

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 L - R**.

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Comments by interested and affected parties with surnames starting with L (pages 1 – 19)

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<p>Laing, Gordon</p> <p>on behalf of Pedal Power Association gordon.laing@gmail.com</p> <p>Neil Robinson CEO: Pedal Power Association Mobile: +27 82 498 2232 e-mail: neil@pedalpower.org.za</p> <p>Gordon Laing (Pr Eng) Vice-Chair: Pedal Power Association Mobile: +27 741006081 e-mail: gordon.laing@gmail.com</p> <p>Via Email</p>	<p>25/09/2022</p>	<p>Good morning Tarryn</p> <p>Attached please find the Pedal Power Association's comment on the upgrade proposals to Surfers Corner.</p> <p>We look forward to the next steps in the process.</p> <p>Kind regards</p> <p>Gordon Laing</p> <p><i>Attached document:</i></p> <p>Muizenberg Beachfront Development - comment on development proposals for Surfers Corner.</p> <p>1 INTRODUCTION</p> <p>1.1 The Pedal Power Association</p> <p>Established in 1976 the Pedal Power Association (PPA) is the oldest and one of the largest membership-based cycling organisations in South Africa. Pedal Power promotes the interests of cyclists and cycling in all its forms. Our members support measures by government, developers and civil society to support and create the conditions for safe cycling as a clean and efficient form of transport and a recreational mode that contributes to health and wellbeing.</p> <p>1.2 PPA position in summary</p> <p>PPA fully supports measures to create safe spaces for recreational and commuter cycling and which reduce the risk of incidents and conflict between different modes of transport. We believe the improvements proposed to Surfers Corner present an important opportunity to demonstrate the City of Cape Town's commitment to making Cape Town a 'cycling city'. This is expressed in the City of Cape Town's Cycling Strategy (2017), an important policy document with the goal of growing cycling as a mode of transport from the current 1.5% share of transport trips to 8% by 2030. When more of us can cycle in safety, the community, as a whole, benefits from reduced greenhouse gas emissions and reduced congestion.</p> <p>2 BACKGROUND CONTEXT</p> <p>2.1 City of Cape Town Policies, Strategies and Plans</p> <p>The City of Cape Town Cycling Strategy, adopted in 2017, outlines several priority actions of relevance to the proposed improvements to Surfers Corner. These include:</p>	<p>Project mandate</p> <p>Please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>Coastal Management: Spatial Area of Responsibility:</p> <ul style="list-style-type: none"> The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDF and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so in terms of agreed operational protocols and/or Service Level Agreements (defined below) <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> Coastal hard infrastructure assets and coastal land and ecosystem management Coastal Planning, Upgrades and Development Coastal Policy and Regulation Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Policy – NMT</p> <p>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</p>

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		<ul style="list-style-type: none"> Continuing development of the cycle route network in Cape Town and related infrastructure such as bicycle parking facilities; Integration of cycle routes and facilities with public transport; and Clear wayfinding and informational signage for cyclists and other road users. <p>2.2 City of Cape Town Non-Motorised Transport Policy and Strategy</p> <p>Cape Town aspires to be “a city where all people feel safe and secure to walk and cycle, NMT is part of the transport system, public space is shared between all users (NMT, special needs people and motorised users) and everyone has access to urban opportunities and mobility.”¹</p> <p>Related is the City’s goal to “Increase cycling and encourage walking by creating a safe and pleasant bicycle and pedestrian network of paths to serve all the citizens in the Cape Town Area.”</p> <p>¹ City of Cape Town: NMT Policy and Strategy Volume 2</p> <p>Primary objectives arising from this are:</p> <ul style="list-style-type: none"> Safer pedestrian and cycling environments; Development of an attractive and dignified environment; and A changed culture that supports the use of cycling and walking as a means to move around in the city. <p>3 PROPOSED WAY FORWARD</p> <p>The Surfers Corner proposal should explicitly recognise the role of micro mobility modes of transport especially cyclists and cycling in the sustainable use of this important beachfront infrastructure. This should include the provision of facilities and infrastructure for bicycles and the provision of shared-use infrastructure for bikes, pedestrians and other forms of non-motorised transport.</p> <p>The proposal should recognise that different modes of transport “share the road” in Cape Town, and that cyclists take up far less space in their parking requirements than cars. Whilst, as per note 5, both options A and B of the development proposals indicate “Rideable” surfaces these are limited to specific areas and the layouts do not explicitly cater for cycling as a key mode of transport that serves all communities, especially those within cycling distance of the beachfront.</p> <p>Given the stated intent to grow cycling it is suggested that cycling be specifically and clearly recognised along with pedestrians in this planning process as part of Universal Access Design. It is further suggested that a portion of the parking space provided for cars be reallocated to secure bicycle parking facilities. A specific consideration should be given to bicycle storage facilities at Muizenberg Station considering the longer term need to provide an integrated transport system.</p> <p>4 ADDITIONAL CONSIDERATION</p>	<p>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"> People are granted reasonable access to the beach The safety of NMT users is prioritised by reducing conflict with vehicles and giving preference to cyclists and pedestrians NMT users’ needs are prioritised over that of the motorists by retaining all NMT routes at grade and requiring vehicles to ramp up to cross NMT routes Muizenberg is Cape Town’s flagship universal access beach and as such every attempt is made in the design to ensure that all walkways are universally accessible. The accessibility of the beach is improved from a pedestrian and cyclist perspective by ensuring direct links to other NMT routes as well as continuous access to the beach along the promenade. <p>The parking area (along the railway line) to be resurfaced will be designed as such that it doubles as a public space for the use of events such as night markets.</p> <p>See subheading “Transport” under Section E (4.2) of the draft Basic Assessment Report for further details.</p> <p>Policy CIPT 2032 <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 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></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 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</p>

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		<p>It is appreciated that the current proposals are specifically focussed on the beachfront. However, the ability to access the beach by bicycle needs to be incorporated into the approach routes to the beach. Key here is the link from the M5 to the beachfront along Royal and Atlantic Roads as well as the link on Baden Powell Drive from Sanderling Rd to the M5 which would facilitate cycling access in support of many of the communities located close to the M5 where cycling is already a favoured mode of transport. This should be raised as a specific requirement for consideration in the short-term transport planning for the area.</p> <p>5 CONCLUSION</p> <p>With the increasing need for different approaches; growing numbers of people looking to walk, run and cycle; and rapidly evolving micro mobility technology, improvements to Muizenberg's Surfers Corner provide a significant opportunity to develop innovative ways of growing cycling and walking and thus becoming even more people-friendly and sustainable. Such an approach would reinforce Cape Town's position as a forward-looking city which works for all its citizens and visitors and simultaneously supports the reduction of GHG emissions as NMT becomes more prevalent.</p>	<p>doing. The parking bays within and around the site will also remain available should taxis park and wait for commuters.</p> <p><u>Cycling</u> The CIP's vision for cycling is that "Cape Town is the premier Cycling City in South Africa where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike." To this effect, and in line with the Cycling Strategy's key focus areas the proposal provides people with the opportunity to cycle along the beach by widening the promenade; improves the safety of cyclists by reducing conflict with vehicles and giving preference to cyclists and pedestrian and providing cycling infrastructure. Bicycle parking will be well distributed across the site and located conveniently. Note that a class 4 Cycling route is planned for Atlantic Road, although implementation of bicycle lanes to the site is however beyond the scope of this project.</p> <p>See Section E (4.1 – 4.4, 10) of the draft Basic Assessment Report for a detailed description of how the Muizenberg Beachfront Refurbishment fits in with the applicable frameworks and policies.</p>
<p>Laing, Gordon gordon.laing@gmail.com</p> <p>Pedal Power Association Via Website</p>	<p>20/09/2022</p>	<p>Initially just registering as an I&AP. Comments may follow at a later stage</p>	<p>You have been registered as an interested and affected party.</p>
<p>Laing, Gordon gordon.laing@gmail.com Via Email</p>	<p>20/09/2022</p>	<p>Dear Tarryn</p> <p>Just wondering how we register as an I&AP?</p> <p>This would be for the Pedal Power Association.</p> <p>Kind regards</p> <p>Gordon Laing</p>	<p>You have been registered as an interested and affected party.</p>
<p>le Roux, Jaco leroux.jaco@gmail.com Via Website</p>	<p>21/09/2022</p>	<p>As a well-off car owner, I'm thrilled to see that the Muizenberg beach front will be getting upgraded to accommodate better parking options. This means that I will continue driving by myself to the beach from Lakeside to go surf. It's a quick 5min drive and I can continue finding parking within meters of the beach. It's such a luxury to be able to park so close and hardly have to walk at all.</p> <p>In all seriousness though, simply upgrading the current gravel parking area (no 8) to a concrete parking area is extremely uncreative and only serves car owners who are lazy to walk a bit. There is lots of parking available but goes unused for big parts of the year, because it's so convenient to park right on the beach. It's insane to give cars more space than people so close to a beach.</p> <p>I have a 2-year-old child and we actually prefer driving to Cape Town to go walk on the promenade where there are big play areas for children and lots of</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>

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		<p>space for humans as opposed to cars. It's way safer too as opposed to Muizenberg where you have to be vigilant for cars all the time. I see there are plans to redo the current play area. However, I think it's way too small. There needs to be multiple play areas that accommodate smaller and bigger kids, similar to the various play areas on the Promenade in town. What about a skateboarding park? Grow some trees and create grass terraces for picnicking. Create spaces for temporary food stalls. That gravel parking area could accommodate 100s of 1000s of people on a busy day as opposed to 100 cars.</p> <p>Another issue is that with increasing sea levels I notice that when it's high water most of the beach at Muizenberg is not really accessible for families. If anything, some of the current parking should be reclaimed as beach area to allow people to sit on the 'beach' during high water.</p> <p>Thank you for your efforts and I appreciate to contribute my thoughts to this great opportunity to design for a people centred future where private cars do not get all the valuable beach front space.</p>	<p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, 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</p>

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			<p>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 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>Beach reclamation</p>

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			<p>There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard.</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>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>Leone, Jackie jackieleone68@gmail.com Via Email</p>	<p>09/10/2022</p>	<p>Good day Tarryn</p> <p>I write concerning the proposed upgrade of the beachfront in Muizenberg. I am a Lakeside resident. I read that the ablution block on the beachfront will be demolished and a new one built. In my mind the existing ablution block has some 'heritage' value, and as such could it not rather be renovated...? It would seem a pity to wipe out a lovely building, which informs us of past history, to make way for a modern construction, and as such, I am against that plan.</p> <p>Kind regards</p> <p>Jackie Leone 082 375 6683 jackieleone68@gmail.com</p>	<p>Heritage (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>

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			For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.
Lewis, A D adlewis199@gmail.com Via Website	03/09/2022	Please do not go ahead with this proposal of Muizenberg Beachfront Upgrade this proposal will destroy the historicity and coastal environment so internationally famous. For resident board schooled and raised in Muizenberg	<p>Comment noted. Please see further details about the project below:</p> <p>The project objectives and scope as supported by Sub council 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 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>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 ablution 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>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>Little, F.J Magicmerhn27@yahoo.com Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>All renovations must include a surfboard theme in the design throughout. Also, any plan must include for beach huts which are being stripped before our eyes. Please also include space for some art installations that fit the inscape of the area.</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 ○ 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-

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			<p>off not available.</p> <ul style="list-style-type: none"> o Combination of natural lawn and artificial grass to be used where applicable. <p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.) <p>Beach huts</p> <p>The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront.</p> <p>Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p> <p>See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Lord, Andrew Andyhlord@gmail.com Via written comments at the Open House</p>	<p>07/09/2022</p>	<ul style="list-style-type: none"> • Do not think that the ablution block should be moved to the parking lot. • Pagoda to the West should not be moved to make way for the bathing huts. 	<p>New ablutions</p> <p>Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <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>Pergola</p>

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			<p>Due to the alignment and setback of the proposed coastal defence and promenade, the pergola structure close to the corner will be demolished and rebuilt a few meters landward to the current design and details, conserving the heritage design and aesthetic features.</p>
<p>Louw, Piet piet.plarchud@telkomsa.net Via Email</p>	<p>07/20/2022</p>	<p>Dear Tarryn</p> <p>Kindly receive some comments and a sketch for your consideration, in relation to the above.</p> <p>Kind regards Piet</p> <p>Piet Louw Architect • Urban Designer • City Planner Suite 15, 10 Pepper Street Cape Town, 8001</p> <p><i>See appendix for full size of attached map. Attached document:</i></p> <p>Proposed Upgrading and Improvements to the Muizenberg Beach Precinct The City of Cape Town Some Comments and Objection to Current Proposal</p> <p>1. Introduction</p> <p>It is with great welcome that the City of Cape Town is committed to the spending of funds on capital works at the Muizenberg Beach Precinct. The intent is endorsed and supported in principle.</p> <p>However, the location, nature and character of the precinct are unique in the peninsula, and possess qualities distinctive from similar precincts in other locations. The precinct benefits from the uniqueness of a specific local sense of place and climate with a quality of 'laid-backness'. Muizenberg is different from similar precincts on the Atlantic Seaboard, and should remain different to those.</p> <p>2. Some Observations of the Current Condition</p> <p>The unfolding of the precinct and its surrounding environs is the product of small acts of accretion over time, all with good intentions, but with some negative impacts causing erosion of the qualities which generate the attractions of the place. The result of these actions can be summed up as follows:</p> <ul style="list-style-type: none"> • As a coastal place of attraction, there is lack of dignified and generous pedestrian priority space (e.g. the 'promenade'); • The general outdoor environment is dominated by spaces for vehicles, with their associated 'mobility' dominated standards and geometries (e.g. the big circle); 	<p>Rational 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>Character (aesthetics)</p> <p>The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters 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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		<ul style="list-style-type: none"> The remainder outdoor spaces are left-over ones, dead spaces within appropriate surface and landscape treatment (part of the mobility thinking); Components and elements of public significance are inappropriately located with little connectivity of urban space (things are bitty); The coastal belt is not continuous, with too many obstacles and interruptions (this condition will be worsened by the expansion of the formalized parking in the coastal domain); Note: the same mistake should not be repeated like the one at Kalk Bay Harbour at the Point, a single-use space offering no multifunctionality and flexibility in terms of use. In the larger precinct, there is a high degree of lost urban space and dis-jointedness; There is poor spatial integration and pedestrian linkages with the surrounding context and the local street network; Some buildings are recessed from the street edge, and often the buildings have dead edges facing onto the public domain (the breeding ground for undesirables); The station precinct is not integrated with the larger precinct; The mountain zone, via the park, is not spatially integrated with the coastal belt, at least visually and functionally. <p>3. A Suggested Approach and Way-forward</p> <p>In short, there is a concern that the current proposals on the table will continue with the ad-hoc degradation of the precinct, if implemented.</p> <p>It is recommended that the larger precinct of Central Muizenberg needs a bigger idea in the form of an integrating urban design framework incorporating spatial design, heritage, landscape and infrastructural considerations, with the long-term in mind. This idea should establish and create a context for appropriate and relevant improvement working towards a place-orientated strategy for the implementation of capital spending.</p> <p>4. Working with The Urban Design Policy of the City of Cape Town.</p> <p>To work towards spatial integration of the precinct, there is an opportunity to achieve the objectives of some of the Urban Design Policies of the City of Cape Town. The objectives of the policy can be summarized and include the following:</p> <p>Objective 1. Ensure that the development contributes positively to the urban structure of the city to create integrated and legible places and neighbourhoods.</p> <p>Objective 2. Ensure that the development contributes to the quality of the public realm and public space.</p> <p>Objective 3. Ensure that the development contributes to the creation of safe and secure communities.</p>	<p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> Panoramic views and open space Central beach huts / bathing boxes Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns Local artwork on walls Use of sandstone and granite in steps Local indigenous plants in planters, including local initiatives to plant and maintain <p>Regarding the reflection of coastal dynamics in the design, the stepped revetment is a direct response to the dynamic nature of the changing beach levels. The coastal defence and promenade is designed to withstand the harsh False Bay climatic and wave conditions. The layout of the steps and promenade in the corner area as well as playground has been rounded and softened to mirror and reference natural dune, wave run-up and tidal washup/debris lines. The steps allow for continuous beach access at any beach level. The stepped structure is also less reflective to wave energy.</p> <p>A number of design changes have been implemented following public consultation. The following list provides a summary of the changes implemented to the landscaping, layout and artwork component of the project:</p> <ul style="list-style-type: none"> Beach huts to be centrally located to serve as wind shelter for central shower plaza Central plaza to remain central public node with showers. Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space) Include mosaic artwork at ablution buildings, showers and seating walls. Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. Combination of natural lawn and artificial grass to be used where applicable. <p>Pedestrian links</p> <p>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</p>

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		<p>Objective 4. Ensure opportunities and amenities are accessible and that people can move around easily and efficiently.</p> <p>Objective 5. Promote development intensity, diversity and adaptability.</p> <p>Objective 6. Ensure enclosure and positive interfaces onto the public realm.</p> <p>Objective 7. Development should recognize and respond appropriately to informality.</p> <p>Objective 8. The development should protect value and enhance the natural environment through sustainable design.</p> <p>Objective 9. The development should respect and enhance the heritage, character and unique identity of the City and its neighbourhoods.</p> <p>It is questionable to what degree these objectives were taken into consideration in the formulation of the proposal.</p> <p>5. A site-related for-instance sketch.</p> <p>Attached is a site-related for-instance sketch, as a suggestion in order to illustrate the intentions behind the comments, in the spirit of contributing to an important and significant project of the city.</p> <p>The design intentions are suggestions and recommendations for consideration and debate in order to enable a possible re-visit, refinement and improvement, in urban performance terms, of the current layout.</p> <p>6. Conclusion</p> <p>In conclusion, this comment constitutes a serious objection of concern to the current proposed layout of the project and it is trusted that there will be an opportunity to revisit the proposal with the above comments in mind.</p> <p>Piet Louw 7 October 2022</p> <p>See appendix for full size map:</p>	<p>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>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. 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>Policy – 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.</p>

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		 <p>Muizenberg Central: Longer Term Idea Informing Implementation Actions</p> <p>7 October 2022 Pat Lowe Architect - Urban Designer - City Planner</p>	<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><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>

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			<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> 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</p>

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			<p>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>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>
Lupuwana, Sivuyile Roger slupuwana@gmail.com Via Email	07/09/2022	<p>Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,</p> <p>This commentary is a response from City of Cape Town resident Sivuyile Lupuwana that responds to a call for public comment on the proposed upgrade of the Muizenberg beachfront.</p> <p>We recognise and appreciate the efforts made by the City of Cape Town to restore our growing losing public coastal infrastructure such as the Muizenberg</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>

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		<p>beachfront to protect from sea rise, however, the proposal in its current plans falls short in a lot of areas. This comment includes four parts:</p> <p>The draft proposal prioritized motorized transport over NMT access which is in conflict with the city's NMT, Integrated Transport, Land Use and various progressive policies that put our natural environment and people first.</p> <p>In the interest of preserving and enhancing the natural and build environment beauty of the city, boost tourism and promote a people first in the city. I strongly recommend a relook into the proposal. Think expansive beach area for children and families to play and picnic. Brightly coloured stalls, stands, mini cafe's to activate the local economy and beautiful landscaping.</p> <p>An amphitheatre for local talent and buskers, a bus stop, wide cycling, wheel chair and walking infrastructures for people from all parts of Cape Town to access and enjoy. Look to our international counterparts and sister cities such as Barcelona's La Barceloneta and Rio's Copacabana. Even locally to the redevelopment of East London beachfront Esplanade: https://showme.co.za/east-london/tourism/exciting-new-precinct-plans-for-the-east-london-beachfront/</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> <ol style="list-style-type: none"> 1. Latest draft of the Integrated Development Plan 2. Latest draft of the Municipal Spatial Development Plan 3. Comprehensive Integrated Transport Plan 2019 - 2023 4. Cape Towns Water Strategy 5. City of Cape Town Climate Change Action Plan 6. 2017 Cycling Strategy 7. Latest NMT Policy and Strategy 8. 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>Comments on the upgrade in general</p>	<p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Policy – 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> <p><u>IDP</u> 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.

Comment by	Date received	Comments/Concerns/Questions	Responses
		<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 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>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>The problem of hard infrastructure to open public spaces 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>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> According to the City's Integrated Public Transport Network 2032, Muizenberg Beach will continue to be serviced directly by the Southern Railway Line only (in addition to the taxis and GAB that are not accounted for in this plan). In line with Spatial Strategy 3 and Policy Statement 35 in the IDP, the project will improve NMT linkages through the site, to public transport, in order to facilitate affordable access to the beach for those within the transport catchment area. Bicycle storage facilities will also be provided close to the bus stop and railway station.</p> <p><u>Train</u> The Southern Line will not be returning to fill efficiency overnight. The passenger rail is not a local government responsibility, however the City will "continue advocating for better services and the devolution of rail functions to ensure a quality, reliable rail service for Cape Town".</p> <p><u>Taxi</u> According to the 2014 and 2019 STATS SA General Household Survey, there is a reduction in the usage of trains as a mode of transport due to the commuter rail service decline, with people commuting with taxis approximately 4 times more than trains. Even if the reliability of the railway service is improved, the percentage people commuting to Muizenberg Beach with the train is unlikely to change dramatically as the Southern line does not service the majority of Cape Town's neighbourhoods and therefore does not offer a feasible transport alternative for the majority of Capetonians to the beach. The project recognizes the dominance of minibus taxis as mode of public transport, as per IDP Objective 12.1.C. The minibus taxis will continue to use the bus embayment to drop off commuters as well as the Main Road parallel parking bays, as they are currently doing. The parking bays within and around the site will also remain available should taxis park and wait for commuters.</p> <p><u>Cycling</u> The CIP's vision for cycling is that "Cape Town is the premier Cycling City in South Africa where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike." To this effect, and in line with the Cycling Strategy's key focus areas the proposal provides people with the opportunity to cycle along the beach by widening the promenade; improves the safety of cyclists by reducing conflict with</p>

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		<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"> 1. Cape Towns Water Strategy and; 2. 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 (uct.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>Please read and consider this briefing note* 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>We 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> <ol style="list-style-type: none"> 1. 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. We need to think proactively, not reactively. I'm 2. 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: <ol style="list-style-type: none"> 1. Non-Motorised Transport like cycling and active mobility 2. Golden Arrow Bus stop 	<p>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</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 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> <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</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
		<p>3. The Muizenberg Train station 3. Add cycling and other active mobility parking facilities 4. Connect to a segregated cycling lane (class 1 or 2) for the area 5. Employ BSUD and WSUD principles for the whole development 6. Add more Golden Arrow buses. The current frequency is poor both to Simonstown and CBD, Cape Town</p> <p>Conclusion 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 through the space we produce as a city.</p>	<p>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>Lyhne, Lisa Lisa.Lyhne@gmail.com Via Website</p>	<p>21/09/2022</p>	<p>I am pleased to see the upgrades planned of the Muizenberg beachfront, but I think we are missing a wonderful opportunity.</p> <p>Please could we have some trees? How about trees in the parking area on the grassed area?</p> <p>What about improving bicycle access? The area is crying out for some proper cycle paths, and we have many cyclists. We should take this opportunity to start building a cycle network in the Deep South.</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>Transport priorities – cycling 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>

Comments by interested and affected parties with surnames starting with M (pages 20 – 55)

Comment by	Date received	Comments/Concerns/Questions	Responses
<p>Maclean, Rob Berobmaclean@gmail.com Via written comments at the Open House</p>	07/09/2022	<p>Very impressed with the overall design concept. REF OPTIONA: Toilet blocks sea view from retail outlets. REF OPTION B: How about showers behind (for protection) the bathing boxes at surfers' corner & the pavilion? i.e., position 9&9!</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>Maclean, Sandra Sandymaclean55@gmail.com Via written comments at the Open House</p>	07/09/2022	<p>Generally, in favour of changes. Toilet block- great that the old one will be removed but like a new block to be built Infront of empire as in option A -This blocks beach view.</p> <ol style="list-style-type: none"> 1. Use existing 2 blocks (shark spotters & walkers)building for ablutions. 2. Ablution blocks next to the beach boxes at position 9 on the right +left of the main beach i.e., 2 sets of ablutions services both sides of beach. 	<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>Macrobert, Les macrobert@icon.co.za Via Email</p>	05/09/2022	<p>I object to the proposed plan at Muizenberg. It is a massive concrete block which destroys the aesthetic trademark of Muizenberg for the beach offering that it is. In addition and more importantly, what impact will it have on the coastline in the immediate facility?</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>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Character (aesthetics)</p> <p>The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> • Panoramic views and open space • Central beach huts / bathing boxes • Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns • Local artwork on walls • Use of sandstone and granite in steps • Local indigenous plants in planters, including local initiatives to plant and maintain <p>Regarding the reflection of coastal dynamics in the design, the stepped revetment is a direct response to the dynamic nature of the changing beach levels. The coastal defence and promenade is designed to withstand the harsh False Bay climatic and wave conditions. The layout of the steps and promenade in the corner area as well as playground has been rounded and softened to mirror and reference natural dune, wave run-up and tidal washup/debris lines. The steps allow for continuous beach access at any beach level. The stepped structure is also less reflective to wave energy.</p> <p>A number of design changes have been implemented following public consultation. The following list provides a summary of the changes implemented to the landscaping, layout and artwork component of the project:</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<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>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>
Mangena, Mfuneko damfumfu@gmail.com Via Website	08/09/2022	<ul style="list-style-type: none"> • Policy Development process ,project mandating, analysis Role player input and formulation of policy . • Specific aspects of procurement Reform • Achieving good governance in procurement (objectives, meeting the challenges) • Uniformity in tender procedures ,policies and Control measures. 	<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>

Comment by	Date received	Comments/Concerns/Questions	Responses
		<ul style="list-style-type: none"> • establishing a procurement compliance office • achieving socio- economics objectives through procurement • Affirmative procurement in brief • The pillars of procurement Reform • invitation to comments . <p>Our main goal is to come to a MOA agreement about the whole project what we see project is continuing without communities getting mandating of the My city depot development project.</p>	<p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> • Coastal hard infrastructure assets and coastal land and ecosystem management • Coastal Planning, Upgrades and Development • Coastal Policy and Regulation • Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, • Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Policy – Full</p> <p>Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the “Development Proposal” and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Martin, Julia julia.p.martin@gmail.com Via Website</p>	<p>23/09/2022</p>	<p>I have been a Muizenberg ratepayer since 2000, and my family and I care deeply about our extraordinary environment, and the extraordinary quality of community we've experienced here. I'm concerned that the proposed development would negatively impact the neighbourhood.</p> <p>Since a very detailed critique has already been drafted, I would like to add my name to it, by attaching it here as a pdf.</p>	<p>Please see page 1 for response to:</p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEACHFRONT: A CALL TO START OVER</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
		<p>The basic recommendation is: please start all over again, and involve the community from the beginning.</p> <p>Best wishes. Professor Julia Martin</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>Martin, Leon Darius leonmartinplett@gmail.com Via Website Jua Kombucha</p>	<p>06/09/2022</p>	<p>This is a terrible idea. The person who designed this is obviously not from Muizenberg and has no idea how things work here. This plan will likely ruin the Muizenbergs surf wave which is muizenbergs biggest attraction.</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>

Comment by	Date received	Comments/Concerns/Questions	Responses
<p>Martin, Rachel oumeester@gmail.com Via Email</p>	<p>26/09/2022</p>	<p>To whom it may concern Our City of Cape Town must seriously reconsider putting in more than 2 ramps in relation to the number of stairs in the upgraded structure. This is appeal nr 1! Appeal nr 2: security must guard the ramps so that pedestrians and skateboarders do not use these ramps during busy periods and thereby endanger persons in wheelchairs, please! Appeal nr 3: Please ensure that your ablution facilities are also wheelchair friendly, please. Our differently abled citizens deserves these conveniences and will confirm Cape Town as a world class tourist destination!! Regards. Yours sincerely Rae Martin- ex special needs teacher.</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>Mashego, Lebogang lebogang.mashego@gmail.com Via Email</p>	<p>24/09/2022</p>	<p>Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,</p> <p>This submission is a response to the call for public comment on the proposed upgrade of the Muizenberg beachfront.</p> <p>I recognise and appreciate the efforts made by the City of Cape Town to restore degraded and vulnerable public coastal infrastructure, such as the Muizenberg beachfront, to protect it and the town, from rising sea levels, however, the proposal in its current form falls disappointingly short in many areas.</p> <p>The beachfront upgrade is a unique opportunity to explore and implement global best-practices that cut across climate resilience and people-and-pedestrian first planning and urban design. Upgrades like these should add value to both their context, as well as residents and visitors for generations to come.</p> <p>I wholly oppose, and do not support replacing the existing gravel parking area with paving bricks, a design choice which completely undermines the wider intentions of this project, as well as the City of Cape Town's goals and future vision.</p>	<p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p>

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		<p>Please view my full comment attached.</p> <p>Sincerely, Lebogang Mashego</p> <p><i>Attached document:</i></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 degraded and vulnerable public coastal infrastructure, such as the Muizenberg beachfront, to protect it and the town, from rising sea levels, however, the proposal in its current form falls disappointingly short in many areas.</p> <p>The beachfront upgrade is a unique opportunity to explore and implement global best practices that cut across climate resilience and people-and-pedestrian first planning and urban design. Upgrades like these should add value to both their context, as well as residents and visitors for generations to come.</p> <p>My primary point of concern is the replacement of the existing gravel parking area with paving bricks.</p> <p>This comment includes four parts:</p> <ul style="list-style-type: none"> I. Comments on the upgrade in general II. Recommendations III. Conclusion <p>The current plan is indifferent to many of the existing policies and plans from the City of Town. As a citizen, I seek to bring solutions to the table to ensure that any upgrade to public infrastructure takes a holistic, ethical and traversal approach.</p> <p>As the City continues to grow rapidly, 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 the existing plans, but exacerbates a crisis it is trying to mitigate. We implore the project team to consider the following plans and integrate them into its design and land-use output:</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> <p>Policy – Full</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</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 Town's 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>Which do we value more: public space for people, or 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 private vehicle but which 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, such as the popular 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 that 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 ecosystems and commercial economies.</p>	<p>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</p> <p>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>

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		<p>The proposed upgrade sits next to a public transport interchange and constructing a sea of car parking is a significant setback for the area to meet the City of Cape Town's vision for densification and transit-oriented development.</p> <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 an excellent opportunity to use this space to bring communities together around quality public space that integrates with the ocean and the public transport interchange; in a way that speaks to the multitude of interconnected crises that we face from economic, biodiversity, transport, and climate to health.</p> <p><u>Uncomfortable concrete: the issue of hard infrastructure in open public spaces</u></p> <p>The proposal seeks to use hard infrastructure, only. I recognise the use of these material choices as part of the defence against the rising sea level, however, the parts of the upgrade positioned further inland show only concrete being employed with no visible urban landscaping.</p> <p>Urgent clarity is needed on "soft landscaping."</p> <p>This decision is deeply concerning 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 (uct.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. 	


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		<ul style="list-style-type: none"> • 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>Please read and consider this briefing note* 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> <ol style="list-style-type: none"> 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. It may be a public park, a public transport interchange, a skatepark or basketball court, a place for a market to take place, a community library, or centre. We need to think proactively, not reactively. II. Integrate and improve the public transport interchange into the new space. Use this area to tie the area together by integrating the space with the following in mind: A. Non-Motorised Transport like cycling and active mobility B. Golden Arrow Bus stop C. The Muizenberg Train station III. Add cycling and other active mobility parking facilities IV. Connect to a segregated cycling lane (class 1 or 2) for the area V. Employ BSUD and WSUD principles for the whole development VI. Add more Golden Arrow buses. The current frequency is poor both to Simonstown and CBD, Cape Town <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>	

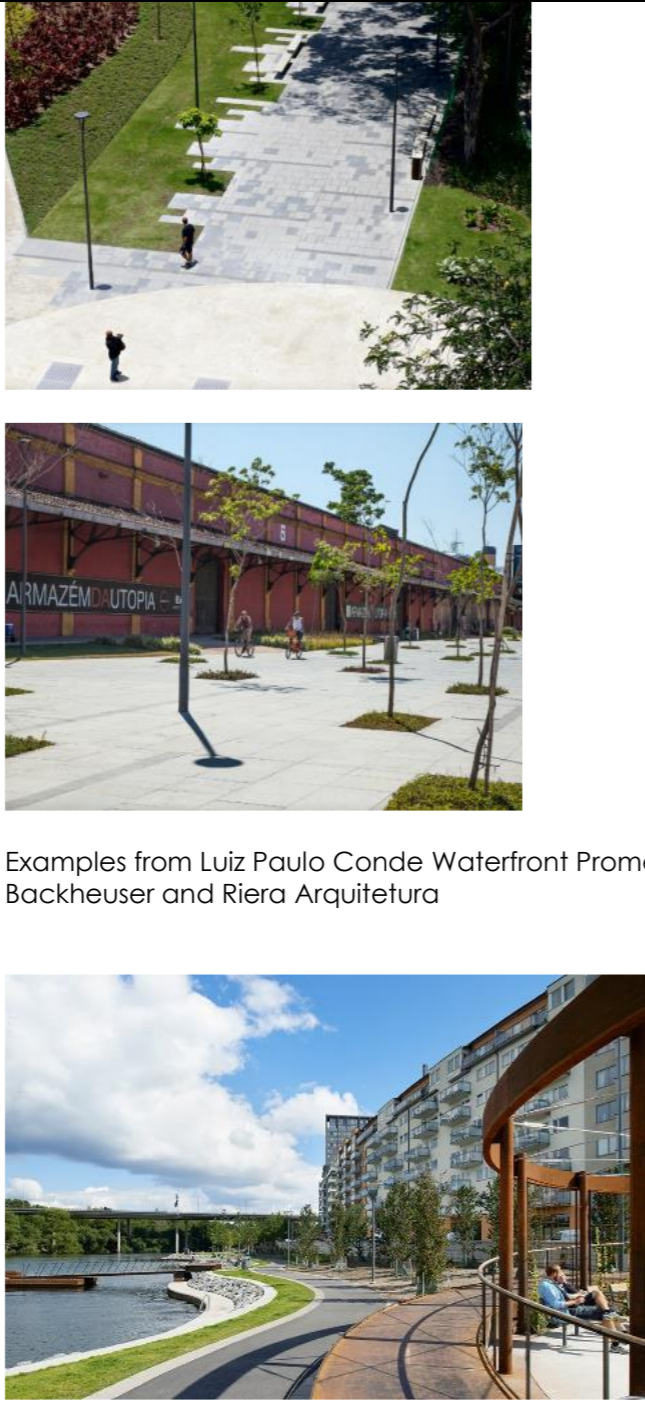
Comment by	Date received	Comments/Concerns/Questions	Responses
		<p>I hope this comment hopeful both to the team and public representatives.</p> <p>Together we can respond to the myriad of crises and be more caring and ethical through the spaces we produce as a city.</p> <p>Lebogang Mashego</p>	
<p>Matthews, Catherine cathymathews200@gmail.com Via Email</p>	<p>23/09/2022</p>	<p>Please find comments that I endorse attached below. Thank you Catherine Mathews</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: COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEACHFRONT: A CALL TO START OVER</p>
<p>Mayson, Joseph joemayson@gmail.com Via Website</p>	<p>29/08/2022</p>	<p>Requested to be added as an IAP.</p>	<p>You have been registered as an interested and affected party.</p>
<p>Mayson, Joseph joemayson@gmail.com Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Love taking away the point, allowing per more natural beach, retention of sand and connection of walkway. Too much concrete. The wooden walls should be maintained (fixed + kept) at places. No need for steps all along the beach. Steps every 20 m or so would be adequate. Connecting the new parking lot in the new section of beach (old point)is great.</p> <p>Would love to see more recreation facilities e.g., s-a-s ride soccer pitch (which could be accessed for a small upfront fee , like renting tennis courts) CD Astro turf. A community announcement and gathering area would be a good addition.</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>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</p>




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			<p>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>Mayson, Simon ss@mayson.co.za Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Should be responsive to the existing usage and users: connections with the environment. There is ample parking around the slides and eastward, which would reduce the issues of congestion at suffers corner itself. We need:</p> <ul style="list-style-type: none"> • Shelters from the southeaster wind to appreciate the view. • Skating and cycling incorporated into the full beachfront promenade not squashed into a tiny park. • No formalisation of existing parking: not needed! • Places to park and appreciate the view. 	<p>Parking By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>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>Promenade (NMT) 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>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>Mayson, Simon Sizwe ss@mayson.co.za Via Website</p>	<p>28/08/2022</p>	<p>Requested to be added as an IAP.</p>	<p>You have been registered as an interested and affected party.</p>





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<p>Medhurst, Debra Debbie.medhurst1@gmail.com Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Option A – yes Option B- No, ablution block too far.</p>	<p>Comment noted.</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>Menner, Mathilda Mathilda.menner@gmail.com Via written comments at the Open House</p>	<p>07/09/2022</p>	<ol style="list-style-type: none"> 1. Way too much non-living concrete pace in the new designs-both A and B Need more living spaces /greener / biophilic design/ permeable paving/ plant islands to promote biodiversity 2. No ramps. No railings. Not disability friendly. 	<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>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.

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			<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>Mesham, Barbara Via Email barbara@maxibin.co.za Via Email</p>	<p>01/09/2022</p>	<p>Hi Tarryn,</p> <p>Thank you for returning my call earlier and it was indeed a pleasure chatting to you.</p> <p>Our telecon of earlier refers:</p> <p>Kindly find attached our company profile for your perusal.</p> <p>I will be at the Open Day next week and look forward to meeting you and connecting with the respective persons who will be managing facilities / waste management for the Muizenberg Beach front upgrade initiative.</p> <p>Should you require any further information in the interim, please do not hesitate to contact me.</p> <p>Many thanks</p> <p>Kind regards</p> <p>Barbara</p> <p><i>See the two attached documents in appendix.</i></p>	<p>Comment received.</p>
<p>Messariss, Anastasia studio@anastasiameessariss.co.za Via Website</p>	<p>20/09/2022</p>	<p>Reference: Muizenberg Beachfront Upgrade 20th September 2022 Attention: Tarryn Solomon, Infinity Environmental comments@infinityenv.co.za</p> <p>Dear Ms Solomon,</p> <p>COMMENTS ON PROPOSED MUIZENBERG BEACHFRONT UPGRADE</p> <p>Thank you for Option A and Option B of the proposed Muizenberg Beach Upgrade. My comments are as follows:</p> <p>Muizenberg – the beachfront and promenade in particular – have a rich history which is meaningful to a plethora of people. It is also home to a distinctive natural realm which has developed to withstand the harsh environmental conditions along this coastline.</p>	<p>Character (aesthetics)</p> <p>The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters were merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <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

Comment by	Date received	Comments/Concerns/Questions	Responses
		<p>The design proposals speak to and incorporate none of this historical and natural richness and in no way respond to their unique sense of place. They also effectively 'cut off' the existing commercial strip from the beach by swathes of characterless parking. This is an opportunity to truly be creative with historical references, incorporating resilient vegetation, responding to unusual on-site stormwater and drainage requirements, meaning, texture, play, community, etc. This is the design response? What a missed opportunity! We appreciate the City's financial constraints, but good design costs no more than bad design. In fact, it reaps in dividends.</p> <p>May I recommend:</p> <ul style="list-style-type: none"> • There are better ways to design parking. What about planting, floor textures, lighting, crossing-over points, sustainable drainage solutions, irregular perimeter conditions, gaps between the rows to incorporate planting, seating, etc. Please be more creative, this is not a shopping centre. • You propose the removal of the existing ablution facility and in Option A replace it with two mono pitched boxes. Please apply the same character, attention to detail, and charm to any new building. • What about the design at night? We only apply our minds to day-time activities but there is an opportunity here to make it a friendly and inviting night-time node (which would be speaking to its historical character). • This is a wonderful place to bring children and the proposed design could enhance child-friendly design. The rubberized mats that become brittle in the sun is not the best solution for this area. <p>Below are a few reference images of waterfront / beachfront upgrades that creatively and sensitively respond to their environments</p> 	<ul style="list-style-type: none"> • structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns • Local artwork on walls • Use of sandstone and granite in steps • Local indigenous plants in planters, including local initiatives to plant and maintain <p>Regarding the reflection of coastal dynamics in the design, the stepped revetment is a direct response to the dynamic nature of the changing beach levels. The coastal defence and promenade is designed to withstand the harsh False Bay climatic and wave conditions. The layout of the steps and promenade in the corner area as well as playground has been rounded and softened to mirror and reference natural dune, wave run-up and tidal washup/debris lines. The steps allow for continuous beach access at any beach level. The stepped structure is also less reflective to wave energy.</p> <p>A number of design changes have been implemented following public consultation. The following list provides a summary of the changes implemented to the landscaping, layout and artwork component of the project:</p> <ul style="list-style-type: none"> ○ Beach huts to be centrally located to serve as wind shelter for central shower plaza ○ Central plaza to remain central public node with showers. ○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. ○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space) ○ Include mosaic artwork at ablution buildings, showers and seating walls. ○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials ○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. ○ Combination of natural lawn and artificial grass to be used where applicable. <p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.) <p>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>

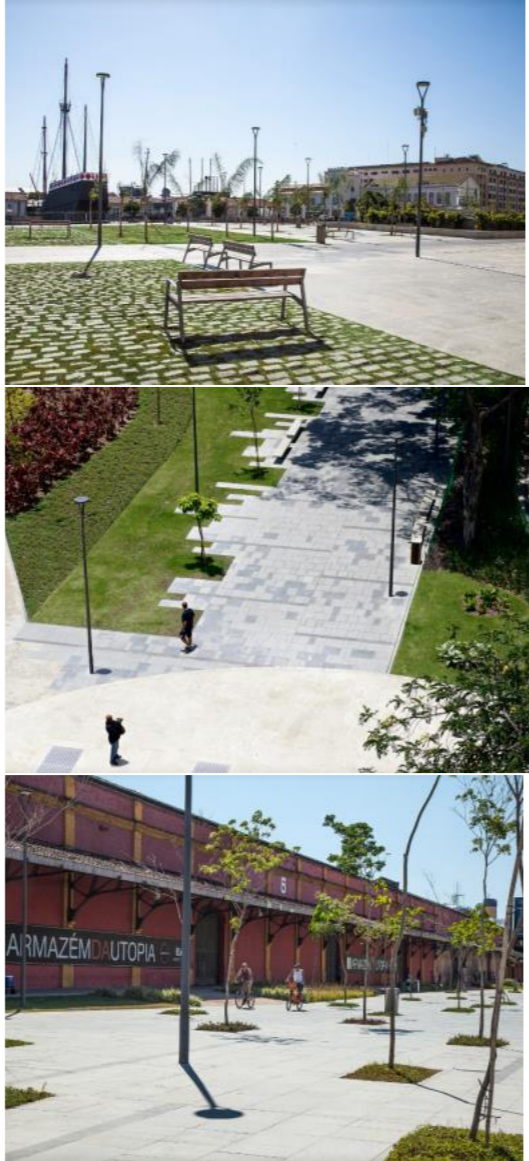
Comment by	Date received	Comments/Concerns/Questions	Responses
		 <p>Examples from Luiz Paulo Conde Waterfront Promenade by B+ABR Backheuser and Riera Arquitetura</p>	<p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This 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 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</p>

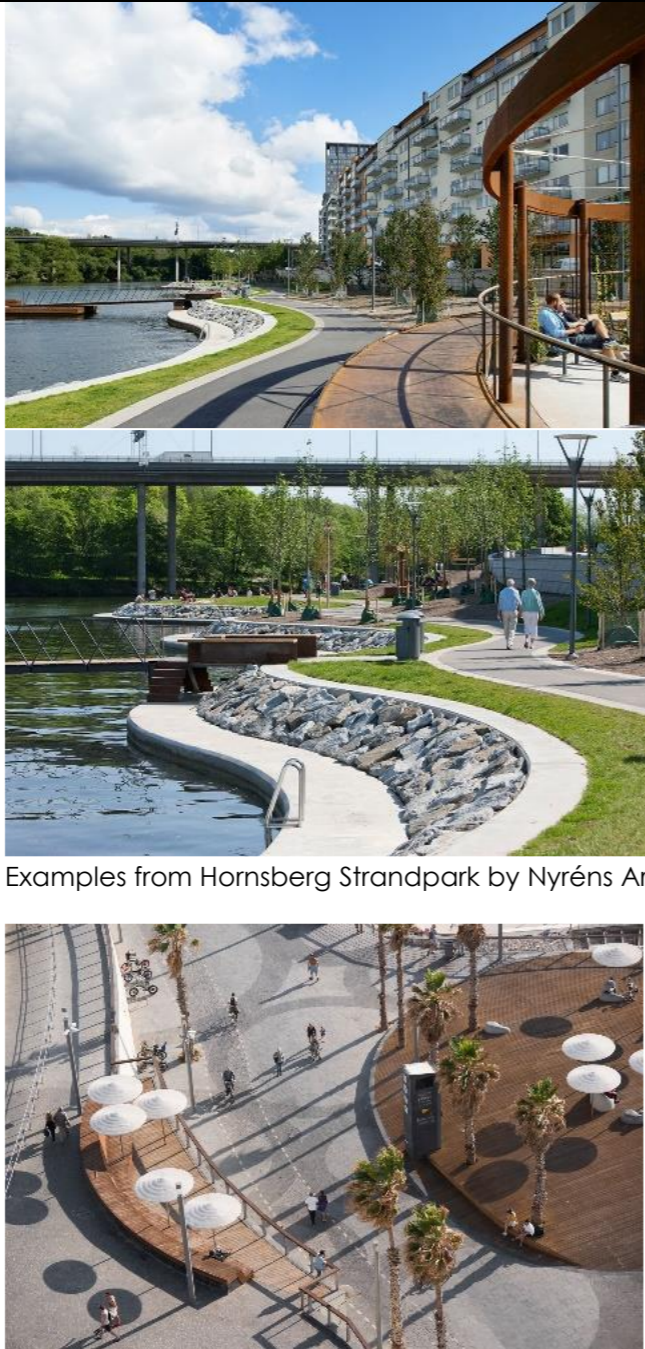
Comment by	Date received	Comments/Concerns/Questions	Responses
		 <p>Examples from Hornsberg Strandpark by Nyréns Arkitektkontor</p>  	<p>into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading 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>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will be used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>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>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>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>




Comment by	Date received	Comments/Concerns/Questions	Responses
		 <p data-bbox="706 699 1510 762">Examples from Tel Aviv's Central Promenade Renewal by Mayslits Kassif Architects</p>   	


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		<p>Examples from Shekou Promenade by SWA</p>   <p>Examples of Sugar Beach by Claude Cormier & Associates</p> <p>This is a once-in-a-lifetime project for an architecture and landscape design firm and you are the custodians of a place beloved by generations of people. Please let there be a better design response than this.</p> <p>You may enjoy this video (Memories of Muizenberg): https://www.youtube.com/watch?v=7KTsDmPMcCY</p> <p>Kind regards, Anastasia Messaris</p>	
<p>Messaris, Anastatia studio@anastasiamessaris.co.za Via Email</p>	<p>27/09/2022</p>	<p>Dear Ms. Solomon,</p> <p><u>RE: COMMENTS ON PROPOSED MUIZENBERG BEACHFRONT UPGRADE</u></p> <p>Please find attached my comments on the proposed Muizenberg Beachfront Upgrade</p>	<p>Character (aesthetics)</p> <p>The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters were merely “place holder” blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p>

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		<p>Attached document:</p> <p>Dear Ms Solomon,</p> <p>COMMENTS ON PROPOSED MUIZENBERG BEACHFRONT UPGRADE</p> <p>Thank you for Option A and Option B of the proposed Muizenberg Beach Upgrade. My comments are as follows:</p> <p>Muizenberg – the beachfront and promenade in particular – have a rich history which is meaningful to a plethora of people. It is also home to a distinctive natural realm which has developed to withstand the harsh environmental conditions along this coastline.</p> <p>The design proposals speak to and incorporate none of this historical and natural richness and in no way respond to their unique sense of place. They also effectively 'cut off' the existing commercial strip from the beach by swathes of characterless parking. This is an opportunity to truly be creative with historical references, incorporating resilient vegetation, responding to unusual on-site stormwater and drainage requirements, meaning, texture, play, community, etc. This is the design response? What a missed opportunity! We appreciate the City's financial constraints, but good design costs no more than bad design. In fact, it reaps in dividends.</p> <p>May I recommend:</p> <ul style="list-style-type: none"> • There are better ways to design parking. What about planting, floor textures, lighting, crossing-over points, sustainable drainage solutions, irregular perimeter conditions, gaps between the rows to incorporate planting, seating, etc. Please be more creative, this is not a shopping centre. • You propose the removal of the existing ablution facility and in Option A replace it with two mono-pitched boxes. Please apply the same character, attention to detail, and charm to any new building. • What about the design at night? We only apply our minds to day-time activities but there is an opportunity here to make it a friendly and inviting night-time node (which would be speaking to its historical character). • This is a wonderful place to bring children and the proposed design could enhance child-friendly design. The rubberized mats that become brittle in the sun is not the best solution for this area. 	<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) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.)

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

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		 <p>Examples from Hornsberg Strandpark by Nyréns Arkitektkontor</p>	<p>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>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>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>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>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</p>

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		  <p data-bbox="709 1129 1519 1192">Examples from Tel Aviv's Central Promenade Renewal by Mayslits Kassif Architects</p> 	<p data-bbox="1537 273 2795 367">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 data-bbox="1537 394 2795 457">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>

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		 <p data-bbox="706 940 1231 970">Examples from Shekou Promenade by SWA</p> <p data-bbox="706 1801 1389 1831">Examples of Sugar Beach by Claude Cormier & Associes</p>	

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		<p>This is a once-in-a-lifetime project for an architecture and landscape design firm and you are the custodians of a place beloved by generations of people. Please let there be a better design response than this. You may enjoy this video (Memories of Muizenberg):</p> <p>https://www.youtube.com/watch?v=7KTsDmPMcCY</p> <p>Kind regards, Anastasia Messaris</p>	
<p>Metcalfe, Anthea anthea.metcalfe@uct.ac.za Via Website Resident</p>	<p>22/09/2022</p>	<p>I endorse the attached call to start over again written by Judy Favish, Karl von Holdt and Cathering Kell.</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: COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEACHFRONT: A CALL TO START OVER</p>
<p>Mitford, Lisa Lisa.mitford@gmail.com Via Website</p>	<p>22/09/2022</p>	<p>I have concerns that the design is rather sterile and will reduce Muizenberg from 'charming' to something more like the bleakness of Strand. I endorse the "Call to start over again" written by Catherine Kell with Karl von Holdt and Judy Favish (attached)</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: COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEACHFRONT: A CALL TO START OVER</p>
<p>Moncrieff, Glenn glennmoncrieff@gmail.com Via Website</p>	<p>29/08/2022</p>	<p>I am concerned by the very high proportion of the surface area of Muizenberg beachfront that is occupied by parking bays. The vast majority of the beachfront area has become dedicated to cars. I understand that there is a high demand for parking, but this must be balanced with the other possible uses of the space. The western and eastern informal parking areas should not be formalized. They should be used for other purposes that benefit the public such as a skateboard park for the youth. The area is well served by public transit and commuter should be encouraged to rather use this to access the beach. If additional parking is required, the existing parking areas on the east and western side of the Zandvlei mouth could be used or upgraded - as they are seldom busy. It seems a waste of valuable space and a missed opportunity to dedicate so much of the prime area of the beachfront to parking when existing parking is available if people are willing to simply walk a few 100 meters</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)</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>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> <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>
Moore, Tessa	26/09/2022	To whom it may concern:	

Comment by	Date received	Comments/Concerns/Questions	Responses
<p>muizies@gmail.com Via Email</p>		<p>As a resident of the Muizenberg area for close to seventy years, and in retail there since 1971, I must say I am underwhelmed by the proposal, as shown in articles, emails and the meeting at the Pavilion. I have been in Muizenberg when it was still in the last part of its heydays; thru' the dregs period of slum landlords, drug-dealers, etc; and then I have been very much part of the Renaissance of the suburb.</p> <p>The proposal, as shown to us, says absolutely NOTHING about being "in the 'berg" or recognising and incorporating that it is a designated Heritage Special Area. Private property-owners have to work within these specs, but it seems that Council is immune to such "limitations". I have spoken to many people and read even more comments, and the single resounding viewpoint is this particular factor...that the design is considered to be bland, generic.....as it could be ANYWHERE, from Blouberg to Stilbaai. It says very little about being something incorporating the history and quirkiness/"boho" of Muizenberg and its locals. Muizenberg has always been "eccentric" and people from within, and also from beyond the suburb, love that and are fearful of losing that aspect with such a "no personality" supposed-upgrade.</p> <p>I and many others feel that killing off "The Corner", will be considered a loss as it is a traditional viewing and "chilling" point. Taking it away is not only taking away that very long-term aspect, but also reducing the number of parking bays, which really seems counter-productive.</p> <p>Nothing seems to have been contemplated as far as improving the traffic access inwards and outwards at Atlantic Road, which becomes a complete nightmare in High Season. Even if there was accessible remote parking, for people going to the beach, that would only suit, to some extent, non-surfers. In dising the bathing boxes, Council's very own Gregg Oelofse said to me, at the Pavilion meeting, that he and his family use their car as their "bathing box". (Of course, the bathing boxes are of much more value to the suburb than Gregg's and others' cars, as tourists, literally, come into our business, hunting ONLY for "ze basing houses".</p> <p>I also feel that no cognisance has been taken of the fact that THE most popular places on the Beach, from the earliest days of Muizenberg being a famous beach resort right up until the destruction of so many of the bathing boxes and windbreaks, was behind such bathing boxes and windbreaks. People swam, surfed, and then hung-out in the lee of these fixtures. Look at almost any of the historic photos of the 'berg in its heyday. This is not my imagination, this is easily verifiable FACT. A skilled planner should be able to incorporate an updated version of this factor and</p>	<p>Heritage (general) For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>The design of all new buildings endeavours to incorporate the architectural language and library of the existing buildings in order to maintain the sense of place.</p> <p>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 abluion location seaward of the coastal defence structure, located in the littoral active beach, where the buildings foundations are currently being undermined due to exposure to wave action and variable beach levels is deemed unsustainable from a coastal defence perspective. Attempting to protect the abluion building in its current location will result in loss of beach around the building and negatively affect sediment dynamics around the building.</p> <p>Following the public comments received, the proposed abluion building 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 abluion facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along abluion building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at abluion building are also included. See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the abluion building.</p> <p>Note that the decorative elements of the abluion 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 banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns

Comment by	Date received	Comments/Concerns/Questions	Responses
		<p>restore the windbreak aspect to the Beach. Yep, some folks with ground-floor premises will lose their direct view of the sea but, as the saying goes, "that's life!".</p> <p>If they are running a business on the Beachfront, they should also benefit from it, as beachgoers will remain for longer in the area, instead of getting out of the water, into their warm car and heading for home.</p> <p>On a particularly personal level, aesthetically, I do not like the "zags" at the corner. I find it an irritation and would far prefer to see a flowing curve there.</p> <p>There seems to be no "greening" aspect to the proposal, apart from some patches of lawn.....and we all know how bad "lawns" can look and feel at the 'berg, being unloved, un-watered, and in the teeth of the South-Easter. With increasing drought- pressure and steadily-diminishing staffing for such purposes, will there be a Council-endorsed and guaranteed-unretractable care programme in place.</p> <p>The False Bay coastline is recorded as, historically, having copses of Melkhout. These bit the dust, with the building of beach houses along the Main Road. There must be some form of localised indigenous plants, if not trees, which can survive and soften the look of the area, instead of it looking like a cement brick wasteland?</p> <p>I sincerely hope that this project will be relooked at so that it has far more community support and enthusiasm that it seems to have at present.</p> <p>Yours faithfully,</p> <p>Tessa Moore</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>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 to construct a uniform, robust coastal defence structure, it is coastal engineering and sediment dynamics best practice to create smooth alignments along the coast, avoiding the construction of any headland type structures, which attract and focus wave energy and could disrupt sediment dynamics.</p> <p>Furthermore, from a landscape and urban design motivation, the proposed design creates greater pedestrian flow connecting the main beachfront promenade area with the St James walkway, and</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>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>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,</p>

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			<p>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>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>
Morkel, Terry terrym20@icloud.com Via Email	08/09/2022	Hi there, As residents of Muizenberg, we realise that some form of upgrade needs to take place, but we think that should only be @ the current car parking. Going down the coast towards Strandfontein, MP & beyond, they all seem to be in their natural state. This is why people	<p>Rational 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-</p>

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		<p>come to Muizenberg, for its character. A cold & clinical upgrade invites more visitors (which we don't have an issue with), but it also invites the bad element, which puts everyone @ risk. As it is, Muizenberg can just about cope with the traffic, so upgrading the area will definitely cause traffic congestion for residents. We are not keen on this upgrade.</p> <p>Kind Regards Terry Matthee™</p>	<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. 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>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any</p>

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

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			<p>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.</p> <ul style="list-style-type: none"> o Combination of natural lawn and artificial grass to be used where applicable. <p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.)
<p>Muirhead, Elspeth elspethmuirhead@gmail.com Via written comments at the Open House</p>	<p>07/09/2022</p>	<ol style="list-style-type: none"> 1. I welcome skateboard bicycle riding park but not in such a central position on the beach. It creates too much noise-move to less prominent position. 2. Areas should include whole beach area- not end at Pavilion. 3. Don't agree with replacing historic rock sea wall + steps with new concrete steps. Need of link back to historic Muizenberg 4. Keep the iconic gazebo (bandstand). 5. Keep toilet block + shower in similar architecture to one they are replacing. 	<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>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>Heritage (the Point) The heritage and sentimental value of the point masonry steps are acknowledged, however the current location and condition of the steps within the littoral active and inter-tidal zones, exposed to direct wave impact is not deemed a long-term sustainable location for a headland structure. The stone masonry steps have sustained serious undermining and washout of fill material, posing a public safety risk. In order construct a uniform, robust coastal defence structure, it is coastal engineering and sediment dynamics best practice to create smooth alignments along the coast, avoiding the construction of any headland type structures, which attract and focus wave energy and could disrupt sediment dynamics.</p> <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>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<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>Muller, Keri kerimuller@gmail.com Via Website 741942288 Preferred method of communication: WhatsApp</p>	<p>22/09/2022</p>	<p>This development has no consideration for the existing space and buildings. It is also incredibly badly thought out if thought out at all.</p> <p>The toilet block is an art deco masterpiece! I am pretty sure you can't take that down?</p> <p>I'm also concerned as to where on earth everyone who comes to the beachfront will now park? You are taking away a main public parking area.</p> <p>Why would you plant grass? It's not going to grow that close to the sea and will look awful.</p> <p>The existing spaces work, yes it's chaotic but what you are proposing makes no sense at all.</p> <p>It's a waste of money, rather spend it on upgrading the space behind the promenade where the kids pools area and turning that building into something wonderful and usable again.</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 coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Heritage (abluion) It is the Coastal Management Branches responsibility to manage all hard coastal infrastructure and plan and develop effective long-term coastal infrastructure. The existing abluion location seaward of the</p>

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			<p>coastal defence structure, located in the littoral active beach, where the buildings foundations are currently being undermined due to exposure to wave action and variable beach levels is deemed unsustainable from a coastal defence perspective. Attempting to protect the ablution building in its current location will result in loss of beach around the building and negatively affect sediment dynamics around the building.</p> <p>Following the public comments received, the proposed ablution building is located just landward of central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included. See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>Note that the decorative elements of the ablution facility dates from the mid 80's and have no heritage value. The parts of the building that are older than 60 years are the walls and the hipped roof.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>Parking (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>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>

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			<p>Community hall This falls outside the scope of this project, but suggestions will be sent to Parks and Recreation. The future of the Muizenberg Pavilion is the subject of future planning for Muizenberg.</p>
Murgatroyd, Megan mmurgatroyd@hawkwatch.org Via Website	04/09/2022	Request to be added as an IAP.	You have been registered as an interested and affected party.

Comments by interested and effected parties with surnames starting with N (pages 56 – 70)

Comment by	Date received	Comments/Concerns/Questions	Responses
<p>Naeser, Dagan dagannaeser@gmail.com Via Website</p>	<p>16/09/2022</p>	<p>The objective of the upgrade should be to make a more people focused and centric beach. This cannot be achieved by trying to accommodate vehicles. There will NEVER be enough parking no matter how much is created or formalised. Even on mildly busy days there isn't enough parking. The aim should be to rather entice people to make use of alternative modes of transport that can be integrated with the upgrade. The upgrade should focus on creating excellent recreational facilities that can be used by the general public and make the beach front truly a world class experience.</p> <p>Overall look of the proposed concept:</p> <p>There is no doubt that the upgrades are needed especially on the collapsing existing promenade and in relation to future climate proofing of the beach front. However, from the renders the way this has been done looks harsh and unwelcoming. There does not seem to be much creative inspiration that makes the space feel welcoming to residents and tourists alike. It is a rather generic design that is not inspired by the unique nature and character of Muizenberg. If there is going to be money spent on the area that needs to be used for the next 30 years rather make it an attraction of note than a bland, concrete beach front with a parking lot which will never meet demand</p> <p>Main Concerns:</p> <p>To think boldly regarding the current unpaved "parking" lot and reimagine this space should be a key objective of these proposed upgrades</p> <ul style="list-style-type: none"> - There needs to be a much more integrated transport type of node. This can be created close to the York Road rail/road crossing. A sheltered bus stop and drop and go area will be far more effective in moving people to and from the beach and reduce the number of cars trying to access the beach area for parking purposes. This seems like a no brainer especially due to the location of Muizenberg train station - instead of the creation of a large dead space parking lot in front of the station there should be a more welcoming public park and space -this area should could include but is not limited to things such as a skate park, potential amphitheatre, coastal gardens that show off the biodiversity of the region, perhaps the relocation of shark spotters/life guard look out to the elevated area 	<p>Concrete revetment</p> <p>Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>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> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any</p>

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		<p>-All these should pay homage to the idea of SURFERS corner (i.e. perhaps a surfer's statue for good measure!) and the historical nature of Muizenburg (Battle of Muizenberg, long history as a coastal resort town of renown)</p> <p>-If the parking is removed from the in front the station the area can also rather have a widened promenade/picnic area that overlooks the beach and acts as a further attraction to the area and has far more use</p>	<p>other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (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>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>

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			<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>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 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 (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>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"</p>

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			<p>blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> • Panoramic views and open space • Central beach huts / bathing boxes • Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns • Local artwork on walls • Use of sandstone and granite in steps • Local indigenous plants in planters, including local initiatives to plant and maintain <p>Regarding the reflection of coastal dynamics in the design, the stepped revetment is a direct response to the dynamic nature of the changing beach levels. The coastal defence and promenade is designed to withstand the harsh False Bay climatic and wave conditions. The layout of the steps and promenade in the corner area as well as playground has been rounded and softened to mirror and reference natural dune, wave run-up and tidal washup/debris lines. The steps allow for continuous beach access at any beach level. The stepped structure is also less reflective to wave energy.</p> <p>A number of design changes have been implemented following public consultation. The following list provides a summary of the changes implemented to the landscaping, layout and artwork component of the project:</p> <ul style="list-style-type: none"> ○ Beach huts to be centrally located to serve as wind shelter for central shower plaza ○ Central plaza to remain central public node with showers. ○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. ○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space) ○ Include mosaic artwork at ablution buildings, showers and seating walls. ○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials ○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. ○ Combination of natural lawn and artificial grass to be used where applicable. <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>Nahnsen, Antje Antje.nahnsen2@gmail.com Via written comments at the Open House</p>	<p>07/09/2022</p>	<ul style="list-style-type: none"> • The sealing of parking lot area seems to be environmentally friendly please consider not to seal and use wooden beams for dewosca tide of bays. • The upgrading of this area should be planned together with potential upgrading of the promenade ?bridge and parking area near waterslide • The green area (Lawns) should be connected can there be a cycling path integrated coming from Marine Estate side hence planning of the area should be embedded in rethinking /planning of larger beach front area. • Please preserve heritage building can these be taken down and rebuild in different place? • The wooden revetment seems to work well. Why replace with concrete. 	<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</p>

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			<p>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> <p>Cycling 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>

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			<p>Heritage (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>
Napoli, Tasmin Tasminnapoli@gmail.com Via Website	29/08/2022	There is currently no lighting along the beach at night. Please can this be addressed. Also possibly increased security.	<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>
Napoli, Tasmin tasminnapo@gmail.com Via written comments at the Open House	07/09/2022	<ol style="list-style-type: none"> 1. Do we need to move ablution blocks 2. Beach Huts – Why more the? 3. Skate park- inappropriate setting. Move away from beach 4. Concern about sterility. Loses soul of Muizenberg. 5. Lack of shade areas 6. Steps need to be shallow enough for young kids + older people. 7. Will new buildings still be in character existing buildings 8. Lighting – what is being provides for after dark 9. Bins- will there be enough provided for. 	<p>Heritage (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>

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

Comment by	Date received	Comments/Concerns/Questions	Responses
			<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>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>Waste management Waste management for the beach will be addressed through Integrated Coastal Management Precinct Plans.</p>
Napoli, Zorena Zorena@human.co.za Via Website Private	21/09/2022	Object to the skate park. It is being positioned in far too central a spot. Contribute to noise and reduce enjoyment for beach goers. Not opposed to a skate park, but not in this location. Possibly near putt putt area?	<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>Beach huts</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
		<p>Object to moving of beach huts. They are a landmark of a Muizenberg beach and the proposed moving of them will reduce visibility of them.</p>	<p>The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront.</p> <p>Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p> <p>See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Nell, Daniel danielnell15@gmail.com Via Website</p>	<p>03/10/2022</p>	<p>Good day,</p> <p>Thank you for the opportunity to submit comments on the proposals for the Muizenberg Beachfront Upgrade.</p> <p>As a professional landscape architect based locally in Cape Town I would like to highlight some thoughts after having some time to digest the design proposals based on three key areas.</p> <p>Nature</p> <p>The current proposals have a very strong engineering solution which is void of any connection to the natural processes of the site. The proposals do not consider the unique microclimate of the site and coastal processes which are deeply intertwined within the context of the site. There is also an existing mountain stream that runs through the site which has been completely overlooked and a missed opportunity to connect the site with the wider natural context of the Muizenberg mountain. There is also very little information on how vegetation is being used in the design to help create comfortable spaces for users and to also help increase the overall biodiversity of the site. With the introduction of paved formalised parking, there would be a significant increase in surface water run-off to the site as well as increasing the overall heat island effect. Why have permeable paving, rain gardens, swales and clusters of tree planting/ planted mounds not been considered in the design to mitigate these?</p> <p>People</p> <p>The current proposals seem to have not considered a variety of user groups and how the promenade could be better broken up to provide as series of smaller intimate spaces that could provide for prospect and refuge. The current proposals at the moment create a harsh environment for people with little opportunity for rest</p>	<p>Concrete revetment</p> <p>Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>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>

Comment by	Date received	Comments/Concerns/Questions	Responses
		<p>spots to dwell and take shelter from the south easter. There could be more opportunity to remove additional parking and encourage people to use other modes of transport to the site. The railway station is deeply connected to the history of the site and the current proposals have turned its back on it completely. Cycle parking has also not featured strong enough in the design as an alternative transport opportunity for visitors of the site and to encourage people not to drive to the site. Surely adding more parking will only encourage more cars and more congestion in the surrounding areas?</p> <p>Heritage</p> <p>The current proposals I feel lack an overall connection to the site`s heritage as a coastal town resort. The iconic beach huts that characterise the beachfront have been introduced in the design as a token and this I think is a missed opportunity to re-invent the traditional beach hut which could become part of a wider public arts strategy to involve residents to come up with unique design proposals for these. This will help create a sense of ownership in the design. What are the stories/ narratives that this place will reveal to new visitors and how will these narratives be embellished into the landscape proposals</p> <p>As the concept proposals are still at a very early stage, I look forward to see how the project team can take on board the public comments and integrate these into the next stage of the public participation process. Overall its exciting to see investment been made by the city into large public realm projects which will benefit future generations for years to come.</p> <p>Thank you.</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 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 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>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will be used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>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

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul style="list-style-type: none"> 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>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>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>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>Cycling 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>
Nesbitt, Keegan keeganesbitt@gmail.com Via Website	29/08/2022	Requested to be added as an IAP.	You have been registered as an interested and affected party.
Nkomande, Siyethemba siyethemba@icloud.com Via written comments at the Open House	07/09/2022	To rebuild and reconstruct is a massive undertaking and Muizenberg need it. This is a beautiful historic surfing village, and it should be maintained to bring in more visitors to boost the businesses along the beach. I do feel however that a skate park that's inclusive of wheel based sparts would be excellent for the youth and families of the surrounding areas for them to gather and hone their skills and improve themselves as there is an opportunity for them at Olympic level with the right backing and investment from us as a community. A small basketball or netball court would also be beneficial for people of all ages. The upkeep of the pavilion area should not be underestimates as we have a strong vision for it too.	<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>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>
Noppe, Paul paulnoppesa@gmail.com Via Website	01/09/2022	Very pleased with the plans, except will strongly resist any attempt to charge for parking, as I visit the beachfront daily.	All parking will remain free of charge.
Nortje, Windell No contact details Via Website	26/09/2022	<p>Good afternoon</p> <p>Kindly add ramps for people in wheelchairs.</p> <p>Thanks for the good work that you are doing</p> <p>keep well</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.

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

Comments by interested and affected parties with surnames starting with O (pages 71 – 78)

Comment by	Date received	Comments/Concerns/Questions	Responses
<p>Oosthuizen, Dave daveast3@gmail.com Via Email</p>	<p>22/09/2022</p>	<p>Afternoon Sir/madam</p> <p>I do not think this is a good idea, this sea area that you plan to fill in is a breeding and feeding area for a vast amount of fish and shell fish, and other sea creatures.</p> <p>It is going to have a negative impact on the wave action, and destroy the heritage of surfers' corner.</p> <p>Regards Dave Oosthuizen</p>	<p>Beach reclamation</p> <p>There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard.</p> <p>Rationale and background</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>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>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<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>Oosthuizen, David oosthuizen@gmail.com Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Thanks for inviting to participate, the water's edge proposal to me seems good. I dislike the acres of parking proposed it's like an ugly shopping mall parking lot.</p> <p>The new parking lot at Glen Cairn is in my opinion dreadful and demonstrate no understanding of the False Bay culture .I advise you to invite UCT architectural students to make proposal in a competition.</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>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<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>Oosthuizen, Jean jean.oosthuizen20@gmail.com Via written comments at the Open House</p>	<p>07/09/2022</p>	<ol style="list-style-type: none"> 1. For future, ideally, we need to plan for fewer cars. Better public transport. Don't encourage more cars to come into the sea. Facilitate pedestrians / cyclist, scooters, skate boarders. Take cars further away!! 2. Concrete is unforgiving , ugly and permanent. Please do not have an edge of concrete on such a beautiful coastline. 3. Upgrade improve existing character. Don't make radical changes. Please. 	<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</p>

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			<p>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>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 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 (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</p>

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			<p>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>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 (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,

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			<ul style="list-style-type: none"> 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>Osborne, David Nelson davidnelsonosborne@gmail.com Via written comments at the Open House (Scan of comment sheet sent via email from Cameron Scott)</p>	<p>07/09/2022</p>	<ol style="list-style-type: none"> 1. The first thing to note is the total absence of greenery. Not only are there no trees but no provision for any greenery: the circle opposite York Road crossing works well why not have fynbos, aloes, vygies etc in raised beds to deter the dog poo brigade. 2. As a pedestrian and frequent swimmer, I would welcome some creative brickwork, i.e. circles, cheval linear lines etc. once again 	<p>Soft landscaping</p> <p>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	Comments/Concerns/Questions	Responses
		<p>the circles opposite York road and the designs & flower beds outside the library are examples.</p> <p>3. To be sure the budget over rules all other consideration but are we to approve the future without nature or an aesthetic appreciation, I find the current proposal a trifle sterile. Please no palms! I have heard said that trees don't grow in Muizenberg. In Muizenberg: they do and are often quirky on account of the wind. And there are innumerable alternatives.</p> <p>4. With reference to David Muller's eloquent plea to acknowledge and resurrect the promontory at the Kalka Bay corner of surfer's to be sure it's a wee bit dilapidated but it oddly enough is used and enjoyed by many, many, people both in cars and simply/sitting on the old stone steps, it is already a feature, a vantage point to enjoy the waves as they rush against the steps: I am sure with some creative forethought it could be incorporated and acknowledged.?? To be sure its weather beaten and offends a linear designer boy's concept of order but I implore the esteemed planner to reconsider the potential of this feature. Visit it over the weekend or when the waves dash out it's a lot more than a pile of rocks and rusting railings! I understand the new ablution block will conform to the design of its companion building! They work. What's to happen with the huts? NB Commission more mosaics!!!!</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>Heritage (the Point) The heritage and sentimental value of the point masonry steps are acknowledged, however the current location and condition of the steps within the littoral active and inter-tidal zones, exposed to direct wave impact is not deemed a long-term sustainable location for a headland structure. The stone masonry steps have sustained serious undermining and washout of fill material, posing a public safety risk. In order construct a uniform, robust coastal defence structure, it is coastal engineering and sediment dynamics best practice to create smooth alignments along the coast, avoiding the construction of any headland type structures, which attract and focus wave energy and could disrupt sediment dynamics.</p> <p>Furthermore, from a landscape and urban design motivation, the proposed design creates greater pedestrian flow connecting the main beachfront promenade area with the St James walkway, and eliminates pedestrian and vehicle conflict in this area.</p> <p>Additionally, by removing the existing stone steps/point the proposed promenade and step alignment retreats several meters landward. This allows reinstatement and creation of more beach space here closer to what it historically was, connecting the two beach areas as it historically was before the corner steps were constructed in the 1900's as part of land reclamation exercise to create residential erven, currently known as the gravel parking area.</p> <p>Thus, the City acknowledges the sentiment, but regard the replacement of the corner/point steps as part of the operational requirement to provide well designed and robust coastal defence infrastructure as described and required in the General background information section. See the "Development Proposal" and Figure 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>Beach huts The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront.</p> <p>Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p>

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			See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.

Comments by interested and affected parties with surnames starting with P (pages 79 – 124)

Comment by	Date received	Comments/Concerns/Questions	Responses
<p>Palmer, Catherine catpalmer@hotmail.co.uk Via Website</p>	<p>08/09/2022</p>	<p>I don't see how I am expected to comment without the supporting documentations showing details of the upgrade. This image with a neon blue outline has zero technical information and implies the upgrade will possess the beach front and remove a huge portion of seafront on the southern end. This would never pass an EIA. So, please send me the proposal documents for reasonable assessment and comment</p>	<p>Comment noted. Please see the Muizenberg Beachfront Refurbishment dBAR for project details and site drawings.</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 Sub council 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 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>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 ablution 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>

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			<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 ablution building. ○ Keep showers in central area as well as shower at the pergola/event pavilion on western side of beachfront ○ 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. • Landscaping, layout and artwork: <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. • 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 forecourt ○ 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.

Comment by	Date received	Comments/Concerns/Questions	Responses
			<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.
Pama, Joshua joshuapama@gmail.com Via Email	06/09/2022	Hi there, Checking that this is the right email address to send comments related to the Muizenberg Beach upgrade?	Confirmed, email received from you, as below.
Pama, Joshua joshuapama@gmail.com Via Email	15/09/2022	Hi there, Thanks for collecting comments for the public participation process for Muizenberg Beach front upgrade. <ul style="list-style-type: none"> • Please do not take more beaches away with the upgrade. I.e. do not build further seaward than the current situation (MOST NB) • Aim to not only create parking space. Note that the Muizenberg parking situation is only tough on very particular days. • Create more green space. Ideally indigenous dune fynbos over grass. • I agree with moving the toilets from the beach front - it is not appealing to have smelly toilets on the beach. • Look to other areas (like by the water slides and putt course) to create more parking and not just the beachfront. There is also parking on the other side of the Zandvliet river opening that could be revamped. People can walk 50m on busy days, this is not America. • The civic centre was a complete flop and under utilised - a lot of space around it that should be investigated for additional parking. <p>In summary: Less concrete, more natural vegetation, more beach.</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</p>

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			<p>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>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</p>

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			<p>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 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>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>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>
Parker, James James.parkerz.JP@gmail.com Via written comments at the Open House	07/09/2022	Skate Park skateboarding Skate Park A	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.
Parry-Davies, Janice janicepd1@gmail.com Via Email	26/09/2022	TO WHOM IT MAY CONCERN	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

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		<p>I have lived at the complex of 24 Beach Rd, Muizenberg since 2005 across the road from the beach. My family uses the Beach Front daily.</p> <p>I attended your Open Day and have reflected on the proposals.</p> <p>It is my family's clear perspective that the ONLY proposals that are relevant would be:</p> <ol style="list-style-type: none"> 1. Pave the large gravelled parking area on the west side of the Beach Front 2. Create 2 wheelchair ramps on either side of the existing Ablution Block - there are currently 2 sets of steps on each side - I have limited mobility and find the Beach Front accessible apart from these. 3. Use the funds available for <ul style="list-style-type: none"> • any upgrades needed to the existing Ablution Block • refurbishments to the first set of Beach Cabins on the East side of the Pavilion • any other infrastructural upgrades needed 4. No other work needed <p>I trust this will be considered with the other submissions.</p> <p>Sincerely</p> <p>Janice Parry-Davies</p> <p>082 398 5171</p> <p>24 Beach Rd, Muizenberg</p>	<p>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 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>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>Heritage (ablution)</p>

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			<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>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 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</p>

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

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			See 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).
Paterson, Jody jody@visionplan.co.za	22/09/2022	<p>Hi Tarryn</p> <p>Nice to see you the other day at the Open House.</p> <p>Please find my comment attached for the Teams consideration.</p> <p>Kind regards, Jody</p> <p><i>Attached document:</i></p> <p>Proposed Muizenberg Beachfront Upgrade</p> <p>Comments submitted by Jody Paterson (Resident of Muizenberg)</p> <p>Thank you for the opportunity to comment on the proposals for the Muizenberg Beachfront Upgrade. I am very appreciative of the fact that the City of Cape Town are being proactive in addressing the need to make our coastline more resilient in the face of climate change. However I would like to offer the following comments based on my experience as a local resident and frequent user of this space.</p> <p>The Cape Town SDF, 2018 and District Plan of 2012 as well as the latest version of the District Plan, which is out for comment, both identify the Muizenberg Beachfront as a unique place and key public and tourist destination. It is one of the few beaches on the peninsula located on the train line and easily accessible by bus and mini-bus taxis from the Metro South East. As a result it is one of the more integrated public outdoor recreational destinations and one that we should be developing carefully to ensure it retains its current appeal for a range of users. It is in the context of this that I am concerned about the following:</p> <ol style="list-style-type: none"> 1. that the intervention focusses heavily on the making of more parking; 2. the lack of proper consideration for the beachfront amenity support – ablutions and showers 3. the sense of place is being lost through the opening of the corner and flattening of the edge levels along the length of the promenade; 4. that there is insufficient consideration given to the design of the top of the new sea stairs /public promenade; 	<p>Rationale and background</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>The project wishes to use the opportunity to retain and improve the recreational and amenity facilities along Muizenberg beachfront to ensure it remains a popular recreational and tourism destination over the long term, and therefore incorporated works to improve the landside public open/recreation spaces in its project scope. Work includes 3m wide universally accessible promenade and better connection and movement to the existing St James/Muizenberg walkway as well as increased seating opportunities, new playground equipment, lawns and indigenous planted areas with irrigation.</p> <p>Tender and architect appointment</p> <p>All professional service, including architect and landscape service provides, were appointed via open term tender process - 375C/2018/2019: <i>PROVISION OF PROFESSIONAL SERVICES: SPATIAL PLANNING, ENVIRONMENT AND TRANSPORT</i>, this project is works package WP 118 of the term tender appointment.</p> <p>Community consultation</p> <p>As part of the feasibility and preliminary design stages the City of Cape Town: Coastal Management Branch initiated the stakeholder engagement process which included the following:</p> <ul style="list-style-type: none"> o The City appointed Urban-Econ Development Economists as part of the feasibility stage to assess the potential impact of the proposed upgrades of infrastructure along the Muizenberg beachfront in comparison to a do-nothing approach. The study generated primary data from 170 survey respondents with beach users (A list of possible Sub council 19 provided a list of I&AP's, which included local residents, tourists, community organisations, formal businesses and informal businesses). The study area's spatial dimensions were considered, including the beachfront's sea level rise risk, tourism sector interactions and property sector characteristics. The study concludes by indicating support for the proposed upgrade on the basis of its potential socio-economic impacts. o On 23 March 2022, the Coastal Management Branch presented at the public Subcouncil 19 meeting to outline the upgrade of Muizenberg Beachfront. Sub Council supported the associated outcomes and timeframes for completion. On 22 August 2022 a project progress update was also given at the public Sub council 19 meeting. o The coastal management Branch presented and discussed the project with the various NGO's currently operating from the existing buildings on the beachfront as part of the feasibility and preliminary design stages. o The various relevant City line departs were consulted during the design process to provide

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		<p>5. the appropriateness of the design and landscaping language; and</p> <p>6. last but not least, the lack of baseline information available that would have helped to provide more confidence in the proposals presented.</p> <p>The following expands briefly on each of the above.</p> <ol style="list-style-type: none"> 1. Parking supply will always be a problem and will never go away until we reduce the supply of parking and make it more uncomfortable for those driving cars. Given the role of this space as an important local and tourist destination it is imperative that it builds on its offering as a place of leisure and recreation. This precinct should be prioritised for pedestrians, for cyclists, for skaters and play. The ground plain should be shaped deliberately to support play. I do not propose removal of all the additional parking but a scaling back to draw the cars away from the sea edge and allow for some breathing space along the PRASA rail reserve which has significant opportunity to play a supportive commercial role enlivening the platforms and activating this edge of the space. The current proposal looks to squeeze parking in to every last corner. Through-circulation should be prevented to ensure speeds of vehicles are limited in the area and the pedestrian movement between the water's edge and pedestrian rail crossing is safer. A single parking area with a single entry and exit would be far safer and free up land along the sea edge for a more generous promenade. The station forecourt is a welcome proposition and should maximise on its potential to function as a balcony overlooking the bay as well as its potential to play a gateway function. An analysis of pedestrian desire lines through and across the site in question and between the site and its surrounds should inform the layout. 2. Both Option A and B's proposals for the location of the ablution block are problematic. The central location of the current ablution block works well from an accessibility point of view. As an essential amenity, its current visibility is also of huge benefit. Furthermore its current location works well in terms of the shelter from the wind it offers people using the centralised forecourt. It talks to the historic art deco building facades opposite. Neither location proposed in the posters offer the benefits that the current location does. It raises the question as to why a new improved and sea-proofed building cannot be designed in the same location. 3. The current edge condition varies along the length of the site concerned. The edge condition differs in height above 	<p>insights and requirements. The feasibility design report was circulated for comment to all applicable departments.</p> <p>In preparation for the statutory Environmental Impact Assessment (Basic Assessment) process, a pre-application public engagement process was undertaken. Details of the engagement process is documented in the Section F and Appendix F of the draft Basic Assessment Report.</p> <p>Furthermore, the current public participation being undertaken as part of the draft Basic Assessment Report, will be incorporated and updated in the final Basic Assessment Report.</p> <p>Heritage (general) For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>The design of all new buildings endeavours to incorporate the architectural language and library of the existing buildings in order to maintain the sense of place.</p> <p>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:</p> <ul style="list-style-type: none"> o 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. o 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. o 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. 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>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</p>

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		<p>the beach, in form and function offering visitors to the beachfront a range of different experiences of the coastline. The edge condition ranges currently from the public walkway that allows for parading, walking, sitting and viewing to the corner (sometimes referred to as 'the point') in front of the gravel parking area, to where people retreat to watch the surfing and observe the beach activity from a distance. The 'corner' which has some elevation offers spectacular views down the length of the beach and provides a sheltered beach section for younger children. The grassed area at the end of the catwalk offers opportunities for contemplative activities and families with younger children wishing to experience the rocky beach away from the crowds. The new stepped concrete revetment shown on the plans is a good solution to a number of challenges. It has the potential to not only offer strong resistance to wave action but can function as a robust and versatile piece of social infrastructure. The steps provide wonderful opportunities for users of the beach to sit and observe activity on the beach. However opening of the corner and treating the edge consistently in the same way between the pavilion and the station entrance will lead to the sense of place associated to "the corner" in particular being lost.</p> <p>4. The cross sections shown in Option A and B show the stepped revetment and promenade which provides a much improved interface with the beach but one wonders if there can't be built-in seating or low walls incorporated into the cross section along the sea edge of the promenade to provide some protection from the cool breezes coming directly off the sea. This is especially important when it comes to the space where the ablution block is proposed to be removed. Without this block, this space will be very exposed to sea breezes. In fact it is highly unlikely that it will be utilised at all without the protection offered currently by the ablution block.</p> <p>5. The curvilinear / organic nature of the design of the lawn areas and paving seems inappropriate in the context of Muizenberg's history. The retro inspired pattern-making echoes classic thematic beachfront designs from South America and the USA and is not necessarily reflective of the dominant architectural language in the area. While it's not necessary to echo the style of the surrounding buildings, its important to reflect or respond to some of the architectural or infrastructural elements to achieve some level of stylistic continuity across the precinct.</p> <p>The landscaping is also ill considered given the prevailing sea winds which prevent most vegetation from growing.</p>	<p>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 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>Lessons can be learnt from the fairly recently planted island in the centre of the parking. Here the wild fig survives notwithstanding its exposure to very salty air and wind. Lawns will not last.</p> <p>6. Last but not least is the concern that the proposals have not been informed by any significant consideration of the context. The following amongst other analytical layers would have been useful to understand the proposals:</p> <ul style="list-style-type: none"> • The type and location of community initiatives (current and future) and businesses in the area. • NMT desire lines through the local area • The type/nature and location of existing activities such as kiosk trading, soccer, skating, dog-walking, cycling, café seating etc. Understanding where and how these activities occur on the site could provide clues about how to shape the ground plain and structure the site. • Climatic layers • Heritage and Urban syntax studies • Inputs from specialists to ensure the surf break won't be affected by the new revetment. <p>The lack of any explanation regarding the potential environmental and heritage constraints, challenges and broader informants is of particular concern. In this regard we note that there was no reference to the implications of the NHRA. We assume that a Heritage Impact Assessment will need to be compiled and submitted through the Environmental Authorisation process.</p> <p>Conclusion: In conclusion, we would like to see the design process move forward but taking heed of the concerns expressed herein and from others. We would expect at the next public engagement, that it be demonstrated that some of the comments have been taken seriously and that the relevant baseline findings be shared to give confidence that the design has been carefully considered and money will be wisely spent.</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>Policy – 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"> ○ People are granted reasonable access to the beach ○ The safety of NMT users is prioritised by reducing conflict with vehicles and giving preference to cyclists and pedestrians ○ NMT users' needs are prioritised over that of the motorists by retaining all NMT routes at grade and requiring vehicles to ramp up to cross NMT routes ○ Muizenberg is Cape Town's flagship universal access beach and as such every attempt is made in the design to ensure that all walkways are universally accessible.

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			<ul style="list-style-type: none"> 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><u>IDP</u> 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> 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 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>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>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>Heritage (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>

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			<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) The heritage and sentimental value of the point masonry steps are acknowledged, however the current location and condition of the steps within the littoral active and inter-tidal zones, exposed to direct wave impact is not deemed a long-term sustainable location for a headland structure. The stone masonry steps have sustained serious undermining and washout of fill material, posing a public safety risk. In order construct a uniform, robust coastal defence structure, it is coastal engineering and sediment dynamics best practice to create smooth alignments along the coast, avoiding the construction of any headland type structures, which attract and focus wave energy and could disrupt sediment dynamics.</p> <p>Furthermore, from a landscape and urban design motivation, the proposed design creates greater pedestrian flow connecting the main beachfront promenade area with the St James walkway, and eliminates pedestrian and vehicle conflict in this area.</p> <p>Additionally, by removing the existing stone steps/point the proposed promenade and step alignment retreats several meters landward. This allows reinstatement and creation of more beach space here closer to what it historically was, connecting the two beach areas as it historically was before the corner steps were constructed in the 1900's as part of land reclamation exercise to create residential erven, currently known as the gravel parking area.</p> <p>Thus, the City acknowledges the sentiment, but regard the replacement of the corner/point steps as part of the operational requirement to provide well designed and robust coastal defence infrastructure as described and required in the General background information section. See the "Development Proposal" and Figure 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>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

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			<ul style="list-style-type: none"> • Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns • Local artwork on walls • Use of sandstone and granite in steps • Local indigenous plants in planters, including local initiatives to plant and maintain <p>Regarding the reflection of coastal dynamics in the design, the stepped revetment is a direct response to the dynamic nature of the changing beach levels. The coastal defence and promenade is designed to withstand the harsh False Bay climatic and wave conditions. The layout of the steps and promenade in the corner area as well as playground has been rounded and softened to mirror and reference natural dune, wave run-up and tidal washup/debris lines. The steps allow for continuous beach access at any beach level. The stepped structure is also less reflective to wave energy.</p> <p>A number of design changes have been implemented following public consultation. The following list provides a summary of the changes implemented to the landscaping, layout and artwork component of the project:</p> <ul style="list-style-type: none"> ○ Beach huts to be centrally located to serve as wind shelter for central shower plaza ○ Central plaza to remain central public node with showers. ○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. ○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space) ○ Include mosaic artwork at ablution buildings, showers and seating walls. ○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials ○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. ○ Combination of natural lawn and artificial grass to be used where applicable. <p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.) <p>Soft landscaping</p> <p>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>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>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>Peden, M.I (Dr) Pedenm1@gmail.com Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Area 4- Play area -include wind shelter +trees for shade, heat control, creating a more natural environment for kids. Area 2- extended promenade with concrete steps. This is very harsh /ugly. Design needs to be softened -possibly with greenery, stones steps.</p> <p>Overall comment- Any form of development needs more green spaces and more biodiversity and more porous surfaces and less concrete than before. This design does the opposite- it increases the area under concrete. This needs to be adjusted.</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</p>

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			<p>are not deemed feasible as such structures will obstruct views and create hiding spaces posing a public safety risk.</p> <p>The proposed eight beach huts at the central shower plaza will however serve as wind shelter for the plaza. Surface undulations in the play area will also provide a small amount of wind shelter in the play area. The existing buildings as well as proposed ablution will also provide some wind shelter.</p> <p>Concrete revetment 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 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>Peden, Moraig Pedenm1@gmail.com Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Areas 1+2 - This development needs more greening -it's very harsh- too much concrete, a heat trap, non-permeable surfaces. Indigenous coastal vegetation required over a greater area, trees with wind shelters. Loss of huts on beachfront- these are iconic to Muizenberg and should not be lost from surfer's corner. (Plans show very few huts).</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</p>

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		<p>Option A – 2 new ablution blocks- block sea views. Not desirable. Option B is better.</p> <p>Loss of existing ablution block is a problem – this is a beautiful heritage building. Should be constructed if necessary.</p>	<p>areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the “Soft Landscaping” subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Wind shelter The comment regarding wind protection is noted, Muizenberg is an exposed location subject to harsh False Bay and dominant south easterly wind. Creating small wind sheltered areas are not effective as it creates local wind eddies where fine windblown sand circulates and eventually accumulates, creating an unpleasant seating location. Large enough wind shelters to avoid the above mentioned are not deemed feasible as such structures will obstruct views and create hiding spaces posing a public safety risk.</p> <p>The proposed eight beach huts at the central shower plaza will however serve as wind shelter for the plaza. Surface undulations in the play area will also provide a small amount of wind shelter in the play area. The existing buildings as well as proposed ablution will also provide some wind shelter.</p> <p>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>Heritage (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</p>

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			<p>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>Pender, Jeremy jeremy@machete.co.za Via Email</p>	<p>26/09/2022</p>	<p>Good day,</p> <p>I am a Muizenberg resident. I would like to add my name to the attached submission from Karl von Holdt and friends as I wholeheartedly agree with all their points.</p> <p>Kind regards, Jeremy Pender</p> <p><i>Attached document:</i></p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN</p> <p>Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)</p>	<p>Please see page 1 for response to:</p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER</p>
<p>Pepper, Amanda Amandapepper33@gmail.com Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Not a fan of the concrete stairs. I feel the coastal village and generations, history of Muizenberg will be lost. Keep the façade of the rocks and stairs you are wating to remove to give more space to the ocean.</p>	<p>Concrete revetment</p> <p>Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next</p>

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			<p>to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Heritage (the Point) The heritage and sentimental value of the point masonry steps are acknowledged, however the current location and condition of the steps within the littoral active and inter-tidal zones, exposed to direct wave impact is not deemed a long-term sustainable location for a headland structure. The stone masonry steps have sustained serious undermining and washout of fill material, posing a public safety risk. In order construct a uniform, robust coastal defence structure, it is coastal engineering and sediment dynamics best practice to create smooth alignments along the coast, avoiding the construction of any headland type structures, which attract and focus wave energy and could disrupt sediment dynamics.</p> <p>Furthermore, from a landscape and urban design motivation, the proposed design creates greater pedestrian flow connecting the main beachfront promenade area with the St James walkway, and eliminates pedestrian and vehicle conflict in this area.</p> <p>Additionally, by removing the existing stone steps/point the proposed promenade and step alignment retreats several meters landward. This allows reinstatement and creation of more beach space here closer to what it historically was, connecting the two beach areas as it historically was before the corner steps were constructed in the 1900's as part of land reclamation exercise to create residential erven, currently known as the gravel 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>
Piller, Elena elenapiller@gmail.com Via Email	26/09/2022	<p>Good morning</p> <p>I think the premise for the upgrade is great!</p> <p>The indigenous vegetation that was recently planted behind the ablutions is really beautiful so hopefully that can be reincorporated.</p> <p>I think the option where the ablutions move into Waves for Change and Shark Spotters buildings could be good as the increased view would be positive for the restaurants. However, if those organisations would rather stay on the beach front then no issue there either.</p> <p>I don't really like the dirty sand at the current playground, so a different surface would look better there too.</p> <p>I am also interested to know if the informal car guards will still be allowed to operate there or will the more formalised car guards come</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>New ablutions</p>

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		<p>into play at the western and eastern upgraded car parks. I presume there will be some upset from their side if they are kicked out and it may be preferable to avoid that.</p> <p>Some more flower beds where more daisies or carpobrotus could be planted might be nice and please the people who want more trees. They really look fantastic in spring.</p> <p>Many thanks</p> <p>Elena Piller</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>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>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>Planck, Bronwyn bronwynplanck@gmail.com Via Email</p>	<p>03/09/2022</p>	<p>Good morning</p> <p>I am reaching out to the City to take the Facebook comments/voices of the people on the proposed changes to Muizenberg Beach into account as not everyone can attend an open day on a weekday. The comments are valid and this initial design has certainly not been well thought through from a beach goers perspective. Amongst one, this will cause massive upset to the international surfing tourist community. The aesthetics of the beachfront area is being turned into a concrete slab for parking for traffic which the inbound roads cannot accommodate.</p> <p>One comment " This is ridiculous. Where is the beach? Where are the iconic huts? What will be left to take photographs of? Were locals, surfers or beach goers consulted whilst designing this monstrosity?"</p> <p>Regards Bronwyn</p> <p>This is ridiculous. Where is the beach? Where are the iconic huts? What will be left to take photographs of? Were locals, surfers or beach goers consulted whilst designing this monstrosity?</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

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			<ul style="list-style-type: none"> • 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>Community consultation</p> <p>As part of the feasibility and preliminary design stages the City of Cape Town: Coastal Management Branch initiated the stakeholder engagement process which included the following:</p> <ul style="list-style-type: none"> ○ The City appointed Urban-Econ Development Economists as part of the feasibility stage to assess the potential impact of the proposed upgrades of infrastructure along the Muizenberg beachfront in comparison to a do-nothing approach. The study generated primary data from 170 survey respondents with beach users (A list of possible Sub council 19 provided a list of I&AP's, which included local residents, tourists, community organisations, formal businesses and informal businesses). The study area's spatial dimensions were considered, including the beachfront's sea level rise risk, tourism sector interactions and property sector characteristics. The study concludes by indicating support for the proposed upgrade on the basis of its potential socio-economic impacts.

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			<ul style="list-style-type: none"> ○ On 23 March 2022, the Coastal Management Branch presented at the public Sub council 19 meeting to outline the upgrade of Muizenberg Beachfront. Sub Council supported the associated outcomes and timeframes for completion. On 22 August 2022 a project progress update was also given at the public Sub council 19 meeting. ○ The coastal management Branch presented and discussed the project with the various NGO's currently operating from the existing buildings on the beachfront as part of the feasibility and preliminary design stages. ○ The various relevant City line departs were consulted during the design process to provide insights and requirements. The feasibility design report was circulated for comment to all applicable departments. <p>In preparation for the statutory Environmental Impact Assessment (Basic Assessment) process, a pre-application public engagement process was undertaken. Details of the engagement process is documented in the Section F and Appendix F of the draft Basic Assessment Report.</p> <p>Furthermore, the current public participation being undertaken as part of the draft Basic Assessment Report, will be incorporated and updated in the final Basic Assessment Report.</p> <p>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</p>

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			<p>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>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</p>

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			<p>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> <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>Pollard, Charley charleyd@netactive.co.za Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>I think the resurfacing of the parking lot is a wonderful idea. However, I think there is too little parking on the plan. There seems to be too much space, in my opinion. I think big circle should become more useful-skate park. It is currently dead space. I don't think the ablution box should be removed – that & the central showers are lovely. I also think that the newly paved area parking could be less bland-needs something more. Good luck + thank you for the opportunity to have an opinion.</p> <p>And leave the stone step please!</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>

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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.</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>Heritage (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>Heritage (the Point) The heritage and sentimental value of the point masonry steps are acknowledged, however the current location and condition of the steps within the littoral active and inter-tidal zones, exposed to direct wave impact is not deemed a long-term sustainable location for a headland structure. The stone masonry steps have sustained serious undermining and washout of fill material, posing a public safety risk. In order construct a uniform, robust coastal defence structure, it is coastal engineering and sediment dynamics best practice to create smooth alignments along the coast, avoiding the construction of any headland type structures, which attract and focus wave energy and could disrupt sediment dynamics.</p> <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</p>

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			<p>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>Pollard, Robin robinpoll@netactive.co.za Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>The paving of the gravel parking is essential. Current proposal has nowhere near enough Parking. Don't link the 2 beaches keep the existing historical steps which would mean parking increases. The current circle should be a skate park obviously with an upstand wall to keep skaters safe from cars .The Parking area needs more creativity it adds no interest. Incorporate the signal box coffee shop proposal(Wawa boards has approval already). Please don't remove the Pergola its used for surf camps etc and provides cover in the rain and sun.</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>Heritage (the Point) The heritage and sentimental value of the point masonry steps are acknowledged, however the current location and condition of the steps within the littoral active and inter-tidal zones, exposed to direct wave impact is not deemed a long-term sustainable location for a headland structure. The stone masonry steps have sustained serious undermining and washout of fill material, posing a public safety risk. In order construct a uniform, robust coastal defence structure, it is coastal engineering and sediment dynamics best practice to create smooth alignments along the coast, avoiding the construction of any headland type structures, which attract and focus wave energy and could disrupt sediment dynamics.</p> <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</p>


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			<p>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>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>Pergola Due to the alignment and setback of the proposed coastal defence and promenade, the pergola structure close to the corner will be demolished and rebuilt a few meters landward to the current design and details, conserving the heritage design and aesthetic features.</p>
<p>Postlethwayt, Cindy cindy@cpheritage.co.za Via Website</p>	<p>08/09/2022</p>	<p>Requested to be registered as an IAP.</p>	<p>You have been registered as an interested and affected party.</p>
<p>Postma, Roland Young Urbanists youngurbanists@gmail.com m Via Email</p>	<p>07/09/2022</p>	<p>Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,</p> <p>Happy International Clean Air for Blue Skies!</p> <p>Please find out submission attached. We urge that you consider our comment and for the city to look at the following plans to see how their design can align with the following plans:</p> <ul style="list-style-type: none"> • Latest draft of the Integrated Development Plan • Latest draft of the Municipal Spatial Development Plan • Comprehensive Integrated Transport Plan 2019 - 2023 • Cape Towns Water Strategy • City of Cape Town Climate Change Action Plan • 2017 Cycling Strategy • Latest NMT Policy and Strategy • 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>We cannot afford as a city to operate in silos, we need to be transversal and holistic and think proactively, not reactively.</p> <p>Building a car park in between a public transport interchange and the ocean is at odds with the City's vision for densification and transit-oriented development. The future is here now and we need to make sure every re-development of a road or space needs ticks all the right boxes.</p> <p>We hope you find our comment helpful and we look forward to hearing from you soon.</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.</p>

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		<p>Yours sincerely,</p> <p>Roland Postma Young Urbanists South Africa</p> <p><i>Attached document:</i></p> <p>Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,</p> <p>This commentary is a response from Young Urbanists South Africa that responds to a call for public comment on the proposed upgrade of the Muizenberg beachfront. We 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>This comment includes four parts:</p> <p>I) Comments on the upgrade in general II) Commentary related to specific sections of the proposal III) Recommendations IV) Conclusion</p> <p>The current plan is indifferent to a lot of existing policies and plans from the City of Town. Young Urbanists 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> <ul style="list-style-type: none"> I. Latest draft of the Integrated Development Plan II. 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 	<p>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 well as a widened promenade, generous seating steps and soft landscaping. Locally indignant vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for 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</p>

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		<p>VIII. Guidelines for the Provision of Open Space in South Africa, 2017, Prepared</p> <p>IX. 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 (SoCR16-MainReport_02Spatial.pdf) goals when we do this?</p> <p>While we 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 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>With the Southern Line returning, this development contradicts not only the National Department of Transport and the Spatial Planning and</p>	<p>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>Policy – Full <u>NMT</u></p> <p>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"> ○ People are granted reasonable access to the beach ○ The safety of NMT users is prioritised by reducing conflict with vehicles and giving preference to cyclists and pedestrians ○ NMT users' needs are prioritised over that of the motorists by retaining all NMT routes at grade and requiring vehicles to ramp up to cross NMT routes ○ Muizenberg is Cape Town's flagship universal access beach and as such every attempt is made in the design to ensure that all walkways are universally accessible. ○ The accessibility of the beach is improved from a pedestrian and cyclist perspective by ensuring direct links to other NMT routes as well as continuous access to the beach along the promenade. <p>The parking area (along the railway line) to be resurfaced will be designed as such that it doubles as a public space for the use of events such as night markets.</p> <p><u>IDP</u></p> <p>In accordance with IDP objective 10.2.A the project will ensure public access to Muizenberg Beach for residents across the City by</p>

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		<p>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, 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 we 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> <p>I. Cape Towns Water Strategy and; II. City of Cape Town Climate Change Action Plan</p> <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 (uct.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> <p>Protect and create a habitat for local endangered species</p> <ul style="list-style-type: none"> • 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). 	<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 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 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</p>

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		<p>Please read and consider this briefing note* on how to employ WSUD and BSUD principles for car parking if our comment will be ignored. (*link to briefing not broken when checked)</p> <p>Recommendations</p> <p>We 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. We need to think proactively, not reactively.</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>We 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 through the space we produce as a city.</p> <p>Roland Postma on behalf of the Board and Young Urbanists South Africa</p>	<p>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 (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 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>Soft landscaping</p> <p>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>Postma, Roland rolandpostma@gmail.com Via Email</p>	<p>26/09/2022</p>	<p>Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,</p> <p>This last submission is a response to the call for public comment on the proposed upgrade of the Muizenberg beachfront.</p>	<p>Response to the Daily Maverick article:</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</p>

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		 <p>Also, please consider our article in the Daily Maverick we wrote here, we were also covered in News24 and the interview we did from the CapeTalk (one more to go on Africa Channel (SABC)).</p> <p>Best, we look forward to hearing from you.</p> <p>Sincerely,</p> <p>Roland Postma</p>	<p>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-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> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p>

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			<p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total 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>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. 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 – CIPT 2032 <i>CIPT 2032</i></p>

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			<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> 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>See Section E (4.1 – 4.4, 10) of the draft Basic Assessment Report for a detailed description of how the Muizenberg Beachfront Refurbishment fits in with the applicable frameworks and policies.</p> <p>Character (aesthetics) The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters 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</p>

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			<p>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) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.)
Postma, Roland roland@youngurbanists.co.za Via Website	07/09/2022	Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,	<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>

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Young Urbanists South Africa		<p>This commentary is a response from Young Urbanists South Africa that responds to a call for public comment on the proposed upgrade of the Muizenberg beachfront.</p> <p>We 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>This comment includes four parts:</p> <p>I) Comments on the upgrade in general II) Commentary related to specific sections of the proposal III) Recommendations IV) Conclusion</p> <p>The current plan is indifferent to a lot of existing policies and plans from the City of Town. Young Urbanists 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>I. Latest draft of the Integrated Development Plan II. 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>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-</p>	<p>Coastal Management: Spatial Area of Responsibility:</p> <ul style="list-style-type: none"> The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDF and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so in terms of agreed operational protocols and/or Service Level Agreements (defined below) <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> Coastal hard infrastructure assets and coastal land and ecosystem management Coastal Planning, Upgrades and Development Coastal Policy and Regulation Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Parking</p> <p>The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <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</p>

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		<p>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 we 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 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>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, climate to health.</p> <p>The problem of hard infrastructure to open public spaces</p> <p>The proposal only seeks to use hard infrastructure - while we 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>to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Policy – 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</p>

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		<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> <p>I. Cape Towns Water Strategy and; II. City of Cape Town Climate Change Action Plan</p> <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 (uct.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>Please read and consider this briefing note on how to employ WSUD and BSUD principles for car parking if our comment will be ignored. (<i>*Link to briefing note broken at time of checking</i>).</p> <p>Recommendations</p> <p>We 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. We need to think proactively, not reactively.</p>	<p>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><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>

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		<p>II. Integrate and improve the public transport interchange into the new space. Use this area to tie the area together by integrating the space with the following in mind: A. Non-Motorised Transport like cycling and active mobility B. Golden Arrow Bus stop C. The Muizenberg Train station</p> <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>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 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>

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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 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>
Pradier, Aurelien aurelien.a.pradier@gmail.com Via Website	29/08/2022	Requested to be added as an IAP.	You have been registered as an interested and affected party.
Preiser, Wolfgang preiser@sun.ac.za n/a Via Website	28/09/2022	Requested to be registered as an IAP.	You have been registered as an interested and affected party.
Prinsloo, Jakobus kobus.prinsloo1990@gmail.com Via Website	06/09/2022	Requested to be registered as an IAP.	You have been registered as an interested and affected party.
Prisloo, Cecil 9 Killarney Road	07/09/2022	Constructing the park across the railway line (business area)with the beach front building bridges (foot) , cycling facilities. Destroy the civic	<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</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
Via written comments at the Open House		<p>centre. Build stuff reminds that I 'am African, centres music (open air) and other entertainment areas.</p> <p>Consult me more number above.</p>	<p>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>Pritihard, Mandy mandyrooieis@gmail.com Via written comments at the Open House</p>	07/09/2022	<p>I think the steps going in haphazard directions is ugly. The steps should be uniform and where possible in the corner Use the old rock bricks from the old steps , even as a border to honour what went before. The old steps are beautiful. This concrete "mess" is so ugly. Also create shaded picnic tables all along here + there so those not swimming can eat take aways comfortably under latte-type solid shade which can withstand the wind.</p> <p>Patches of Astro turf here and there to have less concrete!!! Plant trees in strong beds using rocks in wire. The current proposal is an -EMBARRASSMENT- no soul.</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 combination of natural (indigenous) lawn and artificial grass will used where applicable.</p>

Comment by	Date 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>Proske, Walter walter.proske@gmail.com Via Website</p>	<p>29/08/2022</p>	<p>The solar panel lights meant to light up the beach at night don't work.</p> <p>Interested where the new ablutions will be built - Demolition of existing ablution facility in the wave run-up zone and construction of new ablution</p>	<p>Lighting Area lighting is included and will be provided for the play area, central shower plaza, western and eastern parking areas as well as along the promenade. The beachfront will be lit to a minimum of a B1 classification of lighting.</p> <p>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>Proske, Walter walter.proske@gmail.com Via Website Journey Planner</p>	<p>13/09/2022</p>	<p>I would prefer option B, as this leaves the small green spaces open and doesn't require new construction directly on the beachfront. The new building for the NGOs is on an unused piece of somewhat derelict space next to the railway line that could use a refurbishment with the new NGO building.</p>	<p>Heritage (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>

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

Comments by interested and affected parties with surnames starting with Q (page 125)

Comment by	Date received	Comments/Concerns/Questions	Responses
<p>Quanto, Sandra sandraquanto16@gmail.com Via Email</p>	<p>01/09/2022</p>	<p>Good day. Tarryn, regarding Big Plans for Muizenberg Beachfront. I know it's important to do this, but have anyone thought that money could be put into the peppermint palace and turning into an affordable Old Age home for us pensioners in Muizenberg who have nowhere to go. Think about it please Sandra Quanto 0810523249</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>The Peppermint Palace is privately owned. The housing development, Wavescape, will soon commence with construction. St James Retirement Hotel, CPOA Eventide and Evergreen Lifestyle Village Muizenberg offers retirement opportunities in the area.</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>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

Comments by interested and effected parties with surnames starting with R (pages 126 – 153)

Comment by	Date received	Comments/Concerns/Questions	Responses
Rabagciati, Andy ANDYR@WIZZY.COM Via written comments at the Open House	07/09/2022	I like the proposal. It needs better access to Muizenberg station and coordination with PRASA.	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.
Rack, Kevin kevin_rack@hotmail.com Via Website	29/08/2022	Requested to be added as an IAP.	You have been registered as an interested and affected party.
Raeburn, Lee lahliray@gmail.com Via Email	15/09/2022	<p>Beach zone development. The proposal for a beach zone refurbishment is in principle an overdue investment, adding value to one of Cape Town neglected growth points.</p> <p>The civic architectural plan proposal is completely out of sync with historical, environmental and aesthetic continuity that has made Muizenberg unique and thus popular.</p> <p>The drawing plan is unfortunately the antithesis of what made and still makes the area such a vital tourist attraction. There has clearly been no care, research or appreciation taken to add value.</p> <p>This is definitely not an enhancement.</p> <p>The already congested entry access point to the beachfront is a complete bottleneck. There is only one small lane in and out of the proposed area, surrounded by vehicles continuously moving in and out of parking bays. There is no exit road, which makes the essential movement of emergency vehicles impossible. The proposal would add more vehicles to an existing problem. Less parking is needed / not more!</p> <p>Although the upgrade to the existing parking space would be most welcome.</p> <p>The limited amount of space would be safer, cleaner and greener if people walked, cycled and skated the area.</p> <p>FIX and improve on the existing infrastructure, add the creative aesthetic value that resonates with the locals and attracts people from all over to a unique destination. NOT the lowest common denominator of a concrete slab you have proposed.</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 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

Comment by	Date received	Comments/Concerns/Questions	Responses
		<p>A skate zone proposal has been on the agenda for so long and now we have the perfect opportunity for its inclusion. The social and health benefits speak for themselves.</p> <p>I propose a world class pump track / skateboard park set up that could be free for all and add to the established surf town culture and vibe! (see Hout Bay and the V&A Battery Park) Only bigger and better!</p> <p>What happened to the monies collected for the surf walk hall of fame statue, that all the local residents and international visitors contributed to? The growth of woman surfing has exploded, this needs to be celebrated. Muizenberg is already home to and hosts one of the woman's biggest surf events in the world. Let us push on and capitalize on this potential.</p> <p>Regards Andrew Raeburn 0828224573</p>	<p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</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 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>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<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> <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 <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>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 monies collected for the surf walk hall of fame statue This question should be posed to the organisation that collected it. The City of Cape Town Coastal management Branch was not involved with the fund raising.</p>
Rakusen, Mrs Margaret mjrakusen@gmail.com	07/09/2022	<ul style="list-style-type: none"> • Idea to refurbish the car park in good , could be done cheaply with tarmacadam if necessary. 	<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</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
Via written comments at the Open House		<ul style="list-style-type: none"> The idea of ruining the whole beachfront this iconic & charming resort is <u>absolutely appalling</u>. We have visitors who come specially for the charm, beauty, and historical interest. A more sensible use of money would be a pedestrian walkway over the railway (above the trains) at York Road our promenade (raised walkway) past the Pavilion needs urgent refurbishment. 	<p>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 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>

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

Comment by	Date received	Comments/Concerns/Questions	Responses
			<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>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>RalstonPaton, Samantha Sammyjoralston@gmail.com Via Website</p>	<p>06/09/2022</p>	<p>While I welcome upgrading the beachfront the proposals seem to lack respect for the areas character, heritage and the natural environment. Please consider incorporating more green elements and. consult the many creative people in the community regarding the design of infrastructure. The focus seems to be primarily on providing parking. Have alternatives been consider - I.e., improved public transport and recreational facilities instead?</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</p>

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

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			<p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.) <p>Heritage (general) For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>The design of all new buildings endeavours to incorporate the architectural language and library of the existing buildings in order to maintain the sense of place.</p> <p>Heritage (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>Heritage (the Point) The heritage and sentimental value of the point masonry steps are acknowledged, however the current location and condition of the steps within the littoral active and inter-tidal zones, exposed to direct wave impact is not deemed a long-term sustainable location for a headland structure. The stone masonry steps have sustained serious undermining and washout of fill material, posing a public safety risk. In order construct a uniform, robust coastal defence structure, it is coastal engineering and sediment dynamics best practice to create smooth alignments along the coast, avoiding the construction of any headland type structures, which attract and focus wave energy and could disrupt</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>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>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/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</p>

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			<p>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> <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>

Comment by	Date received	Comments/Concerns/Questions	Responses
Raymond, Suzette suzetteraymond@yahoo.com Via written comments at the Open House	07/09/2022	I thoroughly support the upgrade the upgrade and improvement of the Muizenberg beachfront. It is high time attention and financial support was put into Muizenberg . The beachfront has loved Shabby +rundown for years. I propose proposal A. It will give Muizenberg the boost it deserves.	Comment noted.
Read, Adrian adrian@brandcollective.co.za Via Website	03/09/2022	Requested to be added as an IAP.	You have been registered as an interested and affected party.
Redelinghuys, Samantha samantha@surfemporium.co.za Surf Emporium Via Website	03/10/2022	I support the work that needs to be done to protect necessary infrastructure cable lines and sewerage pipes. I DO NOT support moving the public changerooms to the top of the parking area close to the railway lines. This area is less safe and, as currently happens with rail infrastructure and the pedestrian gate motor, will be vandalised overnight. The current location is safe and less prone to vandalism overnight as it is located directly opposite the shop area that has contracted 24hr security patrols. So the ablutions indirectly benefit from the security services provided by business located opposite. The business in and around the top circle do not have security patrols and hence the higher level of crime, and vandalism around the railway station and top parking area. PRASA provide no security for their infrastructure either. Instead of moving the current ablutions and spending a fortune relocating them to an unsafe area, additional ablutions should be put close to the office of the beach manager and the ablutions should be manned and serviced along similar lines as the surfers' corners ablutions. The facilities at surfers' corner are overused due to the complete lack of safe, clean facilities along the rest of the beachfront. The city should be focussing on bring food vendors into the area between the pavilion and the waterslides, upgrading the stalls and ablutions so that beach goers can enjoy the full swimming area safely and close to amenities. As the closest food and safe ablutions are at Surfers corner, this small area is overcrowded and the water unsafe for both swimmers and surfers alike. The area from the railway to the start of the pavilion is supposed to be only for surfers, and the area from the pavilion to waterslides and beyond for swimmers. But as swimmers can't get water, food or clean, safe toilet facilities along the stretch between the pavilion and the waterslides they all congregate in the surfing area. Injuries to swimmers occur regularly when beginner surfers who lack control ride over swimmers. Injuries to	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. Coastal Management: Spatial Area of Responsibility: <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) The Roles and Responsibilities of the Coastal Management function are a combination of: <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 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. 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:

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		<p>experiences surfers who have to take emergency evasive action when swimmers pop up from underwater unexpectedly.</p> <p>If the city wants to improve the beach experience for all locals AND make the beach more accessible and enjoyable, only the "necessary" "upgrades" to surfers corner should be done, anything beyond what is necessary the funds should be reallocated to "upgrading" and attracting investment into the area from the pavilion to the waterslides so that swimmers don't have to walk half a km to find food vendors and/or safe clean ablutions.</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>Heritage (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>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</p>

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			<p>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>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>
Reineaco, Pandora nicolettereinecke@gmail.com Via written comments at the Open House	07/09/2022	<ol style="list-style-type: none"> 1. Cathy Homewood, who has painted many murals in Muizenberg her fellow artists should be asked to paint some of the vertical concrete surfaces Cat present there is an interesting mural on the section which will be cut away, referring to the tides. 2. Bait collection on Muizenberg beach should be prohibited. No one bothers to check on quantities dug up. 	<p>Comments noted.</p> <p>Mosaic artwork will be included at ablution buildings, showers and seating walls.</p>
Reinecke, Pandola nicolettereinecke@gmail.com Via written comments at the Open House	07/09/2022	There should be adequate + eye catching sign doors about littering the beach with chip packets etc.	<p>Waste management Waste management for the beach will be addressed through Integrated Coastal Management Precinct Plans.</p>
Rennolds, Dave davemanreynolds@gmail.com Via written comments at the Open House	07/09/2022	The proposed project is an upgrade. My feeling is that Muizenberg doesn't need an upgrade. I've lived here for ten years and its heaven! What's not heaven is the growing number of people who live in a ditch in Khayelitsha. Baden Pawell is the real pandemic (that no one wants to talk about). So yes, the wooden poles &ablution can be maintained .Maintenance is not an upgrade, its keeping thing same. I see 80% (of about R100M?) so let's spend R20M on Baden Pawell? Sanitation ,densification with high rise – if you slice R20M projects around Cape Town, that's over 400M to help 80% of Capetonian's who don't live in heaven. Investing in slums is crime prevention. Ignoring slums is bringing crime to the middle-class suburbs.	<p>Project rationale 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. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs

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			<ul style="list-style-type: none"> A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>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>
Reynolds, Erika erika.reynolds1@gmail.com Via Email	31/08/2022	We are quite perturbed about "demolishing the ablution facility on the beach and constructing a new one." The ablution facility is of such a lovely design and a historic treasure. Please rebuild with the same external features?	<p>Heritage (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</p>

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			<p>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>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>Reyskens Lutz, Marina marinareyskens@gmail.com Via Website</p>	<p>21/09/2022</p>	<p>I am a resident of the Muizenberg area (since 2016) & am encouraged by the proposal to upgrade the beachfront area, which is well overdue.</p> <p>Whilst there are some positive aspects (e.g. plans for a universally accessible promenade & indeed the overall of the public ablution facilities), I am of the opinion that this proposal does not adequately take into account future-proofing in a sustainable manner that adds to the character of the area.</p> <p>The proposals are featureless & severe, & place too much emphasis on concrete & hard paving surfaces – none of which adds to the character of this area nor contributes to enhancing nature.</p> <p>We should move away from hard surfaces & instead use more green & permeable paving options that allow water to seep through. This would also enable natural vegetation to grow in between the paving system, further reducing the heat island effect.</p> <p>Regarding transport, although indeed, the current informal, gravel parking area is not ideal & upgrades here would be good, the current proposal does not allow for enough space for non-motorised transport options. It is too car-centric. We should move away from such approaches & plan for more cycle lanes, safe & ample spaces to park bicycles, more pedestrian walkways. I would even go so far as to propose that the whole parking area in front of</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</p>

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		<p>the restaurants (from Milk Beach on the east side until Knead Bakery on the west) should be completely pedestrianised. A great alternative would be to use vacant land near Zandvlei (5min walk) as parking bays, which would minimise congestion at the beachfront (especially during the peak summer holiday season), encourage people to walk & be healthier, as well as add character to the area. By freeing up parking bays, one can use these as alternative spaces for leisure activities, fitness, & restaurants. The options really are endless. In short, there should be less emphasis on parking spaces for cars & more emphasis on cycle parking & pedestrians.</p> <p>There should also be self-service lockers for water users to store their keys & valuables.</p> <p>Although I am aware that the City of Cape Town's mandate does not extend to Prasa/Metrorail's territory, something drastic should be done with the current Muizenberg train station – i.e. a complete upgrade. The building is so historic, but it is totally falling apart, rusted & vandalised. It can barely be called in working order. By refurbishing the station, the surrounding beach area will also be positively affected. By ensuring the train service is safe & reliable, people will choose this as their preferred mode of transport & leave their cars at home.</p> <p>There should be a more useable bus stop & the My Citi bus network should be extended to the beach, given the constant issues with Metrorail. Because there are such limited options for public transport to the area, people are almost forced to use their cars. By giving people alternatives, pollution & emissions are reduced, traffic congestion eases & the City becomes cleaner & greener.</p> <p>Regarding the promenade: materials must be sourced in an environmentally responsible manner from recycled sources. We have so much plastic pollution – this can be recycled into an array of items e.g. balustrades, tables, benches, paving. Cape Town would then be recognised as taking plastic pollution seriously. Steel, which rusts at the beachfront, should not be used & is a waste of money. There are so many recycled plastic options that have been used in similar settings.</p> <p>Nature-based solutions should be at the heart of these upgrades. Water-retention wetlands that assist with the resilience of the area & which contribute to future sea level rise should be implemented. Strict fynbos & indigenous coastal plants should only be used.</p> <p>The colourful huts are currently being refurbished but they should never be allowed to fall into disrepair, given that this stretch of beach is such an important tourist drawcard. It is so sad to see when these huts are vandalised & left to disintegrate.</p>	<p>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>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 project's 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</p>

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		<p>This proposal lacks in several aspects but the above serve as implementable alternatives. I hope these will be considered.</p> <p>Sincerely,</p>	<p>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><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</p>

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			<p>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>Lockers This suggestion could be made to the managing authority of the bathing boxes.</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>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>

Comment by	Date received	Comments/Concerns/Questions	Responses
<p>Reyskens, Marina marinareyskens@gmail.com Via Email</p>	<p>21/09/2022</p>	<p>I am a resident of the Muizenberg area (since 2016) & am encouraged by the proposal to upgrade the beachfront area, which is well overdue.</p> <p>Whilst there are some positive aspects (e.g. plans for a universally accessible promenade & indeed the overall of the public ablution facilities), I am of the opinion that this proposal does not adequately take into account future-proofing in a sustainable manner that adds to the character of the area.</p> <p>The proposals are featureless & severe, & place too much emphasis on concrete & hard paving surfaces – none of which adds to the character of this area nor contributes to enhancing nature.</p> <p>We should move away from hard surfaces & instead use more green & permeable paving options that allow water to seep through. This would also enable natural vegetation to grow in between the paving system, further reducing the heat island effect.</p> <p>Regarding transport, although indeed, the current informal, gravel parking area is not ideal & upgrades here would be good, the current proposal does not allow for enough space for non-motorised transport options. It is too car-centric. We should move away from such approaches & plan for more cycle lanes, safe & ample spaces to park bicycles, more pedestrian walkways. I would even go so far as to propose that the whole parking area in front of the restaurants (from Milk Beach on the east side until Knead Bakery on the west) should be completely pedestrianised. A great alternative would be to use vacant land near Zandvlei (5min walk) as parking bays, which would minimise congestion at the beachfront (especially during the peak summer holiday season), encourage people to walk & be healthier, as well as add character to the area. By freeing up parking bays, one can use these as alternative spaces for leisure activities, fitness, & restaurants. The options really are endless. In short, there should be less emphasis on parking spaces for cars & more emphasis on cycle parking & pedestrians.</p> <p>There should also be self-service lockers for water users to store their keys & valuables.</p> <p>Although I am aware that the City of Cape Town's mandate does not extend to Prasa/Metrorail's territory, something drastic should be done with the current Muizenberg train station – i.e. a complete upgrade. The building is so historic but it is totally falling apart, rusted & vandalised. It can barely be called in working order. By refurbishing the station, the surrounding beach area will also be positively affected. By ensuring the train service is safe & reliable, people will choose this as their preferred mode of transport & leave their cars at home.</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 combination of natural (indigenous) lawn and artificial grass will used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p>

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		<p>There should be a more useable bus stop & the MyCiti bus network should be extended to the beach, given the constant issues with Metrorail. Because there are such limited options for public transport to the area, people are almost forced to use their cars. By giving people alternatives, pollution & emissions are reduced, traffic congestion eases & the City becomes cleaner & greener.</p> <p>Regarding the promenade: materials must be sourced in an environmentally responsible manner from recycled sources. We have so much plastic pollution – this can be recycled into an array of items e.g. balustrades, tables, benches, paving. Cape Town would then be recognised as taking plastic pollution seriously. Steel, which rusts at the beachfront, should not be used & is a waste of money. There are so many recycled plastic options that have been used in similar settings.</p> <p>Nature-based solutions should be at the heart of these upgrades. Water-retention wetlands that assist with the resilience of the area & which contribute to future sea level rise should be implemented. Strict fynbos & indigenous coastal plants should only be used.</p> <p>The colourful huts are currently being refurbished but they should never be allowed to fall into disrepair, given that this stretch of beach is such an important tourist drawcard. It is so sad to see when these huts are vandalised & left to disintegrate.</p> <p>This proposal lacks in several aspects but the above serve as implementable alternatives. I hope these will be considered.</p> <p>Sincerely,</p> <p>Marina Reyskens Lutz</p> <p>marinareyskens@gmail.com</p>	<p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, 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 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 (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>Lockers This suggestion could be made to the managing authority of the bathing boxes.</p> <p>Beach huts</p>

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			<p>The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront.</p> <p>Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p> <p>See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <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>
Rhinecko, Pandora Via written comments at the Open House	07/09/2022	<ol style="list-style-type: none"> 1. Waves for change + the shark spotters have to be close to the beach. Could they be built on the lawn labelled in option B. 2. It is impossible to keep a 100% grass lawn. "Coastal Kweek" (can't remember correct name) is the best, but I think Horticulturists should do a mixed planting. 3. Parking access for area next to railway needs to be improved- design is bad .You need easy flow of traffic. 4. For the futuks a skateboard area where old children railway was. 	<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>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</p>

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			<p>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>
Rhodes, James rhodes.james.ian@gmail.com Via Website	07/09/2022	Requested to be registered as an IAP.	You have been registered as an interested and affected party.
Rice, Lauren lauren.wilde.rice@gmail.com Via Website Starling Child	22/09/2022	<p>Hi there, attached is an extensive comment on the proposals for the Muizenberg beachfront called "A Call to Start Over". I wish to endorse the "Call to start over again" written by Catherine Kell with Karl von Holdt and Judy Favish,</p> <p><i>Attached document:</i></p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN</p> <p>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 MUIZENBEG BEACHFRONT: A CALL TO START OVER</p>
Ritsch, Natalie n.ritsch@lukhozi.co.za Via Website	07/11/2022	Declared interest in the project.	You have been registered as an interested and affected party.
Roberts, Alistair alistair@zsd.co.za Via written comments at the Open House	07/09/2022	<ul style="list-style-type: none"> • Ensure changing: Ablution facilities for PWD's (people with disabilities) meet with international standards(Blue Flag Beach Status). • Storage facilities for adaptive surfers, wheelchairs, prosthetics. • Access ramp in central portion could be 'V' shaped i.e., ramp to right as well as the left. Wide access point at top. • Drop off facility for minibus to drop and go. • Adequate disabled parking bays. 	<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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			<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>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>Robinson, Peter Peter.grant.robison@gmail.com Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>The skate park is a big cause for concern as it would destroy the beach entrance as well as the noise and chaos factor. A skate park would be better situated away from the main area used by beach goers, such as where the gravel parking currently is. Erecting 2 new ablution buildings right at the entrance of the beach would be an eyesore. This part of the beach should remain open and clear for beach goers. Providing more shade would be good. Will the changes to then current steps affect the waves at all? The beach huts are an iconic part of Muizenberg history and should not be moved or minimised.</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>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>Ocean dynamics As per the PRDW Specialist Coastal Modelling reports, the proposed replacement of the existing wooden revetment with a concrete stepped revetment as coastal protection is not expected to influence the sediment dynamics, offshore sandbanks and surfing conditions differently than the existing coastal protection structures. The project design considers climate change and sea level rise in the design of the coastal protection.</p>

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			<p>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>Romyn, Michael mike@revenue.com Via Email</p>	<p>28/09/2022</p>	<p>Hi,</p> <p>As a director on False Bay Tourism and Business Association, I support MID's submission with regards to the planned Muizenberg development.</p> <p>Regards</p> <p>Michael Romyn 082 888 8879</p>	<p>Your comment of support is noted.</p>
<p>Ross, Rebecca becsmetz@gmail.com Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>The incorporation of more greenery (natural vegetation)+ art in the new parking lot wall next to the train track and along the walkway. Ensure there are slides +swings in the play area catering for 0-2 age group + above.</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>

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			<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>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>Rossouw, Bobbie "Bobcat" (079) 913-6191 Via hand delivered comments</p>	<p>25/10/ 2022</p>	<p>Proposal in a file</p>	<p>Received, the file has been issued to the City of Cape Town.</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-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>

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Rousseau, Nicky rousseau.nicky@gmail.com Via Website	26/09/2022	I support the submission made by Catherine Kell, Karl Von Holdt and Judith Favish, A call to start over again.	Noted. See full response to "A call to start over again", page 1 of the comments and response table.