

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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<p>Elesteer, Colin colinelesteer@tellkomsa.net † Via written comments at the Open House</p>	07/09/2022	<p>A creative and peachily concept. Also, an upgrade to Muizenberg A boost for the community as a whole!</p> <p>I recommend proposal A.</p>	<p>Comment noted.</p> <p>A hybrid of Option A and B have been considered in the draft Basic Assessment Report, see sections B 4.4 and H 1.3.</p>
<p>Eybers, Neil Neil.Eybers@capetown.gov.za † Via Email</p>	21/09/2022	<p>Dear Tarryn</p> <p>I am currently working within the Planning, Development and PM Office of the Community Services and Health Directorate.</p> <p>Our staff include Landscape Architects who are extremely talented and passionate about creating better public spaces.</p> <p>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</p> <p>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=dTL_TdONVBs</p> <p>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.</p> <p>How special if artistic elements such as a sea organ could be incorporated into the Muizenberg Beachfront Upgrade but linked to our indigenous peoples.</p> <p>Please let me know if this is even possible and how our department can engage more actively with the process being followed.</p> <p>Kind regards</p> <p>Neil Eybers Planning, Development & PMO (PDPMO) Community Services and Health Directorate</p>	<p>Sea Organ</p> <p>Comment noted. As the coastal defence structure is located above the high-water mark, on the crest of the beach, a sea organ will not be feasible. A sea organ needs to be permanently exposed to the water and wave motion to operate. Constructing such a structure will require construction below the low tide mark and will have a significant impact on the coastal dynamics.</p> <p>It should be noted that the primary objective of the project is the new stepped revetment coastal protection to proactively replace the old wooden seawall and degraded stone steps in order to maintain and preserve the Muizenberg beachfront. Secondary to the coastal protection is the landward portion of the project scope comprising of the upgrading of the hard and soft landscaping and buildings as well as the formalising of the parking area.</p> <p>The City of Cape Town's Coastal Management Branch have had internal discussions with the various line departments regarding the proposal and obtaining inputs from these departments, including Community Services and Health Directorate.</p>
<p>Fanakal, Steven stevenf@faircape.co.za † Via Website</p>	29/08/2022	<p>I would request copies or a link to the details plans relating to this proposed application.</p> <p>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.</p>	<p>A link was provided to download and view the plans presented at the Open-House.</p> <p>You have been registered as an interested and affected party.</p>

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<p>Farrell, Louise lfarrell568@gmail.com</p> <p>Via Email</p>	<p>16/09/2022</p>	<p>Hi there</p> <p>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:</p> <p>Option A:</p> <p>The Ablution Block</p> <ul style="list-style-type: none"> • Why does the ablution block need to be 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 <p>Area 5</p> <ul style="list-style-type: none"> • 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 <p>Area 2</p> <p>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 surf and is a key tourist destination and it would be a tragedy if this is affected by the removal of the wall/steps</p> <p>The coloured beach huts (recently restored). The replacement looks particularly cramped next to the pavilion. Again why not keep these huts where they are currently?</p> <p>The new parking area I cannot see where the road access is for this new parking?</p> <p>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?</p>	<p>You have been registered as an interested and affected party.</p> <p>New ablutions</p> <p>It is necessary to relocate the ablution building as it is currently built seaward of the coastal defence structures and is being damaged by sustained wave action as a result of being in the littoral active zone. Attempting to protect the building in its current location would result in the loss of beach around the building and negatively affect sediment dynamics in the area.</p> <p>Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>Views</p> <p>Regarding views, as the proposed ablution building is placed in line and just landward of the existing ablution building and is of similar size, the impact on views is similar to the existing arrangement. The proposed building roof arrangement has been optimised to improve the situation. The roof is split in two hipped roofs to create a new central view corridor and reduce the blocking that would result from a continuous roof. Furthermore, the existing planter between the shower plaza and parking area will remain wrap around the ablution building to further reduce the façade of the building.</p> <p>Shower</p> <p>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.</p> <p>Skatepark</p> <p>The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project.</p> <p>Ocean dynamics</p> <p>As per the PRDW Specialist Coastal Modelling reports, the proposed replacement of the existing wooden revetment with a concrete stepped revetment as coastal protection is not expected to influence the sediment dynamics, offshore sandbanks and surfing</p>

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			<p>conditions differently than the existing coastal protection structures. The project design considers climate change and sea level rise in the design of the coastal protection.</p> <p>See Section G (3.5) for a summary of the specialist coastal modelling studies. Additionally, the full reports can be found in Appendix G.</p> <p>Please note that during construction, temporary berms will likely be constructed seaward of the existing sea wall to serve as temporary coastal protection, any effect on the nearshore hydrodynamics caused during the construction is limited to the construction duration and to the area of work. Work will be executed in a sequence and thus only portions of the beach will be affected at a time and not the entire beachfront at once. Any effects are thus temporary of nature.</p> <p>Beach huts The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront.</p> <p>Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p> <p>See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Parking (road access) The access to the formalised western parking will be via the large Surfers' Corner circle and the access to the eastern increased parking area at the pavilion is at its current location.</p> <p>Access to railway line (footbridge) The train station and associated rail infrastructure is owned by PRASA and falls outside of the City's jurisdiction. Any upgrades within the rail reserve must therefore be undertaken by PRASA and is outside the scope of this project. This recommendation is supported particularly because of the station building's contribution to the character of the Muizenberg Beachfront and it's heritage significance.</p> <p>A level cross is most suitable and preferable rail crossing arrangement considering the use of space and beach activities as it provides the shortest travel distance and is easy to navigate with surfboards and other beach user equipment. A footbridge that is wheelchair accessible will require a long ramp, which are space hungry. Please also note that there are two gate entrances from the Station to the beachfront as well as a subway entrances from Main road to the beachfront.</p>
Favish, Judy judy.favish@uct.ac.za	22/09/2022	I support the comments contained in this attached document. REGARDS	Please see page 1 for response to:

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Via Email		<p>JUDY FAVISH</p> <p><i>Attached document:</i></p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN</p> <p>Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)</p>	<p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEACHFRONT: A CALL TO START OVER</p>
<p>Fee, Gareth garethfee@mweb.com</p> <p>Via written comments at the Open House</p>	07/09/2022	<p>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.</p> <p>I prefer option B.</p>	<p>The Point</p> <p>In order construct a uniform, robust coastal defence structure, it is coastal engineering and sediment dynamics best practice to create smooth alignments along the coast, avoiding the construction of any headland type structures, which attract and focus wave energy and could disrupt sediment dynamics.</p> <p>Additionally, by removing the existing stone steps/point the proposed promenade and step alignment retreats several meters landward. This allows reinstatement and creation of more beach space here closer to what it historically was, connecting the two beach areas as it historically was before the corner steps were constructed in the 1900's as part of land reclamation exercise to create residential erven, currently known as the gravel parking area.</p> <p>Ocean dynamics</p> <p>As per the PRDW Specialist Coastal Modelling reports, the proposed replacement of the existing wooden revetment with a concrete stepped revetment as coastal protection is not expected to influence the sediment dynamics, offshore sandbanks and surfing conditions differently than the existing coastal protection structures. The project design considers climate change and sea level rise in the design of the coastal protection.</p> <p>See Section G (3.5) for a summary of the specialist coastal modelling studies. Additionally, the full reports can be found in Appendix G.</p> <p>Please note that during construction, temporary berms will likely be constructed seaward of the existing sea wall to serve as temporary coastal protection, any effect on the nearshore hydrodynamics caused during the construction is limited to the construction duration and to the area of work. Work will be executed in a sequence and thus only portions of the beach will be affected at a time and not the entire beachfront at once. Any effects are thus temporary of nature.</p>
<p>Ferreira, Stefan stefan@cthechange.com</p> <p>Via Email</p>	15/09/2022	<p>Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,</p> <p>This submission is a response to the call for public comment on the proposed upgrade of the Muizenberg beachfront.</p> <p>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.</p>	<p>Your comment is noted.</p> <p>Parking</p>

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		<p>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.</p> <p>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.</p> <p>Sincerely,</p> <p>Stefan Ferreira</p> <p>079 538 0823</p> <p><i>Attached document:</i></p> <p>Stefan Ferreira Comment: Muizenberg beachfront Upgrade 15/09/22</p> <p>Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,</p> <p>I recognise and appreciate the efforts made by the City of Cape Town to restore our growing losing public coastal infrastructure such as the Muizenberg beachfront to protect from sea rise, however, the proposal in its current plans falls short in a lot of areas.</p> <p>Mainly, replacing the exiting gravel parking area with paving bricks.</p> <p>This comment includes four parts:</p> <p>I) Comments on the upgrade in general II) Recommendations III) Conclusion</p> <p>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.</p> <p>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.</p> <p>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:</p>	<p>The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The</p>

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		<p>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</p> <p>Comments on the upgrade in general</p> <p><u>The problem of less public space for people or do we want more parking</u></p> <p>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 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.</p> <p>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.</p> <p>The University of California, Los Angeles professor Donald Shoup (https://www.shoupdogg.com/) says "parking is fertiliser for more cars" (PDF) The High Cost of Free Parking (researchgate.net). Parking bay provision increases housing prices (Parking Requirement Impacts on Housing Affordability (vtpi.org)) and causes urban sprawl (https://theconversation.com/what-can-our-cities-do-about-sprawl-congestion-and-pollution-tip-scrap-car-parking-118393) - causing environmental degradation via land change as well as increasing travel distances. How can we meet our climate (South Africa pledges more ambitious climate targets AP News) and spatial equity goals (SoCR16-MainReport_02Spatial.pdf) when we do this?</p> <p>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.</p> <p>The proposed car park sits next to a public transport interchange and building a 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.</p>	<p>total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Policy alignment – Full <u>NMT</u> The Southern Suburbs District Plan classifies Muizenberg Beach as a Coastal Destination Place and highlights that a key concern is to retain public access to the beachfront. Since Muizenberg Beach is of metropolitan significance, it should be accessible to those living throughout the Metropolitan Area. The beach is accessed by non-motorised transport (cycling, skateboards, scooters, running, walking and paddling), public transport (railway, the Golden Arrow Bus service as well as taxis) and the private car. Although it is outside the scope of this project to improve the NMT and public transport system to the site, the project aims to consider the implications of the existing networks and potential future enhancements as well as improving NMT movement through the site and access to public transport facilities from the site.</p> <p>The project responds to the NMT strategy's policy statements in the following way:</p> <ul style="list-style-type: none"> o People are granted reasonable access to the beach o The safety of NMT users is prioritised by reducing conflict with vehicles and giving preference to cyclists and pedestrians o NMT users' needs are prioritised over that of the motorists by retaining all NMT routes at grade and requiring vehicles to ramp up to cross NMT routes o Muizenberg is Cape Town's flagship universal access beach and as such every attempt is made in the design to ensure that all walkways are universally accessible. o The accessibility of the beach is improved from a pedestrian and cyclist perspective by ensuring direct links to other NMT routes as well as continuous access to the beach along the promenade. <p>The parking area (along the railway line) to be resurfaced will be designed as such that it doubles as a public space for the use of events such as night markets.</p>

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		<p>With the Southern Line returning, this development contradicts not only the National Department of Transport and the Spatial Planning and Land Use Management Act (SPLUMA) but the array of policies and plans identifies above.</p> <p>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 transport interchange that speak to the array of crises we face from economic, biodiversity, transport, and climate to health.</p> <p><u>The problem of hard infrastructure to open public spaces</u></p> <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 only concrete being employed with no visible urban landscaping.</p> <p>Urgent clarity is needed on "soft landscaping."</p> <p>This decision is deeply worrying and seeks to further exacerbate our biodiversity and water crisis. Namely, the development is at odds with these plans:</p> <ol style="list-style-type: none"> I. Cape Towns Water Strategy and; II. City of Cape Town Climate Change Action Plan <p>Every redevelopment or development the city undertakes needs to be consistent with the above plans where Water Sensitive Urban Design (WSUD) (Water Sensitive Design Future Water (uict.ac.za)) and Biodiversity Sensitive Urban Design (BSUD) (Here's how to design cities where people and nature can both flourish (theconversation.com)) are employed.</p> <p>Water Sensitive Urban Design can bring the following benefits:</p> <ul style="list-style-type: none"> • Reduced volume of stormwater entering waterways, leading to an improved aquatic environment. • Improved stormwater quality, leading to improved water quality in rivers and bays. • Reduced reliance on drinking water to irrigate green spaces. • Flood mitigation by intercepting stormwater flows. • Improved biodiversity as a result of wetlands and rain gardens. • Decreased urban heat island effect as a result of increased green space and increased irrigation capacity. • Increased levels of permeable or unsealed soil and soil moisture. <p>Biodiversity Sensitive Urban Design can bring the following benefits:</p> <ul style="list-style-type: none"> • Protect and create a habitat for local endangered species • Help species disperse from the area. • Minimise anthropogenic threats caused by bad urbanisation. • Promote ecological processes of the area. • Encourage positive human-nature interactions through a new public space (a car park does not sit well). 	<p><u>IDP</u></p> <p>In accordance with IDP objective 10.2.A the project will ensure public access to Muizenberg Beach for residents across the City by</p> <ul style="list-style-type: none"> • creating safe and generous links for users from the beach to the train station and bus stop and between the bus stop and train station (IDP Objective 12.1.A); • ensuring that the promenade links with NMT facilities around the site, including the proposed class 4 NMT facility along Atlantic Road, the York Road connection to the mountain, the connection with the elevated promenade and the Coastal Walkway to St James; • retaining the status quo with regard to parking. <p>In accordance with IDP Objective 13.1 NMT links will include traffic calming measures, lighting and be universally accessible. By improving access to public transport and improved linkages to NMT facilities, the project aims to encourage beachgoers to use alternative modes of transport when commuting to the beach in order for the existing parking bays to meet the growing parking demand. In line with SDP Policy Statement 20, NMT will be prioritised in this project by ensuring that pedestrian walkways are continuous and where they cross vehicular circulation areas or parking areas, the pedestrian walkway remain at the same level and vehicles are required to ramp up and down. Paving is used to accentuate the walkway, particularly where it interacts with vehicles.</p> <p>By replacing the failing revetment along the beach with a stepped revetment, which will improve resilience to the impact of climate change, the project responds to IDP Objective 10 (and more specifically Objective 10.2) to 'restore and improve priority coastal infrastructure'.</p> <p><u>CIPT 2032</u></p> <p>According to the City's Integrated Public Transport Network 2032, Muizenberg Beach will continue to be serviced directly by the Southern Railway Line only (in addition to the taxis and GAB that are not accounted for in this plan). In line with Spatial Strategy 3 and Policy Statement 35 in the IDP, the project will improve NMT linkages through the site, to public transport, in order to facilitate affordable access to the beach for those within the transport catchment area. Bicycle storage facilities will also be provided close to the bus stop and railway station.</p> <p><u>Train</u></p> <p>The Southern Line will not be returning to full efficiency overnight. The passenger rail is not a local government responsibility, however the City will "continue advocating for better services and the devolution of rail functions to ensure a quality, reliable rail service for Cape Town".</p> <p><u>Taxi</u></p> <p>According to the 2014 and 2019 STATS SA General Household Survey, there is a reduction in the usage of trains as a mode of transport due to the commuter rail service decline, with people commuting with taxis approximately 4 times more than trains. Even if the reliability of the railway service is improved, the percentage people commuting to Muizenberg Beach with the train is unlikely to change dramatically as the Southern line does not service the majority of Cape Town's neighbourhoods and therefore does not offer a feasible transport alternative for the majority of Capetonians to the beach. The project recognizes the dominance of minibus taxis as mode of public transport, as per IDP</p>

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		<p>Please <u>read and consider this briefing note*</u> on how to employ WSUD and BSUD principles for car parking if my comment will be ignored. (*Link to briefing note broken at time of checking)</p> <p>Recommendations</p> <p>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:</p> <p>I. Use the space as a public space with mixed/multiple uses...consult 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. <u>We need to think proactively, not reactively.</u></p> <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:</p> <ul style="list-style-type: none"> A. Non-Motorised Transport like cycling and active mobility B. Golden Arrow Bus stop C. The Muizenberg Train station <p>III. Add cycling and other active mobility parking facilities</p> <p>IV. Connect to a segregated cycling lane (class 1 or 2) for the area</p> <p>V. Employ BSUD and WSUD principles for the whole development</p> <p>VI. Add more Golden Arrow buses. The current frequency is poor both to Simonstown and CBD, Cape Town</p> <p>Conclusion</p> <p>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.</p> <p>I hope this comment hopeful both to the team and public representatives.</p> <p>Together we can respond to the myriad of crises and be more caring and ethical through the spaces we produce as a city.</p> <p>Stefan Ferreira</p>	<p>Objective 12.1.C. The minibus taxis will continue to use the bus embayment to drop off commuters as well as the Main Road parallel parking bays, as they are currently doing. The parking bays within and around the site will also remain available should taxis park and wait for commuters.</p> <p><u>Cycling</u></p> <p>The CIP's vision for cycling is that "Cape Town is the premier Cycling City in South Africa where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike." To this effect, and in line with the Cycling Strategy's key focus areas the proposal provides people with the opportunity to cycle along the beach by widening the promenade; improves the safety of cyclists by reducing conflict with vehicles and giving preference to cyclists and pedestrian and providing cycling infrastructure. Bicycle parking will be well distributed across the site and located conveniently. Note that a class 4 Cycling route is planned for Atlantic Road, although implementation of bicycle lanes to the site is however beyond the scope of this project.</p> <p><u>Parking</u></p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See Section E (4.1 – 4.4, 10) of the draft Basic Assessment Report for a detailed description of how the Muizenberg Beachfront Refurbishment fits in with the applicable frameworks and policies.</p> <p>Concrete revetment</p> <p>Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p>

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			<p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Flanagan, Susan susandf@telkomsa.net</p> <p>Via Email</p>	<p>02/09/2022</p>	<p>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.</p> <p>It's a beautiful open space within the Muizenberg/St James/Kalk Bay area.</p> <p>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.</p> <p>Regards Sue</p>	<p>Your comments are noted.</p> <p>Recreation and Parks did a minor investment in Danger Beach Park in 2022.</p>
<p>Foret, Rene Rene.haggis@gmail.com</p> <p>Via Website</p>	<p>20/09/2022</p>	<p>Good day</p> <p>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.</p>	<p>Concrete revetment</p> <p>Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open</p>

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		<p>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.</p> <p>Sincerely Rene Foret</p>	<p>spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Formby, Heather formbyh@mweb.co.za</p> <p>Via Email</p>	<p>04/09/2022</p>	<p>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?</p> <p>Heather Formby Cape Town, South Africa +27 (0)82 769 9580 formbyh@mweb.co.za</p>	<p>Character (aesthetics) The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> • Panoramic views and open space • Central beach huts / bathing boxes • Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns • Local artwork on walls

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul style="list-style-type: none"> • Use of sandstone and granite in steps • Local indigenous plants in planters, including local initiatives to plant and maintain
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.	<p>Rationale and background</p> <p>It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>A draft Basic Assessment Report is available provided detailed information on the proposal, specialist inputs and assessment. All interested and registered I&APs are being notified of the availability of the report.</p>
Fraser, Neil neilfraser.kb@gmail.com Via Website	11/09/2022	Requested to be registered as an IAP.	You have been registered as an interested and affected party.
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

Comment by	Date received	Comments/Concerns/Questions	Responses
Via Email		<p>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)</p> <p>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.</p> <p>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 ocean / 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".</p> <p>Kind regards Carolyn Fulton 082 553 7706</p>	<p>It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Muizenberg beachfront is a Coastal Destination Place and is one of the most utilised and diverse coastal beachfronts in Cape Town and it has seen significant increase in popularity over the past years.</p> <p>Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. Muizenberg has the highest beach use by recreational users in Cape Town and it is also one of the top 20 international attractions in Cape Town, attracting an estimated 90 000 foreign visitors per year (Source: Economic Information Services, Barry Standish & John White, 2016).</p> <p>However, public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defense structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defense structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>of the public amenity and value gained over the years, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p> <p>Character (aesthetics) The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely “place holder” blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> • Panoramic views and open space • Central beach huts / bathing boxes • Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns • Local artwork on walls • Use of sandstone and granite in steps • Local indigenous plants in planters, including local initiatives to plant and maintain <p>Regarding the reflection of coastal dynamics in the design, the stepped revetment is a direct response to the dynamic nature of the changing beach levels. The coastal defence and promenade is designed to withstand the harsh False Bay climatic and wave conditions. The layout of the steps and promenade in the corner area as well as playground has been rounded and softened to mirror and reference natural dune, wave run-up and tidal washup/debris lines. The steps allow for continuous beach access at any beach level. The stepped structure is also less reflective to wave energy.</p> <p>A number of design changes have been implemented following public consultation. The following list provides a summary of the changes implemented to the landscaping, layout and artwork component of the project:</p> <ul style="list-style-type: none"> ○ Beach huts to be centrally located to serve as wind shelter for central shower plaza ○ Central plaza to remain central public node with showers. ○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. ○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space) ○ Include mosaic artwork at ablution buildings, showers and seating walls. ○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials

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			<ul style="list-style-type: none"> ○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. ○ Combination of natural lawn and artificial grass to be used where applicable. <p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.) <p>Concrete revetment</p> <p>Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
Funston, Tawnee Suanne Tsfunston@gmail.com Via Website	29/08/2022	Requested to be added as an IAP.	You have been registered as an interested 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
<p>Gamble, Cassandra mossccass@gmail.com</p> <p>Via Website</p>	<p>23/09/2022</p>	<p>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.</p> <p>My primary concern is: has sea level rise and the future need for protection of this heavily built area been considered in these plans?</p> <p>I know many think this is something that can be left for future generations, but I believe we should start to consider it now.</p> <p>How will protection from sea level rise be incorporated into this infrastructure in 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.</p> <p>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.</p>	<p>Rationale and background</p> <p>It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Concrete revetment</p> <p>Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing</p>

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			<p>landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Sea level rise The project cannot fully mitigate the impact of climate change with the proposed alignment in the long term as it is a large scale global problem, however the design is such that the revetment units can be reused and moved back when if required in future. Sea level rise is a driving factor behind this proposed development, and it has been taken into account in all design stages of the project. See subheadings "Scour protection" and "Coastal protection" under Section G (3.5) for further details on the contribution of the specialist coastal modelling studies on the coastal protection infrastructure design.</p>
<p>Gaunt, Tim Timgauntprivateguide@gmail.com</p> <p>Via Website</p>	<p>17/09/2022</p>	<p>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.</p> <p>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!</p>	<p>Concrete revetment Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Beach reclamation There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard.</p>

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			<p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p>

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			<p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p>
<p>Gawrisch, Henning henning@gawrisch.de Via Email</p>	<p>226/09/2022</p>	<p>Good afternoon</p> <p>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 through or planned by someone who knows our beachfront very well.</p> <p>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?</p> <p>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.</p> <p>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.</p> <p>I think the designs that have been presented to us are a good start but they would definitely need some revisions.</p>	<p>Concrete revetment Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking</p>

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		<p>Thank you very much,</p> <p>Kind regards,</p> <p>Henning Gawrisch, resident and daily beach visitor.</p>	<p>areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute</p>

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			<p>alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Ablution It is the Coastal Management Branches responsibility to manage all hard coastal infrastructure and plan and develop effective long-term coastal infrastructure. The existing ablution location seaward of the coastal defence structure, located in the littoral active beach, where the buildings foundations are currently being undermined due to exposure to wave action and variable beach levels is deemed unsustainable from a coastal defence perspective. Attempting to protect the ablution building in its current location will result in loss of beach around the building and negatively affect sediment dynamics around the building.</p> <p>Following the public comments received, the proposed ablution building is located just landward of central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included. See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>Note that the decorative elements of the ablution facility dates from the mid 80's and have no heritage value. The parts of the building that are older than 60 years are the walls and the hipped roof.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>Wind shelter The comment regarding wind protection is noted, Muizenberg is an exposed location subject to harsh False Bay and dominant south easterly wind. Creating small wind sheltered areas are not effective as it creates local wind eddies where fine windblown sand circulates and eventually accumulates, creating an unpleasant seating location. Large enough wind shelters to avoid the above mentioned are not deemed feasible as such structures will obstruct views and create hiding spaces posing a public safety risk.</p> <p>The proposed eight beach huts at the central shower plaza will however serve as wind shelter for the plaza. Surface undulations in the play area will also provide a small amount of wind shelter in the play area. The existing buildings as well as proposed ablution will also</p>

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			<p>provide some wind shelter.</p> <p>Heritage (the Point) The heritage and sentimental value of the point masonry steps are acknowledged, however the current location and condition of the steps within the littoral active and intertidal zones, exposed to direct wave impact is not deemed a long-term sustainable location for a headland structure. The stone masonry steps have sustained serious undermining and washout of fill material, posing a public safety risk. In order construct a uniform, robust coastal defence structure, it is coastal engineering and sediment dynamics best practice to create smooth alignments along the coast, avoiding the construction of any headland type structures, which attract and focus wave energy and could disrupt sediment dynamics.</p> <p>Furthermore, from a landscape and urban design motivation, the proposed design creates greater pedestrian flow connecting the main beachfront promenade area with the St James walkway, and eliminates pedestrian and vehicle conflict in this area.</p> <p>Additionally, by removing the existing stone steps/point the proposed promenade and step alignment retreats several meters landward. This allows reinstatement and creation of more beach space here closer to what it historically was, connecting the two beach areas as it historically was before the corner steps were constructed in the 1900's as part of land reclamation exercise to create residential erven, currently known as the gravel parking area.</p> <p>Thus, the City acknowledges the sentiment, but regard the replacement of the corner/point steps as part of the operational requirement to provide well designed and robust coastal defence infrastructure as described and required in the General background information section. See the "Development Proposal" and Figure 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>Character (aesthetics) The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> • Panoramic views and open space • Central beach huts / bathing boxes • Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with

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			<ul style="list-style-type: none"> • gargoyles, clay pavers and patterns • Local artwork on walls • Use of sandstone and granite in steps • Local indigenous plants in planters, including local initiatives to plant and maintain <p>Regarding the reflection of coastal dynamics in the design, the stepped revetment is a direct response to the dynamic nature of the changing beach levels. The coastal defence and promenade is designed to withstand the harsh False Bay climatic and wave conditions. The layout of the steps and promenade in the corner area as well as playground has been rounded and softened to mirror and reference natural dune, wave run-up and tidal washup/debris lines. The steps allow for continuous beach access at any beach level. The stepped structure is also less reflective to wave energy.</p> <p>A number of design changes have been implemented following public consultation. The following list provides a summary of the changes implemented to the landscaping, layout and artwork component of the project:</p> <ul style="list-style-type: none"> ○ Beach huts to be centrally located to serve as wind shelter for central shower plaza ○ Central plaza to remain central public node with showers. ○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. ○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space) ○ Include mosaic artwork at ablution buildings, showers and seating walls. ○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials ○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. ○ Combination of natural lawn and artificial grass to be used where applicable. <p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.)
<p>Gelbart, Pamela muizie@icloud.com Via Email</p>	<p>07/09/2022</p>	<p>Dear sir I live in balmoral flats which will certainly be affected by this new developments.</p> <p>Please. Update. Me. With all details concerning this. Improvement. Having lived there. During the best and worst. Of times</p> <p>Regards</p>	<p>Environmental Impact Assessment A NEMA Basic Assessment procedure is being undertaken to assess the environmental impact of the proposal – Infinity Environmental (Pty) Ltd was appointed to do this. Several studies informing the project feasibility and design have been considered, see list of studies undertaken below and the details contained within the draft Basic Assessment Report.</p> <p>Rationale and background</p>

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		Pamela. Gelbart	<p>It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>All background information and project motivation document (i.e. Project Charter and Project Scoping documents) were presented to subcouncil, who support the proposed project. Following completion of the feasibility stage, the outcome was presented to Subcouncil 19 and the technical report circulated to all relevant line departments for comment.</p>
Via Website	23/09/2022	<p>Hi all, I am a regular user of Muizenberg, usually via the St James walkway.</p> <p>I strongly support a new development in Muizenberg.</p> <p>However, I endorse the document "Call to start over again".</p> <p>Many thanks, Chris</p>	<p>Please see page 1 for response to:</p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEACHFRONT: A CALL TO START OVER</p>
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

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<p>peterg@petergilder.co.za</p> <p>Via Website</p>		<p>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.</p>	<p>Please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Pavilion This falls outside the scope of this project, but suggestions will be send to Parks and Recreation, however the future of the Muizenberg Pavilion is the subject of future planning for Muizenberg.</p>
<p>Giljam, Cherry cherrygiljam@gmail.com</p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>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".</p>	<p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhaced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indignous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In oder to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that 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 asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other</p>

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			<p>public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Skatepark The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project</p> <p>Character (aesthetics) The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of</p>

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			<p>buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> • Panoramic views and open space • Central beach huts / bathing boxes • Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns • Local artwork on walls • Use of sandstone and granite in steps • Local indigenous plants in planters, including local initiatives to plant and maintain <p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.)
<p>Giljam, Miles milesgiljam@mac.com</p> <p>Via Email</p>	<p>08/09/2022</p>	<p>Dear Tarryn and Infinity Environmental</p> <p>Thanks for welcoming us to the Muizenberg Beachfront Upgrade information day today.</p> <p>I am broadly supportive of the changes to the sea defences but have a few concerns.</p> <p>Summary:</p> <p>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.</p> <ol style="list-style-type: none"> 1. My main concern is that the plans are being drawn up without a broader 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 	<p>Project mandate</p> <p>Please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Community hall</p> <p>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 Muizenberg.</p>

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		<p>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.</p> <ol style="list-style-type: none"> 2. 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 creatively 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. 3. It would be good to use the back half of the gravel car park area to build some new double storey buildings for commercial premises. There were always hotels and homes on that site and it would work better again with some buildings. There could be parking on the ground floor under the buildings with commercial premises on the first floor. There could be some parking in front of the buildings. This proposal would work best once additional parking is found elsewhere in Muizenberg. 4. I love the idea of the upgrading of the children's play area. However, I am concerned that there is no shelter from the wind in the diagrams. The present children's play area is protected from the wind by the bathing boxes and this makes the space usable. Without the bathing boxes giving shelter the playground would be too cold and sand swept to be viable for kids to play there. 5. There seems to be a lot of concern about the views of the businesses in the area. I would be more worried about the shelter from the wind and easy access to facilities for the beach users. The joy of Muizenberg is that it is diverse and open for anyone and not dominated by commerce. We appreciate the local businesses but their needs cannot trump those of the beach users. It may be that you need to add in some additional wind break options. 6. Moving the ablutions towards the railway as proposed in option B would not be viable. They would be too far away from the users and would need kids to cross two roads at the traffic circle to get there. Moving the ablutions to the north of the present ablution area (option A) would remove the wind breaking protection they presently give to the showers and the sunken area. It would also block the view of the ocean from the pavement and parking area there. I think it may be best to leave the ablutions where they are and use that money for something else. 	<p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p>

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			<p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Playground The playground has been designed to fit in to the Muizenberg Beachfront area. Special attention has been given to ensuring it incorporates aspects representative of the local coastline. As little metal as possible will be used for the heat and corrosion reasons. The existing buildings and new ablution building will provide wind shelter to the new playground. The design ensures there is a visual linkage between the playground and the beach so that parents can observe their children.</p> <p>See the "Playground" subheading along with Figure 6 under Section B (4.4) of the draft Basic Assessment Report for further details on the design of the playground.</p> <p>Wind shelter The comment regarding wind protection is noted, Muizenberg is an exposed location subject to harsh False Bay and dominant south easterly wind. Creating small wind sheltered areas are not effective as it creates local wind eddies where fine windblown sand circulates and eventually accumulates, creating an unpleasant seating location. Large enough wind shelters to avoid the above mentioned are not deemed feasible as such structures will obstruct views and create hiding spaces posing a public safety risk.</p> <p>The proposed eight beach huts at the central shower plaza will however serve as wind shelter for the plaza. Surface undulations in the play area will also provide a small amount of wind shelter in the play area. The existing buildings as well as proposed ablution will also provide some wind shelter.</p> <p>New ablutions Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be</p>

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			<p>kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p>
<p>Gill, Anne tisanneherbs@gmail.com Via Email</p>	<p>25/09/2022</p>	<p>Dear Ms Solomon,</p> <p>As a person who has lived in Muizenberg 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.</p> <p>Where is the maintenance and upkeep of any of this.</p> <p>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.</p> <p>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</p> <p>We there for have no confidence in this proposal and we are sorry for visitors who end up swimming in toilet conditions.</p> <p>Yours faithfully, Anne Gill</p>	<p>Allocation of resources</p> <p>Please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>Coastal Management: Spatial Area of Responsibility:</p> <ul style="list-style-type: none"> The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDF and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so in terms of agreed operational protocols and/or Service Level Agreements (defined below) <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> Coastal hard infrastructure assets and coastal land and ecosystem management Coastal Planning, Upgrades and Development Coastal Policy and Regulation Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>The proposed alignment of the new revetment follows that of the existing revetments along the main promenade area, the promenade crest level increases by 0.5m and retreats 2m landward from the existing top seaward edge. The increased crest level takes account of sea level rise and overtopping, whilst still maintain seaward run-off of storm water and overtopping, as well as still maintain open views and beach access. New scour protection will be installed under the existing beach level, below expected future scour levels. The promenade and step alignment retreats several meters landward at the existing stepped corner area, allowing more beach area and connecting the two beach areas as it was before the corner steps were constructed as part of land reclamation in the early 1900's.</p>

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<p>Gill, Caroline carogill1973@gmail.com Via Website</p>	<p>03/09/2022</p>	<p>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 paving 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 pavements, 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?</p> <p>Glencairn beach is a similar example to this - we lost a lot of valuable parking and the pavements 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.</p> <p>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!</p>	<p>Concrete revetment Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other</p>

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			<p>public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Character (aesthetics) The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p>

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			<p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> • Panoramic views and open space • Central beach huts / bathing boxes • Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns • Local artwork on walls • Use of sandstone and granite in steps • Local indigenous plants in planters, including local initiatives to plant and maintain <p>Regarding the reflection of coastal dynamics in the design, the stepped revetment is a direct response to the dynamic nature of the changing beach levels. The coastal defence and promenade is designed to withstand the harsh False Bay climatic and wave conditions. The layout of the steps and promenade in the corner area as well as playground has been rounded and softened to mirror and reference natural dune, wave run-up and tidal washup/debris lines. The steps allow for continuous beach access at any beach level. The stepped structure is also less reflective to wave energy.</p> <p>A number of design changes have been implemented following public consultation. The following list provides a summary of the changes implemented to the landscaping, layout and artwork component of the project:</p> <ul style="list-style-type: none"> ○ Beach huts to be centrally located to serve as wind shelter for central shower plaza ○ Central plaza to remain central public node with showers. ○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. ○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space) ○ Include mosaic artwork at ablution buildings, showers and seating walls. ○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials ○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. ○ Combination of natural lawn and artificial grass to be used where applicable. <p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1)

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			<ul style="list-style-type: none"> - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.)
<p>Gill, Patrick enphysm@gmail.com</p> <p>Via Email</p>	<p>04/09/2022</p>	<p>Hello</p> <p>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)</p> <p>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.</p> <p>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%!) 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.</p> <p>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 Muizenberg's residents and many who enjoy visiting Muizenberg. As with many other 'trendy' areas in the Western Cape, there has been a consistent policy 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 futile 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 those who live in Muizenberg or enjoy visiting the beach front. I see this as another example of the western cape government wasting billions on cosmetic makeovers and rebranding projects intended to con investors while millions of people in the western cape have no homes, no water, no electricity.</p> <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.</p> <p>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</p>	<p>Rationale and background</p> <p>Due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>The primary objective of the project is the new stepped revetment coastal protection to proactively replace the old wooden seawall and degraded stone steps in order to maintain and preserve the Muizenberg beachfront. Secondary to the coastal protection is the landward portion of the project scope comprising of the upgrading of the hard and soft landscaping and buildings as well as the formalising of the parking area.</p> <p>Muizenberg beachfront is a Coastal Destination Place and is one of the most utilised and diverse coastal beachfronts in Cape Town and it has seen significant increase in popularity over the past years.</p> <p>Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. Muizenberg has the highest beach use by recreational users in Cape Town and it is also one of the top 20 international attractions in Cape Town, attracting an estimated 90 000 foreign visitors per year (Source: Economic Information Services, Barry Standish & John White, 2016). However, public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity and value gained over the years, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p> <p>When the project is being implemented</p> <p>The project is currently in preliminary design phase, during which feedback from the public participation (public open house and 30 day comment period) is taken into account,</p>

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		<p>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.</p> <p>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!</p> <p>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 let my opinions be known. I will share my misgivings with any who will listen, I will make 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.</p> <p>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.</p> <p>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.</p>	<p>making revisions to the feasibility designs, which were presented to the public, where applicable. The completed preliminary designs will be presented and assessed in the environmental impact assessment process and will also be presented to Subcouncil 19 in a public subcouncil meeting in March 2023. Following which further commenting periods will be available and the detail design and procurement phases will be concluded. Construction is planned to commence end 2024/early 2025 and be completed end of 2026.</p> <p>Concerns relating to corruption The City of Cape Town values good governance and needs to adhere to strict National procurement acts, thus the tender process for the appointment of the professional consulting team followed the City of Cape Town Supply Chain Management Policy (May 2019) as required by the South African Local government – Municipal Finance Management Act 1 of 2003. Appointment was approved via the Bid Adjudication Committee recommendation letter as required by the SCM policy. The utmost care and all required due diligence was taken to ensure a fair and equitable appointment was made.</p> <p>A similar rigorous procedure of open tender will be applied for the appointment of the construction contract.</p> <p>For more information please visit the City Supply Chain Management website: https://www.capetown.gov.za/Departments/Supply_Chain_Management_(SCM)_Department_or_Procurement_Portal_(capetown.gov.za). Alternatively more information is available at ECONOMIC AND HUMAN (capetown.gov.za)</p> <p>Exceeding budget and timeframes Please see the response above noting that the City of Cape Town values good governance.</p> <p>The disruptions will be temporary during the current estimated construction duration of 21 months will be kept to a minimum, by constructing in stages as opposed to constructing over the whole site at one time. Public will still be able to access beachfront businesses and there will be alternative access points to the beach during the project construction. The surfing area will remain open (no work in surf zone area).</p> <p>Prior to commencement of Construction as well as during Construction, the appointed Contractor shall require an approved environmental, health and safety and traffic accommodation plan to ensure safe access with minimized disruptions. The major construction work will preferably take place during the off-peak seasons although construction work is not expected to encroach the parking and shopfronts along Beach Road.</p> <p>Interests of the Muizenberg community / Concerns relating to who will benefit The project will improve the experience of beach users.</p> <p>Muizenberg beachfront is a Coastal Destination Place and is one of the most utilised and diverse coastal beachfronts in Cape Town and it has seen significant increase in popularity over the past years</p> <p>Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic</p>

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			<p>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. Muizenberg has the highest beach use by recreational users in Cape Town and it is also one of the top 20 international attractions in Cape Town, attracting an estimated 90 000 foreign visitors per year (Source: Economic Information Services, Barry Standish & John White, 2016). The project aims to further improve and prioritise universal access over the entire project area, and includes a:</p> <ul style="list-style-type: none"> o 3m wide universally accessible promenade, o 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. o Universal access ramp on western end of promenade from parking level. o Universal access to playground area. o The ablution facilities in the central area include universally accessible toilet, showers and changing facilities. o The project also incorporates easily accessible storage space for beach wheelchair and access equipment. o One of the existing two buildings on the beachfront will be repurposed for NGO's providing assistance with universal beach access and adaptive surfing. o Additional wheelchair parking bays will be demarcated. o Drop and go embayment will be provided at the entrance circle to the beachfront. <p>Local economy The project will improve the experience of beach users and restaurant patrons alike and should have a positive impact on tourism.</p> <p>Without functional coastal defense infrastructure, the landside recreational areas and infrastructure supporting the beachfront businesses will not be optimally functional and will lead to a socio-economic decline.</p> <p>Replacement of the coastal defence structure and promenade and improvements to the general recreational areas and ablution facility is expected to increase popularity of the area and support the local economy.</p> <p>Allocation of Resources/Funding As mentioned above, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work. PI</p>

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			<p>Furthermore, please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>Coastal Management: Spatial Area of Responsibility:</p> <ul style="list-style-type: none"> The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDF and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so in terms of agreed operational protocols and/or Service Level Agreements (defined below) <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> Coastal hard infrastructure assets and coastal land and ecosystem management Coastal Planning, Upgrades and Development Coastal Policy and Regulation Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p>
<p>Giusti, Paula giustipau@hotmail.com Via Email</p>	<p>08/09/2022</p>	<p>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.</p> <ol style="list-style-type: none"> 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 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 bicycle system that YOU can operate and bring people to the area but NO MORE CARS. 	<p>Rationale and background It is important to note, the primary objective of the project is the new stepped revetment coastal protection to replace the old wooden seawall and degraded stone steps. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Muizenberg beachfront is a Coastal Destination Place and is one of the most utilised and diverse coastal beachfronts in Cape Town and it has seen significant increase in popularity over the past years.</p>

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		<p>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.</p> <p>Please do not spoil what we have, we do NOT NEED your improvements.</p> <p><i>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.</i></p>	<p>Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. Muizenberg has the highest beach use by recreational users in Cape Town and it is also one of the top 20 international attractions in Cape Town, attracting an estimated 90 000 foreign visitors per year (Source: Economic Information Services, Barry Standish & John White, 2016).</p> <p>However, public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity and value gained over the years, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p> <p>Mandate and allocation of resources</p> <p>Please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>Coastal Management: Spatial Area of Responsibility:</p> <ul style="list-style-type: none"> • The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDF and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so in terms of agreed operational protocols and/or Service Level Agreements (defined below) <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> • Coastal hard infrastructure assets and coastal land and ecosystem management

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			<ul style="list-style-type: none"> • Coastal Planning, Upgrades and Development • Coastal Policy and Regulation • Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, • Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhaced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In oder to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existng parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront</p>

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			<p>precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Transport priorities</p> <p>Train The Southern Line will not be returning to fill efficiency overnight. The passenger rail is not a local government responsibility, however the City will "continue advocating for better services and the devolution of rail functions to ensure a quality, reliable rail service for Cape Town".</p> <p>Taxi According to the 2014 and 2019 STATS SA General Household Survey, there is a reduction in the usage of trains as a mode of transport due to the commuter rail service decline, with people commuting with taxis approximately 4 times more than trains. Even if the reliability of the railway service is improved, the percentage people commuting to Muizenberg Beach with the train is unlikely to change dramatically as the Southern line does not service the majority of Cape Town's neighbourhoods and therefore does not offer a feasible</p>

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			<p>transport alternative for the majority of Capetonians to the beach. The project recognizes the dominance of minibus taxis as mode of public transport, as per IDP Objective 12.1.C. The minibus taxis will continue to use the bus embayment to drop off commuters as well as the Main Road parallel parking bays, as they are currently doing. The parking bays within and around the site will also remain available should taxis park and wait for commuters.</p> <p>Cycling The CTP's vision for cycling is that "Cape Town is the premier Cycling City in South Africa where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike." To this effect, and in line with the Cycling Strategy's key focus areas the proposal provides people with the opportunity to cycle along the beach by widening the promenade; improves the safety of cyclists by reducing conflict with vehicles and giving preference to cyclists and pedestrian and providing cycling infrastructure. Bicycle parking will be well distributed across the site and located conveniently. Note that a class 4 Cycling route is planned for Atlantic Road, although implementation of bicycle lanes to the site is however beyond the scope of this project.</p> <p>Parking In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>New ablutions Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>Character (aesthetics) The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p>

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			<p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> • Panoramic views and open space • Central beach huts / bathing boxes • Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns • Local artwork on walls • Use of sandstone and granite in steps • Local indigenous plants in planters, including local initiatives to plant and maintain <p>Regarding the reflection of coastal dynamics in the design, the stepped revetment is a direct response to the dynamic nature of the changing beach levels. The coastal defence and promenade is designed to withstand the harsh False Bay climatic and wave conditions. The layout of the steps and promenade in the corner area as well as playground has been rounded and softened to mirror and reference natural dune, wave run-up and tidal washup/debris lines. The steps allow for continuous beach access at any beach level. The stepped structure is also less reflective to wave energy.</p> <p>A number of design changes have been implemented following public consultation. The following list provides a summary of the changes implemented to the landscaping, layout and artwork component of the project:</p> <ul style="list-style-type: none"> ○ Beach huts to be centrally located to serve as wind shelter for central shower plaza ○ Central plaza to remain central public node with showers. ○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. ○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space) ○ Include mosaic artwork at ablution buildings, showers and seating walls. ○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials ○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. ○ Combination of natural lawn and artificial grass to be used where applicable. <p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1)

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul style="list-style-type: none"> - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.)
<p>Giusti, Paula guiustipav@hotmail.com Via written comments at the Open House</p>	<p>07/09/2022</p>	<ol style="list-style-type: none"> 1. 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. 2. More people more rubbish. Where are the bins and big board encouraging to take the rubbish with you? 3. Local Muizenberg artists- must be involved in the design to do something local. 4. More green is needed. 5. Skateboard and rolling skates area instead of parking. 6. If train works -we do not need parking 7. Toilets close to the road-horrible idea 8. Waste of city money in so much parking & traffic which we do not need more. 	<p>Project mandate Please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>Coastal Management: Spatial Area of Responsibility:</p> <ul style="list-style-type: none"> • The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDF and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so in terms of agreed operational protocols and/or Service Level Agreements (defined below) <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> • Coastal hard infrastructure assets and coastal land and ecosystem management • Coastal Planning, Upgrades and Development • Coastal Policy and Regulation • Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, • Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as</p>

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			<p>the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Waste management Waste management for the beach will be addressed through Integrated Coastal Management Precinct Plans.</p> <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Skatepark The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project</p> <p>Station</p> <p>New ablution</p>
<p>Gluckman, Martina t_on_earth@hotmail.com Via Email</p>	<p>01/09/2022</p>	<p>Dear Tarryn</p> <p>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?</p> <p>Best wishes, Martina Gluckman</p>	<p>Infinity environmental has been running the community consultation process in liaison with the City as well as the Environmental Impact Assessment Process.</p> <p>A draft Basic Assessment Report providing details on the proposal, environmental context (biophysical, economic and social), specialist input and assessment is available for comment. Should you have any further queries beyond the information presented in the BAR, please email the EAP, Tarryn Solomon, to facilitate further engagement.</p>
<p>Gluckman, Martina t_on_earth@hotmail.com</p>	<p>07/09/2022</p>	<ul style="list-style-type: none"> • 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! • 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) 	<p>Lighting Area lighting is included and will be provided for the play area, central shower plaza, western and eastern parking areas as well as along the promenade. The beachfront will be lit to a minimum of a B1 classification of lighting.</p> <p>Concrete revelment Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p>

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		<ul style="list-style-type: none"> • Flow of traffic is important • I like option B 	<p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Waste management Waste management for the beach will be addressed through Integrated Coastal Management Precinct Plans.</p> <p>Wind shelter The comment regarding wind protection is noted, Muizenberg is an exposed location subject to harsh False Bay and dominant south easterly wind. Creating small wind sheltered areas are not effective as it creates local wind eddies where fine windblown sand circulates and eventually accumulates, creating an unpleasant seating location. Large enough wind shelters to avoid the above mentioned are not deemed feasible as such structures will obstruct views and create hiding spaces posing a public safety risk.</p> <p>The proposed eight beach huts at the central shower plaza will however serve as wind shelter for the plaza. Surface undulations in the play area will also provide a small amount of wind shelter in the play area. The existing buildings as well as proposed ablution will also provide some wind shelter.</p> <p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement</p>

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			See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).
Gold, Howie goldhome783@gmail.com	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 affected party.
Gryffenberg, Adele adele.gryffenberg@gmail.com	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 colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront. Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them. See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.
Gschwandtner, Stephanie stephanieg.hello@gmail.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 affected party.
Gunning, Kim kimwgunning@yahoo.com 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 project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Muizenberg beachfront is a Coastal Destination Place and is one of the most utilised and diverse coastal beachfronts in Cape Town and it has seen significant increase in popularity over the past years. 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

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		<p>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.</p> <p>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?</p> <p>In conclusion, I would like to propose that you concentrate on the walkway/wooden areas, upgrade the parkings and upgrade the EXISTING ablution blocks.</p> <p>With respect, Kim Gunning</p>	<p>offering a wide variety of recreational and social opportunities in Cape Town. Muizenberg has the highest beach use by recreational users in Cape Town and it is also one of the top 20 international attractions in Cape Town, attracting an estimated 90 000 foreign visitors per year (Source: Economic Information Services, Barry Standish & John White, 2016).</p> <p>However, public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defense structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defense structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity and value gained over the years, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p> <p>New ablutions Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the “Development Proposal” and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>The Impact on Views of Moving the Ablution Block As the proposed ablution building is placed in line and just landward of the existing ablution building and is of similar size, the impact on views is similar to the existing arrangement. The proposed building roof arrangement has been optimised to improve the situation. The roof is split in two hipped roofs to create a new central view corridor and reduce the blocking that would result from a continuous roof. Furthermore, the existing planter between the shower plaza and parking area will remain wrap around the ablution building to further reduce the façade of the building.</p>

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			<p>NGO Buildings The value of the NGO's in the beachfront is acknowledged and valued. The existing NGO buildings remain, Shark Spotters will keep operating from its current location. The City seeks to improve universal beach access and therefore the proposed design however intends to repurpose the existing Waves for Change buildings to facilitate universal beach and surfing access and related NGO's. The building will be used to enable the large, cumbersome beach access mats to be stored at the top of the proposed beach access ramp for easy daily use as well as storage of beach access wheel chairs and other adaptive surfing equipment. The building will also serve as an operational base for related NGO's. A new building to facilitate the operations of Waves for change will be constructed around the central circle area providing similar facilities close to easy drop-off facilities and NMT routes. This has been discussed with and agreed on with the Waves for Change. The existing NGO function and additional NGO services will continue to play an important role in the community and are supported by the City.</p> <p>The new building will also follow and suit the existing architectural language of the existing buildings.</p> <p>See the "Buildings" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Skatepark The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project.</p> <p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in</p>

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			<p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Gwynne-Evans, Dr. David capebio@gmail.com</p>	<p>03/09/2022</p>	<p>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.</p> <p>Dr. David Gwynne-Evans CEO of CASABIO.org The Home of Biodiversity 072 368 9244 ---- capebio@gmail.com www.casabio.org www.casabio.blogspot.com Instagram: https://www.instagram.com/thenakedbotanist/</p>	<p>Rationale and Background It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>All background information and project motivation document (i.e. Project Charter and Project Scoping documents) were presented to subcouncil, who support the proposed project. Following completion of the feasibility stage, the outcome was presented to Subcouncil 19 and the technical report circulated to all relevant line departments for comment.</p> <p>Character (aesthetics) The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters were merely “place holder” blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> • Panoramic views and open space • Central beach huts / bathing boxes • Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns • Local artwork on walls • Use of sandstone and granite in steps • Local indigenous plants in planters, including local initiatives to plant and maintain <p>Regarding the reflection of coastal dynamics in the design, the stepped revetment is a direct response to the dynamic nature of the changing beach levels. The coastal defence and promenade is designed to withstand the harsh False Bay climatic and wave conditions. The layout of the steps and promenade in the corner area as well as playground has been rounded and softened to mirror and reference natural dune, wave run-up and tidal washup/debris lines. The steps allow for continuous beach access at any beach level. The stepped structure is also less reflective to wave energy.</p> <p>A number of design changes have been implemented following public consultation. The following list provides a summary of the changes implemented to the landscaping, layout and artwork component of the project:</p> <ul style="list-style-type: none"> ○ Beach huts to be centrally located to serve as wind shelter for central shower plaza ○ Central plaza to remain central public node with showers. ○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. ○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space)

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul style="list-style-type: none"> o Include mosaic artwork at ablution buildings, showers and seating walls. o Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials o Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. o Combination of natural lawn and artificial grass to be used where applicable. <p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.) <p>Parking (plan) The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. 'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. Formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Beach reclamation There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard.</p> <p>Project mandate Please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>Coastal Management: Spatial Area of Responsibility:</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul style="list-style-type: none"> The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDF and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so in terms of agreed operational protocols and/or Service Level Agreements (defined below) <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> Coastal hard infrastructure assets and coastal land and ecosystem management Coastal Planning, Upgrades and Development Coastal Policy and Regulation Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Location of Bus Stop Please see response to the comment regarding priorities for expenditure noting the mandate, roles and responsibilities of the City of Cape Town's Coastal Management Branch, which is the branch of government undertaking this project.</p>

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 Via Email	08/09/2022		<p>I wish to make the following comments:</p> <p>With respect to ablution facilities, these should be next to the beach and 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.</p> <p>What provision has been made - if any - for outside showers, as are currently in place.</p> <p>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 would take up much more space.</p> <p>Best regards, Neil Harrison</p>	<p>New ablutions Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>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.</p> <p>Lockers This suggestion could be made to the managing authority of the bathing boxes.</p>
Hart, Gordon ghart@icon.co.za	22/09/2022		<p>Attention Tarryn Solomon</p> <p>Attached please find a scan of a 1970's aerial photo of the precinct with handwritten notes of suggested interventions.</p> <p>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.</p> <p>What has happened since the 1970's is that traffic and population has grown, and surfing has become far more popular.</p> <p>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.</p> <p>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. First step would be to revert to the previous layout with consideration being given to this being a fairly expensive pay parking option.</p> <p>The road system should be looked at serious consideration be given to making the entire entry and exit to this parking a one way system. I appreciate that this would result in outbound traffic down Sidmouth Road</p>	<p>Rationale and Background It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Muizenberg beachfront is a Coastal Destination Place and is one of the most utilised and diverse coastal beachfronts in Cape Town and it has seen significant increase in popularity over the past years.</p> <p>Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. Muizenberg has the highest beach use by</p>

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			<p>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.</p> <p>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.</p> <p>If it is still felt that there is insufficient parking the area on the east of the canal could also be utilised</p> <p>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!</p> <p>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.</p> <p>REGARDS</p> <p>Gordon Hart</p> <p><i>Attached document (also attached in appendix for full size viewing)</i></p>	<p>recreational users in Cape Town and it is also one of the top 20 international attractions in Cape Town, attracting an estimated 90 000 foreign visitors per year (Source: Economic Information Services, Barry Standish & John White, 2016).</p> <p>However, public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defense structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defense structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity and value gained over the years, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p> <p>Parking</p> <p>The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p>

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				<p>surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p>
<p>Hart, Tim tim.hart@aco-associates.com Via Email</p>	<p>23/09/2022</p>		<p>Dear Jeremy</p> <p>Thanks for setting up an informative meeting. Having been both a property owner and a resident over many years I have some ideas.</p> <p>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.</p> <p>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.</p> <ol style="list-style-type: none"> 1. Ideally Muizenberg Station and signal box need to be revised as otherwise, it will 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. 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. 	<p>Rationale and background</p> <p>It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Muizenberg beachfront is a Coastal Destination Place and is one of the most utilised and diverse coastal beachfronts in Cape Town and it has seen significant increase in popularity over the past years.</p> <p>Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. Muizenberg has the highest beach use by recreational users in Cape Town and it is also one of the top 20 international attractions in Cape Town, attracting an estimated 90 000 foreign visitors per year (Source: Economic Information Services, Barry Standish & John White, 2016).</p> <p>However, public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail

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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>I wish you all strength for the courageous work ahead.</p> <p>Best</p> <p>Tim Tim Hart</p>	<ul style="list-style-type: none"> • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is falling (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defense structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defense structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity and value gained over the years, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p> <p>The station The train station and associated rail infrastructure is owned by PRASA and falls outside of the City's jurisdiction. Any upgrades within the rail reserve must therefore be undertaken by PRASA and is outside the scope of this project. This recommendation is supported particularly because of the station building's contribution to the character of the Muizenberg Beachfront and it's heritage significance. In response, the Muizenberg Beachfront upgrade project will retain views to the station building and not introduce and vertical elements that will compete with the architect. Moreover, the project proposes to upgrade the station forecourt and pick up on the station paving in order to improve the setting of the building.</p> <p>See the "The Station" subheading along with Figure 5 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Heritage (general) For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>The design of all new buildings endeavours to incorporate the architectural language and library of the existing buildings in order to maintain the sense of place.</p>

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				<p>Heritage (ablutions) It is the Coastal Management Branches responsibility to manage all hard coastal infrastructure and plan and develop effective long-term coastal infrastructure. The existing ablution location seaward of the coastal defence structure, located in the littoral active beach, where the buildings foundations are currently being undermined due to exposure to wave action and variable beach levels is deemed unsustainable from a coastal defence perspective. Attempting to protect the ablution building in its current location will result in loss of beach around the building and negatively affect sediment dynamics around the building.</p> <p>Following the public comments received, the proposed ablution building is located just landward of central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included. See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>Note that the decorative elements of the ablution facility dates from the mid 80's and have no heritage value. The parts of the building that are older than 60 years are the walls and the hipped roof.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>Character (aesthetics) The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> • Panoramic views and open space • Central beach huts / bathing boxes • Existing buildings architectural style, which includes colour palette, plaster

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				<p>banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns</p> <ul style="list-style-type: none"> • Local artwork on walls • Use of sandstone and granite in steps • Local indigenous plants in planters, including local initiatives to plant and maintain <p>Regarding the reflection of coastal dynamics in the design, the stepped revetment is a direct response to the dynamic nature of the changing beach levels. The coastal defence and promenade is designed to withstand the harsh False Bay climatic and wave conditions. The layout of the steps and promenade in the corner area as well as playground has been rounded and softened to mirror and reference natural dune, wave run-up and tidal washup/debris lines. The steps allow for continuous beach access at any beach level. The stepped structure is also less reflective to wave energy.</p> <p>A number of design changes have been implemented following public consultation. The following list provides a summary of the changes implemented to the landscaping, layout and artwork component of the project:</p> <ul style="list-style-type: none"> ○ Beach huts to be centrally located to serve as wind shelter for central shower plaza ○ Central plaza to remain central public node with showers. ○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. ○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space) ○ Include mosaic artwork at ablution buildings, showers and seating walls. ○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials ○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. ○ Combination of natural lawn and artificial grass to be used where applicable. <p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.) <p>Concrete revetment</p>

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				<p>Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
Hathorn, Paula paulahathorn@gmail.com Via Website	21/09/2022		<p>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.</p> <p><i>Attached document:</i></p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN</p> <p>Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)</p>	<p>Please see page 1 for response to:</p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER</p>
Hattingh, Pamela +27 83 465 2450 Via WhatsApp	12/09/2022		<p>Good day.</p> <p>How do I register for the proposed upgrade at Muizenberg beach. I am a resident at the Empire Building.</p> <p>Regards Pamela Hattingh</p>	You have been registered as an interested and affected party.
Hattingh, Pamela +27 83 465 2450 Via WhatsApp	23/09/2022		<p>Ek bly in die Penthouse in die Empire gebou. My naam is Pamela Hattingh.</p> <p>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</p>	Die Stad Kaapstad erken die karakterwaarde van die kleurvolle strandhutte by Muizenberg en beoog om dieselfde aantal (8) hutte op die strand te behou. Die storte sal in die sentrale area behou word en die toilette sal verskuif word en in dieselfde styl as die huidige toilette herbou word. Die fokus van hierdie projek is

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			<p>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?</p>	<p>nie om die parkeerings probleem by die strand op te los nie. In plaas daarvan om aan die groeiende parkeeraanvraag te probeer voldoen of om parkering te verwyder met bykomende oopruimtevoorsiening, is die doel om die bestaande toestand te behou met 'n 5% afwykingsmerk. Die parkeerareas sal geformaliseer word en toegang tot die area sal behoue bly.</p>
<p>Head, Zann zann@iafrica.com Via written comments at the Open House</p>	<p>07/09/2022</p>		<p>Please protect +retain the changing huts + the Victorian ablution block- This is an important part of Muizenberg heritage.</p> <p>Please include planted areas within the new concrete steps/walkway.</p> <p>Thank you.</p>	<p>Beach huts The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront.</p> <p>Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p> <p>See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>New ablutions Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will used where applicable.</p>

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				<p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Hedley, Nick hedley.nick@gmail.com Via Email</p>	<p>03/09/2022</p>		<p>Hi there,</p> <p>Thanks for the opportunity to comment on the Muizenberg beachfront upgrade project.</p> <p>I would like to comment specifically on the plan to "formalise the western and eastern parking areas".</p> <p>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.</p> <p>It is outdated thinking to have such a prime piece of real estate reserved for cars.</p> <p>I understand that parking and budgets are an issue, but parking areas should never be on the beachfront in any case.</p> <p>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.</p> <p>Alternative ideas for that space:</p> <ul style="list-style-type: none"> - A small park - A small concert venue/theatre - A beach bar - A Ferris wheel or other attraction <p>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.</p> <p>It would be a mistake to formalise the parking area by paving over it.</p> <p>Thanks, Nick Hedley</p>	<p>Rationale and background</p> <p>It should be noted that the primary objective of the project is the new stepped revetment coastal protection to proactively replace the old wooden seawall and degraded stone steps in order to maintain and preserve the Muizenberg beachfront. Secondary to the coastal protection is the landward portion of the project scope comprising of the upgrading of the hard and soft landscaping and buildings as well as the formalising of the parking area.</p> <p>Alternative uses of this space is acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained.</p> <p>Along with the replacement of the existing coastal defences and resulting large construction work, the opportunity is utilized to neaten and pave the existing large, informal parking area. Permeable, segmented pavers, as used</p>

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<p>Heese, Ashleigh ashleigh.heese0@gmail.com Via Email</p>	<p>08/09/2022</p>		<p>Hello!</p> <p>Thank you for the opportunity to comment on the proposed Muizenberg upgrades.</p> <p>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 Vlei mouth and back. This would also link businesses at the corner to this area.</p> <p>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 to get there (which is very dangerous for children). It is also far removed from the public, which is a big safety concern for women.</p> <p>I think it is essential that Waves for Change and Shark Spotters remain an integral part of the community, and are not moved.</p> <p>Thanks again!</p>	<p>everywhere else in the beachfront, will be used for this purpose. This area is currently a vacant gravel open space on previously reclaimed and backfilled land, no new land or beach area will be reclaimed for this purpose.</p> <p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during</p>

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				<p>the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>New ablutions Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>NGO buildings The value of the NGO's in the beachfront is acknowledged and valued. The existing NGO buildings remain, Shark Spotters will keep operating from its current location. The City seeks to improve universal beach access and therefore the</p>

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				<p>proposed design however intends to repurpose the existing Waves for Change buildings to facilitate universal beach and surfing access and related NGO's. The building will be used to enable the large, cumbersome beach access mats to be stored at the top of the proposed beach access ramp for easy daily use as well as storage of beach access wheel chairs and other adaptive surfing equipment. The building will also serve as an operational base for related NGO's. A new building to facilitate the operations of Waves for change will be constructed around the central circle area providing similar facilities close to easy drop-off facilities and NMT routes. This has been discussed with and agreed on with the Waves for Change. The existing NGO function and additional NGO services will continue to play an important role in the community and are supported by the City.</p> <p>The new building will also follow and suit the existing architectural language of the existing buildings.</p> <p>See the "Buildings" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Heese, Susan Sue.heese@gmail.com</p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>		<ol style="list-style-type: none"> 1. Do not 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. 2. 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. 3. Consider more green open areas -places for buskers +stalls: 4. Consider extending the project along the pavilion walkway/bridge to attract more users on that side-less congestion 5. Where are skateparks, volleyball, play areas as in Green point Park????An outdoor shack/restaurant? A place for public shows or performances? 6. Include safely lockers for storing keys + valuables while people swim. 	<p>NGO buildings</p> <p>The value of the NGO's in the beachfront is acknowledged and valued. The existing NGO buildings remain, Shark Spotters will keep operating from its current location. The City seeks to improve universal beach access and therefore the proposed design however intends to repurpose the existing Waves for Change buildings to facilitate universal beach and surfing access and related NGO's. The building will be used to enable the large, cumbersome beach access mats to be stored at the top of the proposed beach access ramp for easy daily use as well as storage of beach access wheel chairs and other adaptive surfing equipment. The building will also serve as an operational base for related NGO's. A new building to facilitate the operations of Waves for change will be constructed around the central circle area providing similar facilities close to easy drop-off facilities and NMT routes. This has been discussed with and agreed on with the Waves for Change. The existing NGO function and additional NGO services will continue to play an important role in the community and are supported by the City.</p> <p>The new building will also follow and suit the existing architectural language of the existing buildings.</p> <p>See the "Buildings" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>New ablutions</p> <p>Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central</p>


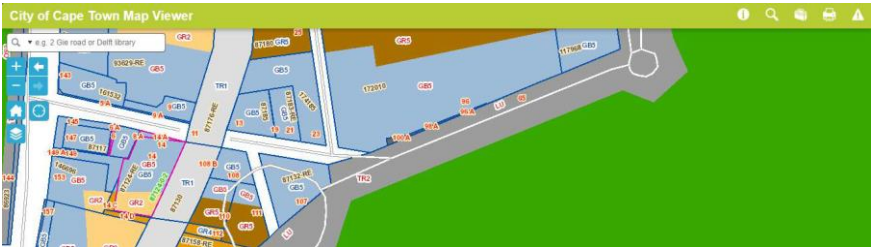
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				<p>area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Pavilion 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 Muizenberg.</p> <p>Skatepark The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project</p> <p>Lockers This suggestion could be made to the managing authority of the bathing boxes</p>
<p>Henderson, Tyrone tyronhenderson@gmail.com m</p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>		<ul style="list-style-type: none"> • 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. 	<p>Construction (disruption) The disruptions will be temporary in nature and kept to a minimum by constructing in stages as opposed to constructing over the whole site at one time. It is current estimated that construction will last 25 months. The public will still be able to access beachfront businesses and there will be alternative access points to the beach during the project construction. The surfing area will remain open (no work in surf zone area).</p> <p>Prior to commencement of construction as well as during construction, the appointed contractor shall be required to provide an approved environmental, health and safety and traffic accommodation plan to ensure safe access with minimized disruptions. The major construction work will preferably take place during the off-peak seasons although construction work is not expected to encroach the parking and shopfronts along Beach Road.</p>


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				<p>See the Environmental Management Programme in Appendix H of the draft Basic Assessment Report for further details on construction phasing plan.</p> <p>Sea level rise The project cannot fully mitigate the impact of climate change with the proposed alignment in the long term as it is a large scale global problem, however the design is such that the revetment units can be reused and moved back when if required in future. Sea level rise is a driving factor behind this proposed development, and it has been taken into account in all design stages of the project. See subheadings "Scour protection" and "Coastal protection" under Section G (3.5) for further details on the contribution of the specialist coastal modelling studies on the coastal protection infrastructure design.</p>
<p>Hendricks, Pamela +27 83 292 0974</p> <p>Via WhatsApp</p>	<p>20/09/ 2022</p>		<p>Good morning.</p> <p>I would like to comment on the proposed upgrade of the Muizenberg beachfront.</p> <p>Having lived in Muizenberg for 41 years, I have seen a lot of changes. Some good, some...like the Peppermint Palace and the BP Garage, not so good.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you. Pamela Hendricks</p>	<p>Project mandate Please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>Coastal Management: Spatial Area of Responsibility:</p> <ul style="list-style-type: none"> The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDF and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so in terms of agreed operational protocols and/or Service Level Agreements (defined below) <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> Coastal hard infrastructure assets and coastal land and ecosystem management Coastal Planning, Upgrades and Development Coastal Policy and Regulation Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the</p>

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				<p>coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Concrete revetment Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Character (aesthetic) The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> • Panoramic views and open space • Central beach huts / bathing boxes • Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns


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				<ul style="list-style-type: none"> • Local artwork on walls • Use of sandstone and granite in steps • Local indigenous plants in planters, including local initiatives to plant and maintain <p>Regarding the reflection of coastal dynamics in the design, the stepped revetment is a direct response to the dynamic nature of the changing beach levels. The coastal defence and promenade is designed to withstand the harsh False Bay climatic and wave conditions. The layout of the steps and promenade in the corner area as well as playground has been rounded and softened to mirror and reference natural dune, wave run-up and tidal washup/debris lines. The steps allow for continuous beach access at any beach level. The stepped structure is also less reflective to wave energy.</p> <p>A number of design changes have been implemented following public consultation. The following list provides a summary of the changes implemented to the landscaping, layout and artwork component of the project:</p> <ul style="list-style-type: none"> ○ Beach huts to be centrally located to serve as wind shelter for central shower plaza ○ Central plaza to remain central public node with showers. ○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. ○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space) ○ Include mosaic artwork at ablution buildings, showers and seating walls. ○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials ○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. ○ Combination of natural lawn and artificial grass to be used where applicable. <p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.) <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as</p>

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				<p>well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will be used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Hendriksz, Karlo karlo.hendriksz@gmail.com</p> <p>Via Email</p>	<p>26/09/2022</p>		<p>Good afternoon,</p> <p>Thank you for the opportunity to comment on the proposed Muizenberg Beach Upgrade.</p> <p>Please find attached:</p> <ul style="list-style-type: none"> • Support & Suggestions letter • Support & Suggestions on MuizenbergBeach_DesignPosters_OptionA - pages 1 & 4 <p>Looking forward to the further processing and some interesting upgrades to our amazing tourist node.</p> <p>Regards, Karlo Hendriksz Cell: 073 72 333 99</p> <p><i>Attached documents (these documents are also in the appendix for full size viewing):</i> Support & Suggestions by Karlo Hendriksz, local town planner & resident</p> <p>26 September 2022</p> <p>To: Infinity Environmental / comments@infinityenv.co.za</p> <p>Muizenberg Beach Upgrade</p> <p>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.</p>	<p>Project mandate Please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>Coastal Management: Spatial Area of Responsibility:</p> <ul style="list-style-type: none"> • The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDP and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so in terms of agreed operational protocols and/or Service Level Agreements (defined below) <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> • Coastal hard infrastructure assets and coastal land and ecosystem management • Coastal Planning, Upgrades and Development • Coastal Policy and Regulation • Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, • Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-</p>


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			<p>From Option A & B the following similarities are noted:</p> <ul style="list-style-type: none"> The interface onto the beach will be improved Parking is being formulised <p>From Option A & B the following differences are noted:</p> <ul style="list-style-type: none"> The abluion and NGO buildings are in different positions <p>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/.</p> <p>The larger section of the study area is on Remainder Erf 87374 Cape Town, which is zoned Open Space (Public – OS2).</p>  <p>The smaller section of the study area falls on the following properties with their associated zonings:</p> <ul style="list-style-type: none"> Erven 87134: General Residential (GR5) Erven 87135-RE, 87158-RE, 87137, 87138, 87139-RE, 87141-RE, 87142-RE: General Residential (GR4) Erf 87143: Transport Zone (TR2) Erf 87114-RE: Transport Zone (TR1) & Open Space (Public – OS2) 	<p>economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>New ablutions Following the public comments received, the proposed abluion building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the abluion facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along abluion building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at abluion building are also included.</p> <p>See the “Development Proposal” and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the abluion building.</p> <p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhaced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg’s sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indiginous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>‘Formalising’ the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In oder to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existig 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. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public</p>

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			 <p>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 <i>Muizenberg Beach_Design Posters -_Option A</i>:</p> <p>1. The Station Forecourt The station has a phenomenal building and property that is totally underutilised and mismanaged – stating the obvious.</p> <p>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 accessible to disabled people and parents with baby strollers.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>A tidal pool in this position would be beneficial for various reasons including:</p> <ul style="list-style-type: none"> • 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 • 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. <p>The local tidal pool hero, Lisa Beasley, through her tidal pool documentary – Secret Cape Town (ref: https://secretcapetown.co.za/the-lisa-beasley-tidal-documentary/) has</p>	<p>transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>The station</p>

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			<p>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-t-tidal-pools-by-end-of-the-year).</p> <p>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.</p> <p>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.</p> <p>2. Beach Steps 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.</p> <p>3. Ablution Buildings What a brilliant idea to remove / move this structure and open up the beach!</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>The train station and associated rail infrastructure is owned by PRASA and falls outside of the City's jurisdiction. Any upgrades within the rail reserve must therefore be undertaken by PRASA and is outside the scope of this project. This recommendation is supported particularly because of the station building's contribution to the character of the Muizenberg Beachfront and it's heritage significance. In response, the Muizenberg Beachfront upgrade project will retain views to the station building and not introduce and vertical elements that will compete with the architect. Moreover, the project proposes to upgrade the station forecourt and pick up on the station paving in order to improve the setting of the building.</p> <p>See the "The Station" subheading along with Figure 5 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Playground The playground has been designed to fit in to the Muizenberg Beachfront area. Special attention has been given to ensuring it incorporates aspects representative of the local coastline. As little metal as possible will be used for the heat and corrosion reasons. The existing buildings and new ablution building will provide wind shelter to the new playground. The design ensures there is a visual linkage between the playground and the beach so that parents can observe their children.</p> <p>See the "Playground" subheading along with Figure 6 under Section B (4.4) of the draft Basic Assessment Report for further details on the design of the playground.</p> <p>Beach huts The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront.</p> <p>Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p> <p>See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>NGO buildings The value of the NGO's in the beachfront is acknowledged and valued. The existing NGO buildings remain, Shark Spotters will keep operating from its current location. The City seeks to improve universal beach access and therefore the</p>

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			 <p>6. Planters with seat walls As per '4' above.</p> <p>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.</p> <p>8. Parking The more parking made available; the more people will come to the beach. However, formalising parking typically reduces the amount of parking spaces.</p> <p>Maybe some changes could be considered to the various parking areas as noted on the plan, i.e.:</p> <ul style="list-style-type: none"> • 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. • 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. <p>9. Beach Huts This is a painful discussion for any resident of Muizenberg, and a host of others.</p> <p>The boxes have not been looked after, is made of poor quality that cannot withstand the harsh element, including the unwanted 'after</p>	<p>proposed design however intends to repurpose the existing Waves for Change buildings to facilitate universal beach and surfing access and related NGO's. The building will be used to enable the large, cumbersome beach access mats to be stored at the top of the proposed beach access ramp for easy daily use as well as storage of beach access wheel chairs and other adaptive surfing equipment. The building will also serve as an operational base for related NGO's. A new building to facilitate the operations of Waves for change will be constructed around the central circle area providing similar facilities close to easy drop-off facilities and NMT routes. This has been discussed with and agreed on with the Waves for Change. The existing NGO function and additional NGO services will continue to play an important role in the community and are supported by the City.</p> <p>The new building will also follow and suit the existing architectural language of the existing buildings.</p> <p>See the "Buildings" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Ocean dynamics As per the PRDW Specialist Coastal Modelling reports, the proposed replacement of the existing wooden revetment with a concrete stepped revetment as coastal protection is not expected to influence the sediment dynamics, offshore sandbanks and surfing conditions differently than the existing coastal protection structures. The project design considers climate change and sea level rise in the design of the coastal protection.</p> <p>See Section G (3.5) for a summary of the specialist coastal modelling studies. Additionally, the full reports can be found in Appendix G.</p> <p>Please note that during construction, temporary berms will likely be constructed seaward of the existing sea wall to serve as temporary coastal protection, any effect on the nearshore hydrodynamics caused during the construction is limited to the construction duration and to the area of work. Work will be executed in a sequence and thus only portions of the beach will be affected at a time and not the entire beachfront at once. Any effects are thus temporary of nature.</p> <p>Tidal Pool Comment noted. The construction of a new tidal pool is however beyond the scope of this project, but implementing universal access will be considered at the existing City tidal pools.</p>

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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p><i>Second attached document (see appendix for full size viewing)</i></p>	

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<p>Hendriksz, Karlo karlo.hendriksz@gmail.com Via Email</p>	<p>08/09/2022</p>		<p>Good day Tarryn,</p> <p>I attended your 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.</p> <p>May I ask for PDF or even DWG/DXF copies of the large plans presented at the open day?</p> <p>https://www.capetown.gov.za/Media-and-news/City%20commences%20with%20first%20Public%20Participation%20Process%20for%20Muizenberg%20Beachfront%20upgrade</p> <p>Note that it seems like the city may have mixed up your cell and land line number on this post.</p> <p>Regards, Karlo Hendriksz Cell: 0737233399</p>	<p>As noted, the PDF was placed on the website for download. This was communicated to all meeting attendees.</p> <p>Furthermore, the preliminary design will be incorporated in the draft Basic Assessment report, on which the interested and affected parties will have a 30 day comment period.. You will/may have been notified of the availability of the report for comment.</p>
<p>Herman, Leigh leighherman0@gmail.com</p>	<p>05/09/2022</p>	<p>Via Website</p>	<p>Requested to be registered as an IAP.</p>	<p>You have been registered as an interested and affected party.</p>
<p>Hirschowitz, Barbara thehirschys@iafrica.com</p>	<p>31/08/2022</p>	<p>Via Email</p>	<p>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</p>	<p>Rationale and background The primary objective of the project is the new stepped revetment coastal protection to proactively replace the old wooden seawall and degraded stone steps in order to maintain and preserve the Muizenberg beachfront. Secondary to the coastal protection is the landward portion of the project scope comprising of the upgrading of the hard and soft landscaping and buildings as well as the formalising of the parking area.</p> <p>The project objectives and scope as supported by Subcouncil include:</p> <ul style="list-style-type: none"> The primary scope of the project is to replace the existing wooden revetment (coastal protection structure) along the beachfront, which has

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				<p>passed its design life and has started to fail. The project is a proactive replacement to avoid costly emergency repair work. Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p> <p>It is proposed to implement a stepped revetment for this purpose as it serves as coastal protection, but also provides easy beach access and seating along its length. The coastal protection structure not only supports the promenade and landside recreational areas, but also protects important sewer and storm water pipelines as well as other municipal infrastructure, buildings, and parking area.</p> <ul style="list-style-type: none"> • Secondly, the slumping and undermined/scoured masonry step structure in the corner, which is located in the inter-tidal wave run-up zone on previously reclaimed beach area, will be replaced similar to the wooden revetment in order to: <ul style="list-style-type: none"> ○ Provide long-term effective coastal protection and to create a uniform coastal protection and in doing so ○ Link the promenade at a flat gradient directly with the Coastal Walk to St James and ○ Restore the connection between the two beach areas as it was historically. • Similarly, to provide effective long-term coastal infrastructure, the existing abluion facility, currently being undermined due to its unsustainable location on the beach within the littoral active and wave run-up zone, needs to be demolished, and reconstructed at a retreated location landward of the proposed coastal protection structure. • Along with the replacement of the existing coastal defences and resulting large construction work, the opportunity is utilized to neaten and pave the existing large, informal parking area. Permeable, segmented pavers, as used everywhere else in the beachfront, will be used for this purpose. This area is currently a vacant gravel open space on previously reclaimed and backfilled land, no new land or beach area will be reclaimed for this purpose. <p>The following list provides a summary of design changes implemented in the preliminary phase following public consultation:</p> <ul style="list-style-type: none"> • Ablution and NGO buildings: <ul style="list-style-type: none"> ○ New Ablution Facility to be located at central shower plaza but shifted landward of the central shower area to be protected by the proposed stepped revetment. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along abluion building. ○ Keep showers in central area as well as shower at the pergola/event pavilion on western side of beachfront.

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				<ul style="list-style-type: none"> ○ Include knee level taps for feet at ablution building. ○ Existing Shark Spotters building to remain as is. ○ Existing Waves for Change Building to be repurposed to allow for NGO's providing universal beach and surfing opportunities. The building shall include reception area, storage area for beach access mat and other equipment as well as storage for prosthetics and normal user wheelchairs. All buildings to follow existing architectural style. ○ A new building to house Waves for Change NGO to be constructed like for like near western parking area. This has been discussed with and accepted by the NGO. ○ Retain the existing pergola/event pavilion at the western side of the beachfront, position will be setback to allow for construction of the proposed stepped revetment coastal protection. To allow the aforementioned a new pergola will be designed and constructed like for like to suite coastal defence/promenade set back. <p>Landscaping, layout and artwork:</p> <ul style="list-style-type: none"> ○ Beach huts to be centrally located to serve as wind shelter for central shower plaza ○ Skating facilities removed from central plaza area, alternative locations to be investigated. Central plaza to remain central public node with showers. ○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. ○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space) ○ Include mosaic artwork at ablution buildings, showers and seating walls. ○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials ○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. ○ Combination of natural lawn and artificial grass to be used where applicable. <ul style="list-style-type: none"> ● Parking areas <ul style="list-style-type: none"> ○ Breaking the single large parking area along the railway line by introducing landscaping areas between the bay and also add pedestrian links through. ○ Use segmented pavers similar to existing. Roadways and parking bays to have different colour pavers similar to existing ○ Consider the historic PRASA Signal Box development (by others) in proposed plans. ○ Ensure sufficient sea facing parking bays along edge. ○ Include mountable kerbs to allow vehicular access pass station

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				<p>forecourt.</p> <ul style="list-style-type: none"> ○ Minimal intervention to eastern parking area, indicate parking bays and re-surface i.e., keep wall. Leave area north of Pavilion as is. ○ Bus Embayment location to remain. ○ Add bicycle racks in applicable positions spread over beachfront. <ul style="list-style-type: none"> ● Stepped revetment and promenade <ul style="list-style-type: none"> ○ Use fine exposed aggregate surface finish and sand stone/light brown colour as concrete finish for stepped revetment and concrete promenade. ○ Retreat, round and smooth corner step design as opposed to jagged step widenings ○ Position universal beach access ramp at central plaza, ramp width to allow easy deployment of beach access mat ○ Implement intermediate 0.25m x 0.5m steps along main longitudinal promenade area. ○ Widening area to have 0.5m step and wide seating areas as indicated in corner area ○ Implement easy climb steps with hand rails, 6 easy climb flights spread over beachfront incorporated in stepped revetment ○ Reclaim and reuse large sandstone blocks from historic corner steps and incorporate as steps into revetment where applicable. ○ Design stepped revetment block units to be removable and re-useable in future if required.
<p>Hofmeyr, Stuart stuhofmeyr@gmail.com</p> <p>Via Website</p>	<p>31/08/2022</p>		<p>Requested to be added as an IAP.</p>	<p>You have been registered as an interested and affected party.</p>
<p>Holmes, Craig craigholmes@gmail.com</p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>		<p>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.</p>	<p>Rationale and background</p> <p>It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Public coastal infrastructure and services at Muizenberg are in decline as:</p>

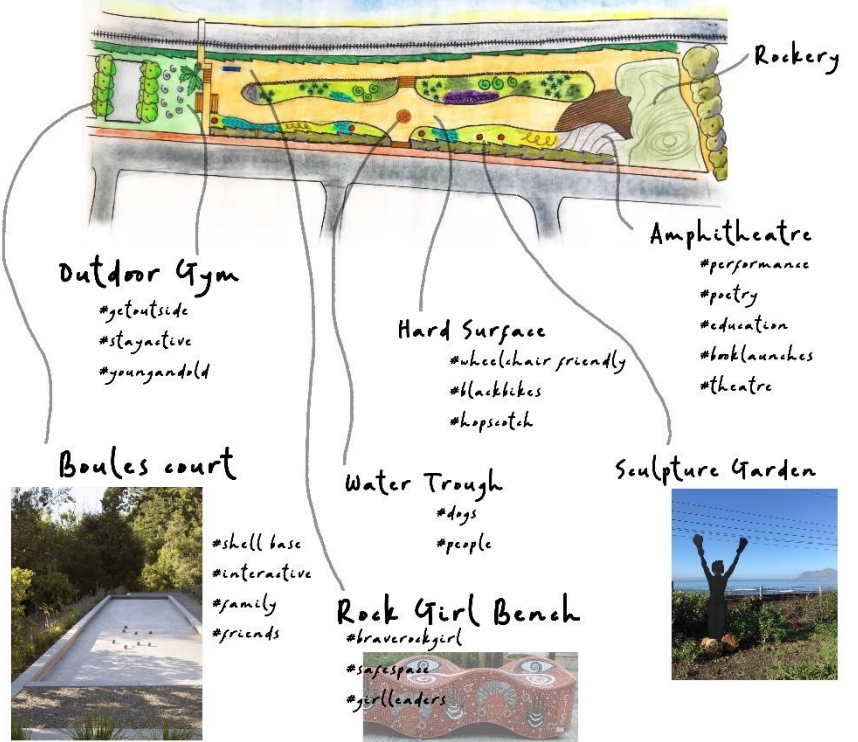

Comment by	Date received	Comment received	Comments/Concerns/Questions	Responses
				<ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail. • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Character (aesthetics) The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely “place holder” blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> • Panoramic views and open space • Central beach huts / bathing boxes • Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns • Local artwork on walls • Use of sandstone and granite in steps • Local indigenous plants in planters, including local initiatives to plant and maintain

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				<p>Regarding the reflection of coastal dynamics in the design, the stepped revetment is a direct response to the dynamic nature of the changing beach levels. The coastal defence and promenade is designed to withstand the harsh False Bay climatic and wave conditions. The layout of the steps and promenade in the corner area as well as playground has been rounded and softened to mirror and reference natural dune, wave run-up and tidal washup/debris lines. The steps allow for continuous beach access at any beach level. The stepped structure is also less reflective to wave energy.</p> <p>A number of design changes have been implemented following public consultation. The following list provides a summary of the changes implemented to the landscaping, layout and artwork component of the project:</p> <ul style="list-style-type: none"> o Beach huts to be centrally located to serve as wind shelter for central shower plaza o Central plaza to remain central public node with showers. o Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. o Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space) o Include mosaic artwork at ablution buildings, showers and seating walls. o Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials o Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. o Combination of natural lawn and artificial grass to be used where applicable. <p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.)
<p>Holmes, Kirsten kirstenholmes1234@gmail.com Via Email</p>	<p>05/09/2022</p>		<p>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?</p>	<p>Beach reclamation There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and</p>

Comment by	Date received	Comment received	Comments/Concerns/Questions	Responses
				<p>will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard.</p> <p>Given that none of the proposed development will occur below the low water mark, the need for a Marine impact assessment is not necessary.</p>

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 theninainnes@icloud.com	01/09/2022 ; 02/09/2022	Via Email	<p>Dear Tarryn</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>It would be fantastic if Danger Beach Park could also be put on the list of areas that can be upgraded in Cape Town.</p> <p>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.</p> <p>If you are able to meet, I'm sure we could show you the area and discuss ideas for Muizenberg too.</p> <p>Many thanks.</p> <p>Best Wishes</p> <p>Nina Innes</p>	<p>Recreation and Parks did a minor investment in Danger Beach Park in 2022.</p> <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p>

Comment by	Date received	Comment received	Comments/Concerns/Questions	Responses
			<p style="text-align: center;">Garden day 2020 Danger Beach Park Dreams...</p> <p style="text-align: center;"><i>Danger Beach Park has been an integral part of the St James and Kalk Bay Community for many years and there are dreams of creating a unique and exceptional space to continue to provide for the ever changing needs of the community, tourists, family and friends.</i></p>  <p>Outdoor Gym #getoutside #stayactive #youngandold</p> <p>Boules court #shellbase #interactive #family #friends</p> <p>Rockery</p> <p>Hard Surface #wheelchairfriendly #blackbikes #hopsotch</p> <p>Water Trough #dogs #people</p> <p>Rock Girl Bench #braverockgirl #safespace #girlleaders</p> <p>Amphitheatre #performance #poetry #education #booklaunches #theatre</p> <p>Sculpture Garden</p> <p style="text-align: center;">Donations can make this a reality.</p> <p style="text-align: center;">  Ninas Studio GARDEN DESIGN 084 866 099 theninastudio@gmail.com 11 Windsor Road, Kalk Bay </p> <p style="font-size: small; text-align: center;">The rehabilitation of Danger Beach Park is funded but the KBSJ SRA and RPA and generous personal contributions from local residents. You too can assist with regular monthly contributions or a once off payment, by debit order or EFT, Danger Beach Park Bank Account, Standard Bank, Fish Hoek 036009, Acc Number 076642062.</p>	

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

Comment by	Date received	Comment received	Comments/Concerns/Questions	Responses
<p>Jacobs, Chief Achmat! Khamoab Achmat;3@gmail.com Gorachouqua@gmail.com</p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>		<ul style="list-style-type: none"> 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. 	<p>New ablutions Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>Character (aesthetic) The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> Panoramic views and open space Central beach huts / bathing boxes Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns Local artwork on walls Use of sandstone and granite in steps Local indigenous plants in planters, including local initiatives to plant and maintain <p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2)

Comment by	Date received	Comment received	Comments/Concerns/Questions	Responses
				<p>- Subheading "Historical and Cultural Aspects" under Section G (7.)</p>
<p>Jacobs, Rebecca rebecca.c.jacobs16@gmail.com</p> <p>Via Website</p>	<p>19/09/2022</p>		<p>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</p>	<p>Accessibility Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. The project aims to further improve and prioritise universal access over the entire project area, and includes a:</p> <ul style="list-style-type: none"> • 3m wide universally accessible promenade, • Universal beach access ramp in the central area of the beachfront that also allows the beach access mats to be rolled out on a daily basis. • Universal access ramp on western end of promenade from parking level. • Universal access to playground area. • The ablution facilities in the central area include universally accessible toilets, showers and changing facilities. • The project also incorporates easily accessible storage space for beach wheelchair and access equipment. • The Waves for Change building on the beachfront will be repurposed for NGO's providing assistance with universal beach access and adaptive surfing. • Additional wheelchair parking bays will be demarcated. • Drop and go embayment will be provided at the entrance circle to the beachfront. <p>The entire promenade as well as ablution facilities will be universally accessible by wheel chair. The project aims to further improve and prioritise universal access over the entire project area and for the facilities provided. The promenade will have wheelchair access from the eastern, central and western ends as well as all other access points.</p> <p>See the "Development Proposal" subheading along with all associated figures under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle</p>

Comment by	Date received	Comment received	Comments/Concerns/Questions	Responses
				<p>movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p>

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				<p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Transport priorities</p> <p><u>Train</u> The Southern Line will not be returning to fill efficiency overnight. The passenger rail is not a local government responsibility, however the City will "continue advocating for better services and the devolution of rail functions to ensure a quality, reliable rail service for Cape Town".</p> <p><u>Taxi</u> According to the 2014 and 2019 STATS SA General Household Survey, there is a reduction in the usage of trains as a mode of transport due to the commuter rail service decline, with people commuting with taxis approximately 4 times more than trains. Even if the reliability of the railway service is improved, the percentage people commuting to Muizenberg Beach with the train is unlikely to change dramatically as the Southern line does not service the majority of Cape Town's neighbourhoods and therefore does not offer a feasible transport alternative for the majority of Capetonians to the beach. The project recognizes the dominance of minibus taxis as mode of public transport, as per IDP Objective 12.1.C. The minibus taxis will continue to use the bus embayment to drop off commuters as well as the Main Road parallel parking bays, as they are currently doing. The parking bays within and around the site will also remain available should taxis park and wait for commuters.</p> <p><u>Cycling</u> The CIP's vision for cycling is that "Cape Town is the premier Cycling City in South Africa where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike." To this effect, and in line with the Cycling Strategy's key focus areas the proposal provides people with the opportunity to cycle along the beach by widening the promenade; improves the safety of cyclists by reducing conflict with vehicles and giving preference to cyclists and pedestrian and providing cycling infrastructure. Bicycle parking will be well distributed across the site and located conveniently. Note that a class 4 Cycling route is planned for Atlantic Road, although implementation of bicycle lanes to the site is however beyond the scope of this project.</p> <p><u>Parking</u> In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future,</p>

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				<p>the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>New ablutions Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>Skatepark The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project</p> <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Jakobsen, Alexandra alexandrabjakobsen@gmail.com</p> <p>Via Email</p>	<p>20/09/2022</p>		<p>Dear sirs/madams,</p> <p>Muizenberg is a beach, not a car park.</p> <p>Instead of entirely revamping Muizenberg surfers corner then rather clean up and enhance what is already here.</p> <p>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 " rebuilding". Why don't they start by fixing the green ugly tomb they built on main road Muizenberg but never finished.</p>	<p>Rationale and background It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the</p>

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			<p>NEW PROPOSAL:</p> <p>- Less car park. More beach. What a waste to use such beautiful land as a car park !!!</p> <p>- No concrete. If anything then wood. Please refer to eg the boardwalk at Simons town beach or the Copenhagen harbour front - Kalvebod Brygge</p> <p>Kind regards Alexandra</p>	<p>socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Muizenberg beachfront is a Coastal Destination Place and is one of the most utilised and diverse coastal beachfronts in Cape Town and it has seen significant increase in popularity over the past years.</p> <p>Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. Muizenberg has the highest beach use by recreational users in Cape Town and it is also one of the top 20 international attractions in Cape Town, attracting an estimated 90 000 foreign visitors per year (Source: Economic Information Services, Barry Standish & John White, 2016).</p> <p>However, public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defense structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defense structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity and value gained over the years, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p> <p>Beach reclamation There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed</p>

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				<p>and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard.</p> <p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p>

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				<p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Concrete reveitment Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate</p>

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				<p>concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Janson, Akida jansonakida@gmail.com</p> <p>Via Email</p>	31/08/2022		Wheelchair ramp from entrance to sea	<p>Accessibility</p> <p>Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. The project aims to further improve and prioritise universal access over the entire project area, and includes a:</p> <ul style="list-style-type: none"> • 3m wide universally accessible promenade, • Universal beach access ramp in the central area of the beachfront that also allows the beach access mats to be rolled out on a daily basis. • Universal access ramp on western end of promenade from parking level. • Universal access to playground area. • The ablution facilities in the central area include universally accessible toilets, showers and changing facilities. • The project also incorporates easily accessible storage space for beach wheelchair and access equipment. • The Waves for Change building on the beachfront will be repurposed for NGO's providing assistance with universal beach access and adaptive surfing. • Additional wheelchair parking bays will be demarcated. • Drop and go embayment will be provided at the entrance circle to the beachfront. <p>The entire promenade as well as ablution facilities will be universally accessible by wheel chair. The project aims to further improve and prioritise universal access over the entire project area and for the facilities provided. The promenade will have wheelchair access from the eastern, central and western ends as well as all other access points.</p> <p>See the "Development Proposal" subheading along with all associated figures under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Jattiem, Ebrahim ejattiem@gmail.com</p> <p>Via Email</p>	26/08/2022		<p>Hi.</p> <p>Here are my suggestions.</p> <ol style="list-style-type: none"> 1. The upgrade should mainly be done to make it a TOURIST HUB. 2. More parking space is needed. There must be an upper deck parking level with shops, cafes, etc 3. A cable car from the mountains down to the Lakeview area will be stunning and draw tourists, and improve the local economy. 4. The Muizenberg hall must be sold and converted into a tourist attraction. 5. Finally a bridge must be constructed from the mountain side over the main road to link the mountain and the sea. 	<p>Project mandate</p> <p>The project will improve the experience of beach users and restaurant patrons alike and should have a positive impact on tourism.</p> <p>It should be noted that the primary objective of the project is the new stepped revetment coastal protection to proactively replace the old wooden seawall and degraded stone steps in order to maintain and preserve the Muizenberg beachfront. Secondary to the coastal protection is the landward portion of the project scope comprising of the upgrading of the hard and soft landscaping and buildings as well as the formalising of the parking area.</p> <p>Without functional coastal defense infrastructure, the landside recreational areas and infrastructure supporting the beachfront businesses will not be optimally functional and will lead to a socio-economic decline.</p>

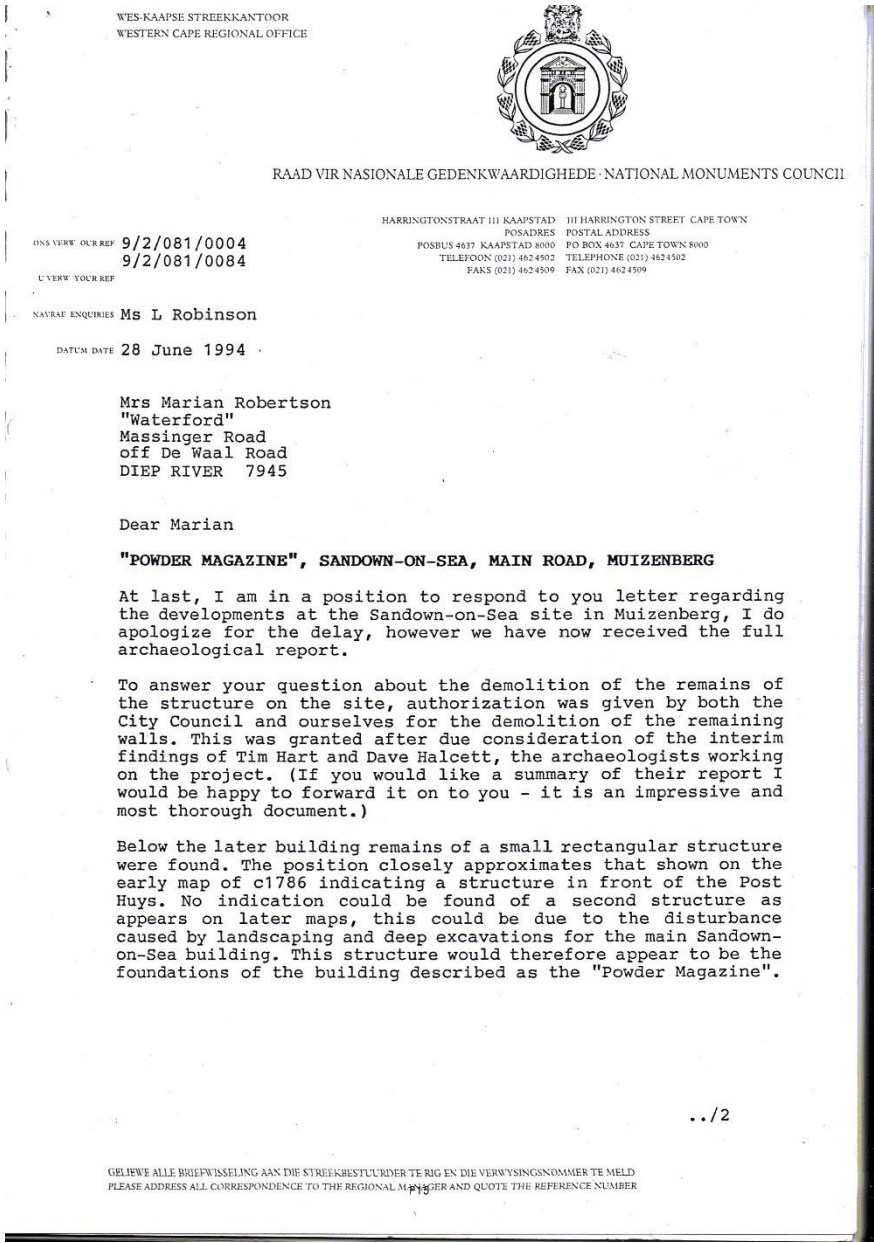
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				<p>Furthermore, please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>Coastal Management: Spatial Area of Responsibility:</p> <ul style="list-style-type: none"> The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDF and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so in terms of agreed operational protocols and/or Service Level Agreements (defined below) <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> Coastal hard infrastructure assets and coastal land and ecosystem management Coastal Planning, Upgrades and Development Coastal Policy and Regulation Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, Coastal monitoring and Reporting <p>The project scope therefore cannot consider cable car or bridge construction as it extends beyond the project mandate.</p> <p>Community hall 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 Muizenberg.</p>
<p>Joheadien, Dorothy Dorothy.joheadien@gmail.com Via written comments at the Open House</p>	07/09/2022		<p>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 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.</p>	<p>Car guards It is beyond the scope of the project to address the operational aspects of car guards, but there will be no long-term impact on the car guards and they will be able to operate as usual. During construction there will be a temporary reduction of parking.</p> <p>Skatepark The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project</p> <p>The station The train station and associated rail infrastructure is owned by PRASA and falls outside of the City's jurisdiction. Any upgrades within the rail reserve must therefore be undertaken by PRASA and is outside the scope of this project. This recommendation is supported particularly because of the station building's contribution to the character of the Muizenberg Beachfront and it's heritage significance. In response, the Muizenberg Beachfront upgrade project will retain views to the station building and not introduce and vertical elements that will compete with the architect. Moreover,</p>

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				<p>the project proposes to upgrade the station forecourt and pick up on the station paving in order to improve the setting of the building.</p> <p>See the "The Station" subheading along with Figure 5 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Johnson, Maxine 0847251653</p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>		<ul style="list-style-type: none"> • 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. <p>Thank you.</p>	<p>Beach reclamation There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard.</p> <p>Concrete revetment Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A</p>

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				<p>combination of natural (indigenous) lawn and artificial grass will used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>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.</p> <p>Waste management Waste management for the beach will be addressed through Integrated Coastal Management Precinct Plans.</p> <p>Parking (plan) The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. 'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. Formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Johnson, Natalie Info@wcdisability.org.za</p> <p>Via Email</p>	<p>26/09/2022</p>		<p>Hi Tarryn</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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? 	<p>You have been registered as an interested and affected party.</p> <p>Accessibility Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. The project aims to further improve and prioritise universal access over the entire project area, and includes a:</p> <ul style="list-style-type: none"> • 3m wide universally accessible promenade, • Universal beach access ramp in the central area of the beachfront that also allows the beach access mats to be rolled out on a daily basis. • Universal access ramp on western end of promenade from parking level. • Universal access to playground area. • The ablution facilities in the central area include universally accessible toilets, showers and changing facilities.

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			<p>I am a Muizenberg resident and physically disabled myself and live just across the road from Muizenberg beach (opposite the Library).</p> <p>I look forward to hearing from you.</p> <p>Kind regards Natalie Johnson</p>	<ul style="list-style-type: none"> • The project also incorporates easily accessible storage space for beach wheelchair and access equipment. • The Waves for Change building on the beachfront will be repurposed for NGO's providing assistance with universal beach access and adaptive surfing. • Additional wheelchair parking bays will be demarcated. • Drop and go embayment will be provided at the entrance circle to the beachfront. <p>The entire promenade as well as ablution facilities will be universally accessible by wheel chair. The project aims to further improve and prioritise universal access over the entire project area and for the facilities provided. The promenade will have wheelchair access from the eastern, central and western ends as well as all other access points.</p> <p>See the "Development Proposal" subheading along with all associated figures under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Johnstone, Colin cjroads1941@gmail.com</p> <p>Via Email</p>	<p>27/09/2022</p>		<p>Good morning Tarryn,</p> <p>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.</p> <p>Just a thought</p> <p>Colin Johnstone</p>	<p>Tidal pool Comment noted. The construction of a new tidal pool is however beyond the scope of this project, but implementing universal access will be considered at the existing City tidal pools.</p> <p>Accessibility Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. The project aims to further improve and prioritise universal access over the entire project area, and includes a:</p> <ul style="list-style-type: none"> • 3m wide universally accessible promenade, • Universal beach access ramp in the central area of the beachfront that also allows the beach access mats to be rolled out on a daily basis. • Universal access ramp on western end of promenade from parking level. • Universal access to playground area. • The ablution facilities in the central area include universally accessible toilets, showers and changing facilities. • The project also incorporates easily accessible storage space for beach wheelchair and access equipment. • The Waves for Change building on the beachfront will be repurposed for NGO's providing assistance with universal beach access and adaptive surfing. • Additional wheelchair parking bays will be demarcated. • Drop and go embayment will be provided at the entrance circle to the beachfront. <p>The entire promenade as well as ablution facilities will be universally accessible by wheel chair. The project aims to further improve and prioritise universal access over the entire project area and for the facilities provided. The promenade will have wheelchair access from the eastern, central and western ends as well as all other access points.</p>

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				See the "Development Proposal" subheading along with all associated figures under Section B (4.4) of the draft Basic Assessment Report for further details.
Johnstone, Colin cjroads1941@gmail.com Via Email	12/09/2022		<p>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.</p> <p>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.</p>	<p>You have been registered as an interested and affected party.</p> <p>Heritage (general) For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p>
Johnstone, Colin cjroads1941@gmail.com Via Email	16/09/2022		<p>Thank you.</p> <p>Does the scope of the upgrade include any form of road extension from Beach Road, Circle to say the St. James border?</p>	<p>No, the scope of the project does not include road extensions from Beach Road, Circle to the St James border.</p> <p>Rationale and background It is important to note, the primary objective of the project is the new stepped revetment coastal protection to replace the old wooden seawall and degraded stone steps. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defense structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defense structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity and value gained over the years, risk to public</p>

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				health and safety, as well as inappropriate and/or high costs of emergency interventions.
<p>Johnstone, Colin cjroads1941@gmail.com Via Email</p>	20/09/2022		<p>Good morning Tarryn, may I add the attached letter for validation if necessary.</p> <p><i>Attached documents (also included in appendix for full size viewing):</i></p>  <p>WES-KAAPSE STREEKKANTOOR WESTERN CAPE REGIONAL OFFICE</p> <p>RAAD VIR NASIONALE GEDENKWAARDIGHEDE · NATIONAL MONUMENTS COUNCIL</p> <p>HARRINGTONSTRAAT 111 KAAPSTAD 111 HARRINGTON STREET CAPE TOWN POSADRES POSTAL ADDRESS POSBUS 4437 KAAPSTAD 8000 PO BOX 4437 CAPE TOWN 8000 TELEFON (021) 462 4502 TELEPHONE (021) 462 4502 FAKS (021) 462 4509 FAX (021) 462 4509</p> <p>ONS VERW. OOR REF 9/2/081/0004 9/2/081/0084 U VERW. YOUR REF</p> <p>NAVRAE ENQUIRIES Ms L. Robinson</p> <p>DATUM DATE 28 June 1994</p> <p>Mrs Marian Robertson "Waterford" Massinger Road off De Waal Road DIEP RIVER 7945</p> <p>Dear Marian</p> <p>"POWDER MAGAZINE", SANDOWN-ON-SEA, MAIN ROAD, MUIZENBERG</p> <p>At last, I am in a position to respond to your letter regarding the developments at the Sandown-on-Sea site in Muizenberg, I do apologize for the delay, however we have now received the full archaeological report.</p> <p>To answer your question about the demolition of the remains of the structure on the site, authorization was given by both the City Council and ourselves for the demolition of the remaining walls. This was granted after due consideration of the interim findings of Tim Hart and Dave Halcett, the archaeologists working on the project. (If you would like a summary of their report I would be happy to forward it on to you - it is an impressive and most thorough document.)</p> <p>Below the later building remains of a small rectangular structure were found. The position closely approximates that shown on the early map of c1786 indicating a structure in front of the Post Huys. No indication could be found of a second structure as appears on later maps, this could be due to the disturbance caused by landscaping and deep excavations for the main Sandown-on-Sea building. This structure would therefore appear to be the foundations of the building described as the "Powder Magazine".</p> <p>.. /2</p> <p>GELIEWE ALLE BRIEFWISSELING AAN DIE STREEKBESTUURDER TE RIG EN DIE VERWYSINGSNOMMER TE MELD PLEASE ADDRESS ALL CORRESPONDENCE TO THE REGIONAL MANAGER AND QUOTE THE REFERENCE NUMBER</p>	<p>Heritage (general) For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>The design of all new buildings endeavours to incorporate the architectural language and library of the existing buildings in order to maintain the sense of place.</p>

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			<p style="text-align: center;">-2-</p> <p>In view of the archaeological findings, and the presence of remains of other military structures in the vicinity it seems as if a concerted effort should be made to promote these in terms of the celebrations planned to mark the bicentenary of the Battle of Muizenberg. I am in the process of investigating some of the other ruins for possible declaration as national monuments; by their exposure and promotion in this manner the remains of these interesting fortifications may serve as a valuable cultural resource in the future.</p> <p>With kind regards.</p> <p>Yours faithfully</p> <p><i>Laura Robinson</i></p> <p>for REGIONAL MANAGER: WESTERN CAPE</p> <p style="text-align: center;">P16</p>	
<p>Jordi, Meg megjordi@gmail.com</p>	<p>23/09/2022</p>		<p>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.</p> <p>These are all covered by the attached document entitled "A Call to Start Over" which I strongly endorse.</p> <p>Regards Meg Jordi</p> <p><i>Attached document:</i></p>	<p>Please see page 1 for response to: COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEACHFRONT: A CALL TO START OVER</p>

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			<p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN</p> <p>Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)</p>	
<p>Joubert, Marc marcjcapetown@gmail.com Via Website</p>	<p>20/09/2022</p>		<p>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</p>	<p>Project mandate Please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>Coastal Management: Spatial Area of Responsibility:</p> <ul style="list-style-type: none"> • The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDF and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so in terms of agreed operational protocols and/or Service Level Agreements (defined below) <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> • Coastal hard infrastructure assets and coastal land and ecosystem management • Coastal Planning, Upgrades and Development • Coastal Policy and Regulation • Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, • Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Concrete revetment Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p>

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				<p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>The station The train station and associated rail infrastructure is owned by PRASA and falls outside of the City's jurisdiction. Any upgrades within the rail reserve must therefore be undertaken by PRASA and is outside the scope of this project. This recommendation is supported particularly because of the station building's contribution to the character of the Muizenberg Beachfront and it's heritage significance. In response, the Muizenberg Beachfront upgrade project will retain views to the station building and not introduce and vertical elements that will compete with the architect. Moreover, the project proposes to upgrade the station forecourt and pick up on the station paving in order to improve the setting of the building.</p> <p>See the "The Station" subheading along with Figure 5 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Transport priorities</p>

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				<p><u>Train</u> The Southern Line will not be returning to full efficiency overnight. The passenger rail is not a local government responsibility, however the City will “continue advocating for better services and the devolution of rail functions to ensure a quality, reliable rail service for Cape Town”.</p> <p><u>Taxi</u> According to the 2014 and 2019 STATS SA General Household Survey, there is a reduction in the usage of trains as a mode of transport due to the commuter rail service decline, with people commuting with taxis approximately 4 times more than trains. Even if the reliability of the railway service is improved, the percentage people commuting to Muizenberg Beach with the train is unlikely to change dramatically as the Southern line does not service the majority of Cape Town's neighbourhoods and therefore does not offer a feasible transport alternative for the majority of Capetonians to the beach. The project recognizes the dominance of minibus taxis as mode of public transport, as per IDP Objective 12.1.C. The minibus taxis will continue to use the bus embayment to drop off commuters as well as the Main Road parallel parking bays, as they are currently doing. The parking bays within and around the site will also remain available should taxis park and wait for commuters.</p> <p><u>Cycling</u> The CITP's vision for cycling is that “Cape Town is the premier Cycling City in South Africa where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike.” To this effect, and in line with the Cycling Strategy's key focus areas the proposal provides people with the opportunity to cycle along the beach by widening the promenade; improves the safety of cyclists by reducing conflict with vehicles and giving preference to cyclists and pedestrian and providing cycling infrastructure. Bicycle parking will be well distributed across the site and located conveniently. Note that a class 4 Cycling route is planned for Atlantic Road, although implementation of bicycle lanes to the site is however beyond the scope of this project.</p> <p><u>Parking</u> In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>Policy – NMT The Southern Suburbs District Plan classifies Muizenberg Beach as a Coastal Destination Place and highlights that a key concern is to retain public access to the beachfront.</p>

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				<p>Since Muizenberg Beach is of metropolitan significance, it should be accessible to those living throughout the Metropolitan Area. The beach is accessed by non-motorised transport (cycling, skateboards, scooters, running, walking and paddling), public transport (railway, the Golden Arrow Bus service as well as taxis) and the private car. Although it is outside the scope of this project to improve the NMT and public transport system to the site, the project aims to consider the implications of the existing networks and potential future enhancements as well as improving NMT movement through the site and access to public transport facilities from the site.</p> <p>The project responds to the NMT strategy's policy statements in the following way:</p> <ul style="list-style-type: none"> o People are granted reasonable access to the beach o The safety of NMT users is prioritised by reducing conflict with vehicles and giving preference to cyclists and pedestrians o NMT users' needs are prioritised over that of the motorists by retaining all NMT routes at grade and requiring vehicles to ramp up to cross NMT routes o Muizenberg is Cape Town's flagship universal access beach and as such every attempt is made in the design to ensure that all walkways are universally accessible. o The accessibility of the beach is improved from a pedestrian and cyclist perspective by ensuring direct links to other NMT routes as well as continuous access to the beach along the promenade. <p>The parking area (along the railway line) to be resurfaced will be designed as such that it doubles as a public space for the use of events such as night markets.</p> <p>See subheading "Transport" under Section E (4.2) of the draft Basic Assessment Report for further details.</p> <p>Policy – IDP</p> <p>In accordance with IDP objective 10.2.A the project will ensure public access to Muizenberg Beach for residents across the City by</p> <ul style="list-style-type: none"> • creating safe and generous links for users from the beach to the train station and bus stop and between the bus stop and train station (IDP Objective 12.1.A); • ensuring that the promenade links with NMT facilities around the site, including the proposed class 4 NMT facility along Atlantic Road, the York Road connection to the mountain, the connection with the elevated promenade and the Coastal Walkway to St James; • retaining the status quo with regard to parking. <p>In accordance with IDP Objective 13.1 NMT links will include traffic calming measures, lighting and be universally accessible. By improving access to public transport and improved linkages to NMT facilities, the project aims to encourage beachgoers to use alternative modes of transport when commuting to the beach in order for the existing parking bays to meet the growing parking demand. In line with SDP Policy Statement 20, NMT will be prioritised in this project by ensuring that pedestrian walkways are continuous and where they cross vehicular circulation areas or parking areas, the pedestrian walkway remain at the same level and vehicles are required to ramp up and down. Paving is used to accentuate the walkway, particularly where it interacts with vehicles.</p> <p>By replacing the failing revetment along the beach with a stepped revetment, which will improve resilience to the impact of climate change, the project responds to IDP</p>

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				<p>Objective 10 (and more specifically Objective 10.2) to 'restore and improve priority coastal infrastructure'.</p> <p>See Section E (4.2) of the draft Basic Assessment Report for further details.</p> <p>Policy – CIPT 2032 <u>CIPT 2032</u> According to the City's Integrated Public Transport Network 2032, Muizenberg Beach will continue to be serviced directly by the Southern Railway Line only (in addition to the taxis and GAB that are not accounted for in this plan). In line with Spatial Strategy 3 and Policy Statement 35 in the IDP, the project will improve NMT linkages through the site, to public transport, in order to facilitate affordable access to the beach for those within the transport catchment area. Bicycle storage facilities will also be provided close to the bus stop and railway station.</p> <p><u>Train</u> The Southern Line will not be returning to full efficiency overnight. The passenger rail is not a local government responsibility, however the City will "continue advocating for better services and the devolution of rail functions to ensure a quality, reliable rail service for Cape Town".</p> <p><u>Taxi</u> According to the 2014 and 2019 STATS SA General Household Survey, there is a reduction in the usage of taxis as a mode of transport due to the commuter rail service decline, with people commuting with taxis approximately 4 times more than trains. Even if the reliability of the railway service is improved, the percentage people commuting to Muizenberg Beach with the train is unlikely to change dramatically as the Southern line does not service the majority of Cape Town's neighbourhoods and therefore does not offer a feasible transport alternative for the majority of Capetonians to the beach. The project recognizes the dominance of minibus taxis as mode of public transport, as per IDP Objective 12.1.C. The minibus taxis will continue to use the bus embayment to drop off commuters as well as the Main Road parallel parking bays, as they are currently doing. The parking bays within and around the site will also remain available should taxis park and wait for commuters.</p> <p><u>Cycling</u> The CIPT's vision for cycling is that "Cape Town is the premier Cycling City in South Africa where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike." To this effect, and in line with the Cycling Strategy's key focus areas the proposal provides people with the opportunity to cycle along the beach by widening the promenade; improves the safety of cyclists by reducing conflict with vehicles and giving preference to cyclists and pedestrian and providing cycling infrastructure. Bicycle parking will be well distributed across the site and located conveniently. Note that a class 4 Cycling route is planned for Atlantic Road, although implementation of bicycle lanes to the site is however beyond the scope of this project.</p> <p>See Section E (4.1 – 4.4, 10) of the draft Basic Assessment Report for a detailed description of how the Muizenberg Beachfront Refurbishment fits in with the applicable frameworks and policies.</p>

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Comments by interested and affected parties with surnames starting with K (pages 109 – 127)

Comment by	Date received	Comment received	Comments/Concerns/Questions	Responses
<p>Kader, Riyaadh 4059962@myuwc.ac.za</p> <p>Via Email</p>	26/09/2022		<p>Good afternoon</p> <p>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?</p> <p>Kind regards RK</p>	<p>Accessibility Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. The project aims to further improve and prioritise universal access over the entire project area, and includes a:</p> <ul style="list-style-type: none"> • 3m wide universally accessible promenade, • Universal beach access ramp in the central area of the beachfront that also allows the beach access mats to be rolled out on a daily basis. • Universal access ramp on western end of promenade from parking level. • Universal access to playground area. • The ablution facilities in the central area include universally accessible toilets, showers and changing facilities. • The project also incorporates easily accessible storage space for beach wheelchair and access equipment. • The Waves for Change building on the beachfront will be repurposed for NGO's providing assistance with universal beach access and adaptive surfing. • Additional wheelchair parking bays will be demarcated. • Drop and go embayment will be provided at the entrance circle to the beachfront. <p>The entire promenade as well as ablution facilities will be universally accessible by wheel chair. The project aims to further improve and prioritise universal access over the entire project area and for the facilities provided. The promenade will have wheelchair access from the eastern, central and western ends as well as all other access points.</p> <p>See the "Development Proposal" subheading along with all associated figures under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Kader, Riyaadh riyaadhk786@gmail.com</p> <p>Urban youths organization</p> <p>Via Website</p>	26/09/2022		<p>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 & amp; 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 & amp; 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.</p> <p>This would make an indescribable difference to the differently abled community as our access & amp; mobility is overlooked. I</p>	<p>Accessibility Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. The project aims to further improve and prioritise universal access over the entire project area, and includes a:</p> <ul style="list-style-type: none"> • 3m wide universally accessible promenade, • Universal beach access ramp in the central area of the beachfront that also allows the beach access mats to be rolled out on a daily basis. • Universal access ramp on western end of promenade from parking level. • Universal access to playground area. • The ablution facilities in the central area include universally accessible toilets, showers and changing facilities. • The project also incorporates easily accessible storage space for beach wheelchair and access equipment.

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			<p>hope my concerns & suggestions will be considered & applied. Thank you in advance. Hoping to hear from you soon thank you</p>	<ul style="list-style-type: none"> The Waves for Change building on the beachfront will be repurposed for NGO's providing assistance with universal beach access and adaptive surfing. Additional wheelchair parking bays will be demarcated. Drop and go embayment will be provided at the entrance circle to the beachfront. <p>The entire promenade as well as ablution facilities will be universally accessible by wheel chair. The project aims to further improve and prioritise universal access over the entire project area and for the facilities provided. The promenade will have wheelchair access from the eastern, central and western ends as well as all other access points.</p> <p>See the "Development Proposal" subheading along with all associated figures under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Kay, Su su@solarstationdesign.co.za Via written comments at the Open House</p>	<p>07/09/2022</p>		<p>Option B is preferable 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.</p> <p>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"?</p> <p>Some greenery in the new parking area would be good too.</p>	<p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future</p>

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				<p>repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Beach reclamation There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard.</p> <p>Pavilion 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 Muizenberg.</p>
Kell, Catherine cathy.kell@gmail.com	22/09/2022		COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN	Please see page 1 for response to:

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 MUIZENBEG BEACHFRONT: A CALL TO START OVER
Via Email	26/09/2022		<p>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.</p> <p>Many thanks. Brian Kent.</p> <p><i>Attached document:</i></p> <p>Muizenberg</p> <p>Hi.</p> <p>This is not good design. As presented, this will NOT be an asset to Muizenberg or to those who visit.</p> <p>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.</p> <p>Here are some of my reasons for saying these options are unacceptable in their present form.</p> <p>PLEASE SHARE THEM WITH THE CONSULTANTS AS SOME ARE TECHNICAL AND OTHERS WILL BE BEST UNDERSTOOD BY PROFESSIONALS. THANKS.</p> <p>- The parking is poorly laid out; you can achieve the same amount in less space. Provide curving parking lots, not long straight, ugly lines with no breaks for planting shade trees or plants, which are appropriate for this tourist/beach destination. (The before and after 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?</p> <p>- 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</p>	<p>We confirm that the all submissions have been placed on record, and will be included in the final BAR to be submitted to the environmental authorities for a decision.</p> <p>Project mandate</p> <p>Please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>Coastal Management: Spatial Area of Responsibility:</p> <ul style="list-style-type: none"> The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDF and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so in terms of agreed operational protocols and/or Service Level Agreements (defined below) <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> Coastal hard infrastructure assets and coastal land and ecosystem management Coastal Planning, Upgrades and Development Coastal Policy and Regulation Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal</p>

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			<p>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?</p> <p>- 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 materials. Go green!</p> <p>- Do any of the too extensive parking and paved surfaces provide for water infiltration? Pervious options should be explored.</p> <p>- 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.</p> <p>- 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!</p> <p>- Were any traffic studies done to improve access and traffic flow to this area?</p> <p>-Were any analyses done to determine what patterns of use and pedestrian movement exists today?</p> <p>- Was there an environmental impact study done showing the impact of sea level rise?</p> <p>- Surely the small space assigned #5, is not enough for skate-boards, skating, scooters, bicycles. To claim this is silly.</p> <p>- 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.</p> <p>- What thought has been given to the area during the evening/night hours? I see none. Where are the lights, facilities to support night activity?</p> <p>- The model shown is half finished and makes the plans look like desolate deserts. The models are unhelpful.</p>	<p>protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Parking</p> <p>The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. 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It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and</p>

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			<p>- 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.</p> <p>- 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?</p> <p>- 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.</p> <p>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.</p> <p>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.</p> <p>Sincerely,</p> <p>Brian Kent (MAUD (Washington U) B.ARCH UCT, with distinction)</p> <p>CC The Mayor's office.</p>	<p>the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Concrete revetment Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to</p>

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				<p>the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>The Station The train station and associated rail infrastructure is owned by PRASA and falls outside of the City's jurisdiction. Any upgrades within the rail reserve must therefore be undertaken by PRASA and is outside the scope of this project. This recommendation is supported particularly because of the station building's contribution to the character of the Muizenberg Beachfront and it's heritage significance. In response, the Muizenberg Beachfront upgrade project will retain views to the station building and not introduce and vertical elements that will compete with the architect. Moreover, the project proposes to upgrade the station forecourt and pick up on the station paving in order to improve the setting of the building.</p> <p>See the "The Station" subheading along with Figure 5 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Background studies</p> <p>Environmental Impact Assessment A NEMA Basic Assessment procedure has being undertaken to assess the environmental impact of the proposal – Infinity Environmental (Pty) Ltd was appointed to do this. Several studies informing the project feasibility and design have been considered, see list of studies undertaken below:</p> <ul style="list-style-type: none"> ○ A detailed geotechnical investigation was conducted toward the end of 2021 to gather appropriate founding conditions. See Appendix G of the draft Basic Assessment Report for further details. ○ A two part study on ocean dynamics at Muizenberg beach was undertaken by PRDW Coastal Engineers in order to ensure the new coastal defence structures are designed to effectively minimize the effects of climate change on the Muizenberg Beachfront area, and to withstand the resultant harsh projected future ocean conditions. See Appendix G of the draft Basic Assessment Report for further details. ○ An independent consultant also conducted a socio-economic study, with a public participation component, in order to assess and understand the possible impacts of completing and not completing the proposed project. See Appendix G of the dBAR for the full report.

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				<ul style="list-style-type: none"> o A traffic impact study was conducted during early project phases and an updated Traffic Impact Study has being completed based on preliminary design layouts. See Appendix G of the draft Basic Assessment Report for further details. <p>Ocean dynamics As per the PRDW Specialist Coastal Modelling reports, the proposed replacement of the existing wooden revetment with a concrete stepped revetment as coastal protection is not expected to influence the sediment dynamics, offshore sandbanks and surfing conditions differently than the existing coastal protection structures. The project design considers climate change and sea level rise in the design of the coastal protection.</p> <p>See Section G (3.5) for a summary of the specialist coastal modelling studies. Additionally, the full reports can be found in Appendix G.</p> <p>Please note that during construction, temporary berms will likely be constructed seaward of the existing sea wall to serve as temporary coastal protection, any effect on the nearshore hydrodynamics caused during the construction is limited to the construction duration and to the area of work. Work will be executed in a sequence and thus only portions of the beach will be affected at a time and not the entire beachfront at once. Any effects are thus temporary of nature.</p> <p>Wind Shelter The comment regarding wind protection is noted, Muizenberg is an exposed location subject to harsh False Bay and dominant south easterly wind. Creating small wind sheltered areas are not effective as it creates local wind eddies where fine windblown sand circulates and eventually accumulates, creating an unpleasant seating location. Large enough wind shelters to avoid the above mentioned are not deemed feasible as such structures will obstruct views and create hiding spaces posing a public safety risk.</p> <p>The proposed eight beach huts at the central shower plaza will however serve as wind shelter for the plaza. Surface undulations in the play area will also provide a small amount of wind shelter in the play area. The existing buildings as well as proposed ablution will also provide some wind shelter.</p>
<p>Kisogloo, Donna donna@oddwheel.co.za</p> <p>Via Website</p>	<p>05/09/2022</p>		<p>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.</p> <p>Further our village is already struggling with the huge influx of visitors. Our roads can't handle the traffic.</p> <p>The space could be used to support the community in better ways.</p> <p>Don't make Muizenberg like Sea Point.</p>	<p>Beach reclamation There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard.</p> <p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation</p>

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				<p>margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the</p>

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<p>Knight, Tim Timknight700@gmail.com</p> <p>Via written comments at the Open House</p>	07/09/2022		<p>Crowning touch would be to block York Road with fence in heavy container to open the road to restaurants pubs make it a hub & make it a hub for rest of beachfront.</p>	<p>This is beyond the scope of the project.</p> <p>It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p>
<p>Koehorst, Dena denaclare1958@gmail.com</p> <p>The Ice Café</p> <p>Via Website</p>	22/09/2022		<p>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.</p> <p>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.</p> <p>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</p>	<p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the</p>

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				<p>coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p>

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				<p>Transport priorities</p> <p><u>Train</u> The Southern Line will not be returning to full efficiency overnight. The passenger rail is not a local government responsibility, however the City will "continue advocating for better services and the devolution of rail functions to ensure a quality, reliable rail service for Cape Town".</p> <p><u>Taxi</u> According to the 2014 and 2019 STATS SA General Household Survey, there is a reduction in the usage of trains as a mode of transport due to the commuter rail service decline, with people commuting with taxis approximately 4 times more than trains. Even if the reliability of the railway service is improved, the percentage people commuting to Muizenberg Beach with the train is unlikely to change dramatically as the Southern line does not service the majority of Cape Town's neighbourhoods and therefore does not offer a feasible transport alternative for the majority of Capetonians to the beach. The project recognizes the dominance of minibus taxis as mode of public transport, as per IDP Objective 12.1.C. The minibus taxis will continue to use the bus embayment to drop off commuters as well as the Main Road parallel parking bays, as they are currently doing. The parking bays within and around the site will also remain available should taxis park and wait for commuters.</p> <p><u>Cycling</u> The CIP's vision for cycling is that "Cape Town is the premier Cycling City in South Africa where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike." To this effect, and in line with the Cycling Strategy's key focus areas the proposal provides people with the opportunity to cycle along the beach by widening the promenade; improves the safety of cyclists by reducing conflict with vehicles and giving preference to cyclists and pedestrian and providing cycling infrastructure. Bicycle parking will be well distributed across the site and located conveniently. Note that a class 4 Cycling route is planned for Atlantic Road, although implementation of bicycle lanes to the site is however beyond the scope of this project.</p> <p><u>Parking</u> In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water</p>

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				<p>run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will be used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Accessibility Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. The project aims to further improve and prioritise universal access over the entire project area, and includes a:</p> <ul style="list-style-type: none"> • 3m wide universally accessible promenade, • Universal beach access ramp in the central area of the beachfront that also allows the beach access mats to be rolled out on a daily basis. • Universal access ramp on western end of promenade from parking level. • Universal access to playground area. • The ablution facilities in the central area include universally accessible toilets, showers and changing facilities. • The project also incorporates easily accessible storage space for beach wheelchair and access equipment. • The Waves for Change building on the beachfront will be repurposed for NGO's providing assistance with universal beach access and adaptive surfing. • Additional wheelchair parking bays will be demarcated. • Drop and go embayment will be provided at the entrance circle to the beachfront. <p>The entire promenade as well as ablution facilities will be universally accessible by wheelchair. The project aims to further improve and prioritise universal access over the entire project area and for the facilities provided. The promenade will have wheelchair access from the eastern, central and western ends as well as all other access points.</p> <p>See the "Development Proposal" subheading along with all associated figures under Section B (4.4) of the draft Basic Assessment Report for further details.</p>

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<p>Kotze, Johann johann@johannkotze.com</p> <p>Via Email</p>	<p>26/09/2022</p>		<p>Hello</p> <p>To whom it may concern</p> <p>Herewith my comments on the proposed development plan for Muizenberg beachfront.</p> <ul style="list-style-type: none"> • 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 <p>These changes are unnecessary and can be avoided.</p> <p>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.</p> <p>Please, PLEASE consider the call of the local community to respect the atmosphere and natural appearance of the Muizenberg vibe.</p> <p>Thank you, Johann</p>	<p>Heritage (ablution)</p> <p>It is the Coastal Management Branches responsibility to manage all hard coastal infrastructure and plan and develop effective long-term coastal infrastructure. The existing ablution location seaward of the coastal defence structure, located in the littoral active beach, where the buildings foundations are currently being undermined due to exposure to wave action and variable beach levels is deemed unsustainable from a coastal defence perspective. Attempting to protect the ablution building in its current location will result in loss of beach around the building and negatively affect sediment dynamics around the building.</p> <p>Following the public comments received, the proposed ablution building is located just landward of central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included. See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>Note that the decorative elements of the ablution facility dates from the mid 80's and have no heritage value. The parts of the building that are older than 60 years are the walls and the hipped roof.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>Heritage (the Point)</p> <p>The heritage and sentimental value of the point masonry steps are acknowledged, however the current location and condition of the steps within the littoral active and inter-tidal zones, exposed to direct wave impact is not deemed a long-term sustainable location for a headland structure. The stone masonry steps have sustained serious undermining and washout of fill material, posing a public safety risk. In order construct a uniform, robust coastal defence structure, it is coastal engineering and sediment dynamics best practice to create smooth alignments along the coast, avoiding the construction of any headland type structures, which attract and focus wave energy and could disrupt sediment dynamics.</p> <p>Furthermore, from a landscape and urban design motivation, the proposed design creates greater pedestrian flow connecting the main beachfront promenade area with the St James walkway, and eliminates pedestrian and vehicle conflict in this area.</p> <p>Additionally, by removing the existing stone steps/point the proposed promenade and step alignment retreats several meters landward. This allows reinstatement and creation of more beach space here closer to what it historically was, connecting the two beach areas as it historically was before the corner steps were constructed in the 1900's as part of land reclamation exercise to create residential erven, currently known as the gravel parking area.</p> <p>Thus, the City acknowledges the sentiment, but regard the replacement of the corner/point steps as part of the operational requirement to provide well designed and robust coastal defence infrastructure as described and required in the General background information</p>

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				<p>section. See the "Development Proposal" and Figure 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p>
<p>Kriel, Gehard gerhard@pioneerplastics.co.za Via Email</p>	22/09/2022		<p>Good afternoon Tarryn,</p> <p>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.</p> <p>The reason I was searching was to introduce our new product to The City.</p> <p>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.</p> <p>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?</p> <p>I am grateful for your time and assistance.</p> <p>Kind Regards, Gerhard.</p> <p><i>See appendix for attached document</i></p>	<p>Beach huts The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront.</p> <p>Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p> <p>See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Nonetheless, your comment/proposal, email correspondence will be forwarded to the City. However, the above response addresses the current proposals for the Beach huts.</p>
<p>Kriel, Gerhard gerhard@pioneerplastics.co.za Via Email</p>	27/09/2022		<p>Many Thanks for the response on my mail.</p> <p>Are you able to guide me to the right people whom I should contact, please?</p> <p>With sincere thanks and appreciation, Gerhard.</p>	<p>The email and the request is noted. Infinity Environmental is the appointed Environmental Assessment Practitioners, if you have specific queries, you may forward them and we will review contents and advise accordingly.</p>

Comment by	Date received	Comment received	Comments/Concerns/Questions	Responses
<p>CustomeKritzingein, Sean sean@gilt-edge.com</p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>		<ol style="list-style-type: none"> 1. Like the idea at removal of current ablutions to shack spotters NGO building. 2. Keep existing huts as they are iconic to Muizenberg & brand for tourists. Add showers (outdoors) to each hut (x3). 1 show per 3 huts. 3. More skateboard park to inside circular area parking spaces closest to lifestyles swtstop as dangerous to have it so close to pedestrians + disable off ramp. 	<p>New ablutions Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>NGO buildings The value of the NGO's in the beachfront is acknowledged and valued. The existing NGO buildings remain, Shark Spotters will keep operating from its current location. The City seeks to improve universal beach access and therefore the proposed design however intends to repurpose the existing Waves for Change buildings to facilitate universal beach and surfing access and related NGO's. The building will be used to enable the large, cumbersome beach access mats to be stored at the top of the proposed beach access ramp for easy daily use as well as storage of beach access wheel chairs and other adaptive surfing equipment. The building will also serve as an operational base for related NGO's. A new building to facilitate the operations of Waves for change will be constructed around the central circle area providing similar facilities close to easy drop-off facilities and NMT routes. This has been discussed with and agreed on with the Waves for Change. The existing NGO function and additional NGO services will continue to play an important role in the community and are supported by the City.</p> <p>The new building will also follow and suit the existing architectural language of the existing buildings.</p> <p>See the "Buildings" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Beach huts The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront.</p> <p>Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p> <p>See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>

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				<p>Skatepark The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project.</p> <p>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.</p>
<p><u>Kruger, Adelherd</u> <u>Adelherdkruger1@gmail.com</u></p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>		<p>NO!NO!NO! It will spoil the beachfront.</p>	<p>Comment noted.</p> <p>Rationale and background Please see the rationale for the project: It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p>

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Kvalsvig, Catyering k:@netpoint.co.za Via written comments at the Open House	07/09/2022		<p>The position of the ablution block currently creates a wind barrier, a nice courtyard 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.</p> <p>Creating more parking at Muizenberg doesn't take away and will exacerbate the problem that there is one access road where traffic gets jammed.</p> <p>In general, I think this development is a waste of money.</p> <p>I use the beach daily and find it fully functional and with good character. The money would be better spent on:</p> <ol style="list-style-type: none"> 1. Educating people about litter, and policing littering, and 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 ozl rather than burning fossil fuels in cars. This would benefit people without cars too. 5. Make it possible to rent a beach hat by the hour to lock away ones valuable when one swims or surfs. 	<p>Rationale and background</p> <p>It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Heritage (ablution)</p> <p>It is the Coastal Management Branches responsibility to manage all hard coastal infrastructure and plan and develop effective long-term coastal infrastructure. The existing ablution location seaward of the coastal defence structure, located in the littoral active beach, where the buildings foundations are currently being undermined due to exposure to wave action and variable beach levels is deemed unsustainable from a coastal defence perspective. Attempting to protect the ablution building in its current location will result in loss of beach around the building and negatively affect sediment dynamics around the building.</p> <p>Following the public comments received, the proposed ablution building is located just landward of central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus</p>

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				<p>on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included. See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>Note that the decorative elements of the ablution facility dates from the mid 80's and have no heritage value. The parts of the building that are older than 60 years are the walls and the hipped roof.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>Concrete revetment Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Skatepark The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project.</p> <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will used where applicable.</p>

Comment by	Date received	Comment received	Comments/Concerns/Questions	Responses
				<p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Parking (plan) The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. 'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. Formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Train The Southern Line will not be returning to full efficiency overnight. The passenger rail is not a local government responsibility, however the City will "continue advocating for better services and the devolution of rail functions to ensure a quality, reliable rail service for Cape Town".</p>