting to hear about a much-needed city spend on the area MY 2 MAIN OBJECTIONS ARE 1. Demolishing of the existing historical public ablutions and beachfront entrance gate building in front of Empire. 2. Removal of the rocky point and historical rock steps/wall at the surfer's corner parking These changes are unnecessary and can be avoided. Progress and modernization out of character is a step back and not improvement. Restoration of the existing culture and history and appearance MUST be avoided. Altering the natural design of an area to make a slick walkway is unacceptable in this day and age. Please, PLEASE consider the call of the local community to respect the atmosphere and natural appearance of the Muizenberg vibe. Thank you, Johann | Heritage (ablution) It is the Coastal Management Branche infrastructure and plan and develop effect ablution location seaward of the coastal obeach, where the buildings foundations are wave action and variable beach levels is of perspective. Attempting to protect the ablust of beach around the building and nebuilding. Following the public comments received, landward of central shower plaza in close p the high pedestrian traffic zone for ease of u on universal access of the ablution facilities style and include universal access toilet/far showers with bench for seat along ablution as well as the shower at the pergola/event p taps for feet at ablution building are also in Figure 2 under Section B (4.4) of the draft Beablution building. Note that the decorative elements of the all no heritage value. The parts of the building the hipped roof. For formal heritage-related processes follow under section B (6.) of the draft Basic Assession Heritage (the Point) The heritage and sentimental value of the p the current location and condition of the steexposed to direct wave impact is not define e structure, it is coastal engineering of smooth alignments along the coast, avoid structures, which attract and focus wave ending the thip edestrian flow connecting the main walkway, and eliminates pedestrian and verification exercise to create residential error bases for the operational requirement, steps as part of the operational requirement, steps as part of the operational requirement. |

nes responsibility to manage all hard coastal ctive long-term coastal infrastructure. The existing I defence structure, located in the littoral active re currently being undermined due to exposure to s deemed unsustainable from a coastal defence iblution building in its current location will result in negatively affect sediment dynamics around the

d, the proposed ablution building is located just proximity to the existing, next to the beach within f use and to improve access. There is special focus es. The design shall maintain existing architectural family change rooms, and wheelchair accessible n building. Showers will be kept in the central area t pavilion on western side of beachfront. Knee level o included. See the "Development Proposal" and Basic Assessment Report for further details on the

ablution facility dates from the mid 80's and have ng that are older than 60 years are the walls and

wed, please see the "Heritage Resources " Theme ssment Report.

point masonry steps are acknowledged, however steps within the littoral active and inter-tidal zones, deemed a long-term sustainable location for a steps have sustained serious undermining and ety risk. In order construct a uniform, robust coastal g and sediment dynamics best practice to create voiding the construction of any headland type energy and could disrupt sediment dynamics.

n design motivation, the proposed design creates ain beachfront promenade area with the St James vehicle conflict in this area.

ne steps/point the proposed promenade and step rd. This allows reinstatement and creation of more ically was, connecting the two beach areas as it were constructed in the 1900's as part of land erven, currently known as the gravel parking area.

It, but regard the replacement of the corner/point nent to provide well designed and robust coastal required in the General background information

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|--|------------------|------------------|---|---|
| | | | | section. See the "Development Proposal" an Assessment Report for further details. For formal heritage-related processes follow under section B (6.) of the draft Basic Assess |
| Kriel, Gehard | 22/09/2022 | | Good afternoon Tarryn, | |
| gerhard@pioneerplastics.c o.za Via Email | | | I am sorry to bother you, but whilst I was on the website of The City of Cape Town, I found the proposed development at Muizenberg beach. The reason I was searching was to introduce our new product to The City. Finding your info and the proposed alterations, I asked myself if this igloo cannot replace the rotting wooden structures on the beaches. It can be produced in different colours, and it has numerous advantages vs the current structures. Can you please share with me your comments on my thoughts and perhaps be so kind to guide me to the right people that I should speak to? I am grateful for your time and assistance. Kind Regards, | Beach huts The City acknowledges the character val intend to keep the same number (8) of huts Due to the setback of the proposed coass and proposed promenade alignment interfer huts. At the time of refurbishment of the er notified that the promenade will be set back are currently located and that this location position of the beach huts. They will be central historical rhythm of small-small-large, as at 5 the shower plaza and beach side in order to them. See the "Colourful beach huts" subheading draft Basic Assessment Report for further de Nonetheless, your comment/proposal, emoti However, the above response addresses th |
| Kriel, Gerhard gerhard@pioneerplastics.c o.za Via Email | 27/09/2022 | | Gerhard. See appendix for attached document Many Thanks for the response on my mail. Are you able to guide me to the right people whom I should contact, please? With sincere thanks and appreciation, Gerhard. | The email and the request is noted. Infinity Assessment Practitioners, if you have speci review contents and advise accordingly. |

and Figure 4 under Section B (4.4) of the draft Basic

owed, please see the "Heritage Resources " Theme essment Report.

value of colourful beach huts at Muizenberg and uts within the beachfront.

astal protection and promenade, the excavation erfaces with the location of the existing eight beach e existing eight huts, the responsible persons were ack as part of the project to where the beach huts tion is therefore only temporarily available for the entrally located along the promenade where they tral shower area. Their arrangement will follow the at St James. The beach huts will be accessible from r to create an inviting environment on either side of

ng along with Figure 2 under Section B (4.4) of the details.

nail correspondence will be forwarded to the City. the current proposals for the Beach huts.

ity Environmental is the appointed Environmental ecific queries, you may forward them and we will

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|--|------------------|------------------|---|---|
| CustomeKritzingein, Sean <u>sean@gilt-edge.com</u> Via written comments at the Open House | 07/09/2022 | | Like the idea at removal of current ablutions to shack spotters NGO building. Keep existing huts as they are iconic to Muizenberg & brand for tourists. Add showers (outdoors) to each hut (x3). 1 show per 3 huts. More skateboard park to inside circular area parking spaces closest to lifestyles swtslop as dangerous to have it so close to pedestrians + disable off ramp. | New ablutions Following the public comments received landward of the central shower plaza in c within the high pedestrian traffic zone for ea focus on universal access of the ablution architectural style and include universal ac accessible showers with bench for seat alo central area as well as the shower at t beachfront. Knee level taps for feet at ablu See the "Development Proposal" and Fig Assessment Report for further details on the |
| | | | | NGO buildings The value of the NGO's in the beachfront buildings remain, Shark Spotters will keep of to improve universal beach access and the repurpose the existing Waves for Change k access and related NGO's. The building to beach access mats to be stored at the to daily use as well as storage of beach ac equipment. The building will also serve as building to facilitate the operations of Wo central circle area providing similar facilitie This has been discussed with and agreed of function and additional NGO services w community and are supported by the City. |
| | | | | The new building will also follow and suit th buildings. |
| | | | | See the "Buildings" subheading along with Assessment Report for further details. |
| | | | | Beach huts The City acknowledges the character val intend to keep the same number (8) of huts |
| | | | | Due to the setback of the proposed coast and proposed promenade alignment interfor huts. At the time of refurbishment of the er notified that the promenade will be set back are currently located and that this locatio position of the beach huts. They will be cen- will also act as a wind break to the central historical rhythm of small-small-large, as at \$ the shower plaza and beach side in order to them. |
| | | | | See the "Colourful beach huts" subheading draft Basic Assessment Report for further de |

ed, the proposed ablution building is located close proximity to the existing, next to the beach ease of use and to improve access. There is special tion facilities. The design shall maintain existing ccess toilet/family change rooms, and wheelchair long ablution building. Showers will be kept in the the pergola/event pavilion on western side of Jution building are also included.

igure 2 under Section B (4.4) of the draft Basic e ablution building.

t is acknowledged and valued. The existing NGO operating from its current location. The City seeks herefore the proposed design however intends to buildings to facilitate universal beach and surfing will be used to enable the large, cumbersome op of the proposed beach access ramp for easy access wheel chairs and other adaptive surfing s an operational base for related NGO's. A new Yaves for change will be constructed around the tes close to easy drop-off facilities and NMT routes. on with the Waves for Change. The existing NGO will continue to play an important role in the y.

the existing architectural language of the existing

th Figure 2 under Section B (4.4) of the draft Basic

alue of colourful beach huts at Muizenberg and uts within the beachfront.

astal protection and promenade, the excavation rfaces with the location of the existing eight beach existing eight huts, the responsible persons were ack as part of the project to where the beach huts ion is therefore only temporarily available for the entrally located along the promenade where they ral shower area. Their arrangement will follow the t St James. The beach huts will be accessible from to create an inviting environment on either side of

ng along with Figure 2 under Section B (4.4) of the letails.

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|--|------------------|------------------|--|---|
| | | | | Skatepark The City has decided that the installation of a currently feasible, thus it has been removed Shower The same number of outdoor shower facilitie in the existing beachfront. Additionally to the will be supplied at central locations. |
| Kruger, Adelherd Adelherdkruger1@gmail.c om Via written comments at the Open House | 07/09/2022 | | NO!NO!NO! It will spoil the beachfront. | Comment noted. Rationale and background Please see the rationale for the project: It is important to note the primary objective old wooden seawall and degraded stored started to fail. It is proposed to replace the revetment coastal defence in order to pri- coastal access, which will support the local to remain growing. Secondary to the coastal landward to comprise the upgrading of the as the optimisation of the parking area. expensive repair or unplanned emergency completed as part of the socio-economic si a significant benefit of completing the w considered plan based on coastal studies a collapse and replace it as an emergency in Public coastal infrastructure and services at Key infrastructure – such as the seaw design life and are beginning to fail Longstanding incomplete componen- are in further decline due to the high A reduction in maintenance budged public space and resultant underdd inefficient use of space. This reduction increasing pressure of the very high p General housekeeping and sense o bathing boxes derelict) which places risk Additionally, due to climate change and s heights are expected at the coastal defe Given the poor current state of the coastal of is not expected to withstand the expected the structure, which will lead to failure of overtopping under higher water levels. Rot |

of a skate park at the Muizenberg Beachfront is not ed from this project.

lities will be provided in similar central locations as the outside showers, low taps for washing of feet

ve of the project is the proactive replacement of ne steps that have passed their design-life and ne existing coastal defences with a new stepped provide effective coastal protection and public al socio-economic environment now and in future that protection is the extension of the project scope ne hard and soft landscaping and buildings as well a. Completing the project now avoids ongoing cy repair work. A cost benefit analysis has been a study component of the feasibility stage. It shows works as a once off project based on a wells and other supporting studies than to wait for it to intervention or piece-meal maintenance work.

at Muizenberg are in decline as:

awalls and revetments – are old, have passed their iil

nents of the precinct (such as gravel parking areas) gh use by oversubscribed parking needs

gets over many years has seen a decline in the rdevelopment of recreation areas as well as the tion in maintenance has been exacerbated by the h public use of the area

of place is failing (vegetation missing or eroded, ces the economic and social value of the space at

d sea level rise, increased water levels and wave effence structures of the Muizenberg beachfront. Al defences, the existing coastal defence structure ed wave impacts and related scour to the toe of of the coastal defences and/or damage due to tobust coastal infrastructure, informed by coastal required to ensure the beachfront is maintained precinct.

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|--|------------------|------------------|---|--|
| Kvalsvig, Catyering k:@netpoint.co.za | 07/09/2022 | | The position of the ablution block currently creates a wind barrier, a nice courlyard space around the outside showers and privacy from the flats and restaurants on the beach side. The building is also in character with the other building next to it. If there are structural faults, then I would prefer the building is strengthened and tidied up in situ. If it needs to move, then to build an identical building a few meters back and create siting space on the beach side. This would also remove the need to destroy the flower beds that have just been rehabilitated. Widening the walkway and moving the beach huts is ugly, unimaginative, out of character and a waste of money! I understand skateboarders have requested space but then make a skateboard ramp at the Surfers Corner end of the parking, so they are not where the elderly are walking and children playing, and making a noise next to the beach which is a restful place. Rather plant up the lawn zones with indigenous plants and create walkways and seating areas amongst the greenery. Creating more parking at Muizenberg doesn't take away and will exacerbate the problem that there is one access road where traffic gets jammed. In general, I think this development is a waste of money. I use the beach daily and find it fully functional and with good character. The money would be better spent on: 1. Educating people about litter, and policing littering, and a cleaning up the Muizenberg/Sandvlei/Strandfontein area to be more environmentally friendly and more attractive. 2. Developing the under-utilised community hall to be used as a market and/or entitlement areas which would create job opportunities and build local commerce. 3. Create better security along the beach -people are frequently robbed and mugged. 4. Sort out security on the trains so people come to the beach that oz rather than burning fossil fuels in cars. This would benefit people without cars too. 5. Make it possible to | Rationale and background It is important to note the primary objective old wooden seawall and degraded stone started to fail. It is proposed to replace the revetment coastal defence in order to pro coastal access, which will support the local storemain growing. Secondary to the coastal landward to comprise the upgrading of the farst the optimisation of the parking area. Or expensive repair or unplanned emergency completed as part of the socio-economic strat a significant benefit of completing the work considered plan based on coastal studies ar collapse and replace it as an emergency int Public coastal infrastructure and services at the Key infrastructure – such as the seawork design life and are beginning to fail Longstanding incomplete component are in further decline due to the high A reduction in maintenance budge public space and resultant underded inefficient use of space. This reduction increasing pressure of the very high p General housekeeping and sense of bathing boxes derelict) which places risk Additionally, due to climate change and set heights are expected at the coastal defend Given the poor current state of the coastal defend is not expected to withstand the expected the structure, which will lead to failure of to overtopping under higher water levels. Rob modelling and other site investigations, is re and physically supported to preserve the presend the structure and plan and develop effective ablution location seaward of the coastal defection ablution location seaward of the coastal defection abluting. Following the public commen |

re of the project is the proactive replacement of the steps that have passed their design-life and e existing coastal defences with a new stepped provide effective coastal protection and public al socio-economic environment now and in future al protection is the extension of the project scope thand and soft landscaping and buildings as well . Completing the project now avoids ongoing cy repair work. A cost benefit analysis has been study component of the feasibility stage. It shows works as a once off project based on a welland other supporting studies than to wait for it to intervention or piece-meal maintenance work.

t Muizenberg are in decline as:

walls and revetments – are old, have passed their I

ents of the precinct (such as gravel parking areas) In use by oversubscribed parking needs

gets over many years has seen a decline in the development of recreation areas as well as the on in maintenance has been exacerbated by the public use of the area

of place is failing (vegetation missing or eroded, es the economic and social value of the space at

sea level rise, increased water levels and wave ence structures of the Muizenberg beachfront. I defences, the existing coastal defence structure d wave impacts and related scour to the toe of the coastal defences and/or damage due to obust coastal infrastructure, informed by coastal required to ensure the beachfront is maintained precinct.

es responsibility to manage all hard coastal stive long-term coastal infrastructure. The existing defence structure, located in the littoral active e currently being undermined due to exposure to deemed unsustainable from a coastal defence blution building in its current location will result in egatively affect sediment dynamics around the

, the proposed ablution building is located just proximity to the existing, next to the beach within use and to improve access. There is special focus

| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|-----------------------------|---|
| | | | | on universal access of the ablution facilities. style and include universal access toilet/fan showers with bench for seat along ablution b as well as the shower at the pergola/event po taps for feet at ablution building are also in Figure 2 under Section B (4.4) of the draft Bo ablution building. |
| | | | | Note that the decorative elements of the ab no heritage value. The parts of the building the hipped roof. |
| | | | | For formal heritage-related processes followe under section B (6.) of the draft Basic Assessr |
| | | | | Concrete revetment Following public comment, areas landward concrete surfacing to paved areas using character and material use. |
| | | | | In order to sustain the harsh marine conditi future and to provide long-term robust revetment portion), concrete must be used for the coastal defence structure. In order to future storm events the 3m wide promen landward of the promenade will be surfa- seating wall, planters with indigenous plan landward spaces. The clay pavers perform w local temperatures as compared to ashpalt |
| | | | | To mitigate the impact of introducing concerning finish will be used as opposed to a typical earthy gravel look and feel, and tying into the beachfront businesses and next to the station |
| | | | | See the "Development Proposal" and Figur Basic Assessment Report for further details. |
| | | | | Skatepark The City has decided that the installation of a currently feasible, thus it has been removed |
| | | | | Soft landscaping Following public comment more planted are to these harsh conditions. Locally indigeno purposes will be planted instead. More plan the harsh False Bay coastal environment wil run-off will be directed into planted areas automatic irrigation when run-off not available and artificial grass will used where applicable |

es. The design shall maintain existing architectural amily change rooms, and wheelchair accessible in building. Showers will be kept in the central area pavilion on western side of beachfront. Knee level included. See the "Development Proposal" and Basic Assessment Report for further details on the

ablution facility dates from the mid 80's and have ng that are older than 60 years are the walls and

wed, please see the "Heritage Resources " Theme ssment Report.

rd of the 3m wide promenade was changed from g clay segmented pavers to align with existing

ditions and expected increase in wave energy in st coastal defence infrastructure (the stepped ed to provide the required strength and durability to sustain the expected wave overtopping during enade will also be concrete, but open spaces faced with permeable segmented clay pavers, lants, play areas or lawns, similar to the existing n well in the coastal environment and result in lower alt and dark gravel parking areas.

acrete, a sand coloured and exposed aggregate al grey concrete finish, providing a more natural the exposed aggregate concrete used along the tion building.

ure 2, 3, and 4 under Section B (4.4) of the draft

of a skate park at the Muizenberg Beachfront is not ed from this project.

areas are included. Trees are not climatically suited hous vegetation as well as lawn for recreational lanters for hardy indigenous vegetation suited to will be incorporated into the design. Storm water eas for watering and infiltration and to include lable. A combination of natural (indigenous) lawn able.

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| Comment by | Date received | Comment received | Comments/Concerns/Questions | Responses |
|------------|------------------|------------------|-----------------------------|---|
| | | | | Maintenance of any planted areas and ma importance to the project, hence only app suited plants) will be incorporated in applice |
| | | | | See the "Soft Landscaping" subheading alor Basic Assessment Report for further details. |
| | | | | Parking (plan) The existing eastern and western parking ar status quo regarding the overall number of p parking area refers to surfacing the parking way circulation, demarcation of pedestrian road way) and the addition of services su drainage. Formalised parking areas will be parking bays are surfaced with. The perme environment and result in lower local temper parking areas. Locally indignous vegetation and infrastructure. |
| | | | | See the "Parking Areas" subheading along draft Basic Assessment Report for further det |
| | | | | Train The Southern Line will not be returning to fill local government responsibility, however services and the devolution of rail functions Town". |
| | | | | |

naintenance of any new infrastructure is of utmost ppropriate plant species (indigenous, climatically icable locations.

long with Figure 8 under Section B (4.4) of the draft

areas shall be formalised and optimised and the of parking bays will be maintained. 'Formalising' the ng area, marking out parking bays, indicating one ian and vehicle movement areas (walkways and s such as area lighting and surface storm water be surfaced with the same material that exisitng rmeable clay pavers perform well in the coastal peratures as compared to ashpalt and dark gravel ion will be used to soften parking areas, buildings

g with Figures 2 and 5 under Section B (4.4) of the letails.

fill efficiency overnight. The passenger rail is not a er the City will "continue advocating for better hs to ensure a quality, reliable rail service for Cape

