# **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)

Comment by	Date received	Comments/Concerns/Questions	Responses
Laing, Gordon on behalf of Pedal Power Association gordon.laing@gmail.com Neil Robinson CEO: Pedal Power Association Mobile: +27 82 498 2232 e-mail: <u>neil@pedalpower.org.za</u> Gordon Laing (Pr Eng) Vice-Chair: Pedal Power		Good morning Tarryn Attached please find the Pedal Power Association's comment on the upgrade proposals to Surfers Corner. We look forward to the next steps in the process. Kind regards Gordon Laing Attached document: Muizenberg Beachfront Development - comment on development proposals for Surfers Corner.	<ul> <li>Project mandate</li> <li>Please note that this project is being undertaker Management Branch, which is a branch of gov well as defined roles and responsibilities. The sco to fall in the ambit of this mandate, these roles an</li> <li>Coastal Management: Spatial Area of Responsib</li> <li>The Coastal Management area of jurisdic seaward of the Coastal Edge as per the marine environment as well as all process space. Coastal Management has a environment. All line departments oper Coastal Environment do so in terms of Service Level Agreements (defined below)</li> <li>The Roles and Responsibilities of the Coastal Man of:</li> </ul>
Association Mobile: +27 741006081 e-mail: gordon.laing@gmail.com Via Email		<ul> <li>1 INTRODUCTION</li> <li>1.1 The Pedal Power Association</li> <li>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.</li> <li>1.2 PPA position in summary</li> <li>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.</li> <li>2 BACKGROUND CONTEXT</li> </ul>	<ul> <li>Coastal monitoring and Reporting</li> <li>The Coastal management Branch acknowled developmental and resource needs throughout the distribution across the City in order to bring forth the Coastal managements functional requirement is the proactive replacement of old wooden sear have passed their design-life and started to fail, we protection in order to provide effective coastal provide secondary to the coastal protection is the exten comprise the upgrading of the hard and soft land optimisation of the parking area.</li> <li>Policy – NMT The Southern Suburbs District Plan classifies Muize</li> </ul>
		2.1 City of Cape Town Policies, Strategies and Plans 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:	Place and highlights that a key concern is to re Since Muizenberg Beach is of metropolitan signific living throughout the Metropolitan Area. The k transport (cycling, skateboards, scooters, runr transport (railway, the Golden Arrow Bus service Although it is outside the scope of this project to

sen by the City of Cape Town's Coastal overnment with a defined mandate, as cope of the project is therefore required and these responsibilities.

#### ibility:

diction (mandate) is defined as the area the MSDF and including the near shore esses or activities that may impact on this overall responsibility for this coastal perating or providing services within the of agreed operational protocols and/or pw)

anagement function are a combination

and coastal land and ecosystem

### lopment

departments that have functional and uvironment,

wledges the wide variety of other to the city and supports a holistic resource th overall progression. Thus to deliver on ents, the primary objective of the project eawall and degraded stone steps, which I, with new a stepped revetment coastal protection, public coastal access, which ent now and in future to remain growing. ension of the project scope landward to andscaping and buildings as well as the

zenberg Beach as a Coastal Destination retain public access to the beachfront. ificance, it should be accessible to those beach is accessed by non-motorised nning, walking and paddling), public ce as well as taxis) and the private car. to improve the NMT and public transport

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		<ul> <li>Continuing development of the cycle route network in Cape Town and related infrastructure such as bicycle parking facilities;</li> <li>Integration of cycle routes and facilities with public transport; and</li> <li>Clear wayfinding and informational signage for cyclists and other road</li> </ul>	system to the site, the project aims to consider th and potential future enhancements as well as in site and access to public transport facilities from t
		Users.	The project responds to the NMT strategy's policy • People are granted reasonable access
		2.2 City of Cape Town Non-Motorised Transport Policy and Strategy	<ul> <li>The safety of NMT users is prioritised b giving preference to cyclists and pede</li> </ul>
		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." <sup>1</sup>	<ul> <li>NMT users' needs are prioritised over the routes at grade and requiring vehicles</li> <li>Muizenberg is Cape Town's flagship every attempt is made in the designation of the design o</li></ul>
		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."	<ul> <li>universally accessible.</li> <li>The accessibility of the beach is imp perspective by ensuring direct links to access to the beach along the prome</li> </ul>
		<sup>1</sup> City of Cape Town: NMT Policy and Strategy Volume 2	The parking area (along the railway line) to be res it doubles as a public space for the use of events
		<ul> <li>Primary objectives arising from this are:</li> <li>Safer pedestrian and cycling environments;</li> <li>Development of an attractive and dignified environment; and</li> <li>A changed culture that supports the use of cycling and walking as a</li> </ul>	See subheading "Transport" under Section E (4.2 for further details.
		means to move around in the city.	Policy CIPT 2032 <u>CIPT 2032</u>
		3 PROPOSED WAY FORWARD 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.	According to the City's Integrated Public Transport continue to be serviced directly by the Southerr taxis and GAB that are not accounted for in this p Policy Statement 35 in the IDP, the project will imp public transport, in order to facilitate affordable the transport catchment area. Bicycle storage fac bus stop and railway station.
		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.	
		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.	reliability of the railway service is improved, the Muizenberg Beach with the train is unlikely to cho does not service the majority of Cape Town's nei offer a feasible transport alternative for the major project recognizes the dominance of minibus tax
		4 ADDITIONAL CONSIDERATION	

the implications of the existing networks improving NMT movement through the n the site.

cy statements in the following way: cess to the beach

l by reducing conflict with vehicles and destrians

that of the motorists by retaining all NMT les to ramp up to cross NMT routes

p universal access beach and as such esign to ensure that all walkways are

nproved from a pedestrian and cyclist to other NMT routes as well as continuous menade.

resurfaced will be designed as such that hts such as night markets.

.2) of the draft Basic Assessment Report

oort Network 2032, Muizenberg Beach will ern Railway Line only (in addition to the s plan). In line with Spatial Strategy 3 and mprove NMT linkages through the site, to le access to the beach for those within facilities will also be provided close to the

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

ral Household Survey, there is a reduction ue to the commuter rail service decline, ely 4 times more than trains. Even if the the percentage people commuting to hange dramatically as the Southern line neighbourhoods and therefore does not ajority of Capetonians to the beach. The traxis as mode of public transport, as per inue to use the bus embayment to drop allel parking bays, as they are currently

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		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.  5 CONCLUSION  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.	doing. The parking bays within and around the si park and wait for commuters. <u>Cycling</u> The CITP's vision for cycling is that "Cape Town is where cycling is an accepted, accessible and residents and visitors alike." To this effect, and in li- areas the proposal provides people with the op- widening the promenade; improves the safeth- vehicles and giving preference to cyclists and infrastructure. Bicycle parking will be well dis- conveniently. Note that a class 4 Cycling route- implementation of bicycle lanes to the site is how See Section E (4.1 – 4.4, 10) of the draft Basic Asse- of how the Muizenberg Beachfront Refurbishmen- and policies.
Laing, Gordon gordon.laing@gmail.com Pedal Power Association Via Website	20/09/2022	Initially just registering as an I&AP. Comments may follow at a later stage	You have been registered as an interested and
Laing, Gordon <u>gordon.laing@gmail.com</u> Via Email	20/09/2022	Dear Tarryn Just wondering how we register as an I&AP? This would be for the Pedal Power Association. Kind regards Gordon Laing	You have been registered as an interested and
le Roux, Jaco leroux,jaco@gmail.com Via Website	21/09/2022	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. 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' so convenient to park right on the beach. It's insane to give cars more space than people so close to a beach. 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	Parking The focus of the project is not to solve the parking Instead of trying to meet the growing parking of additional open space provision, the objective deviation margin. To mitigate the parking shortfa areas and public transport facilities will be highlighted. By rationalising the parking layouts, approximat could be retained on a reduced footprint. This fr retreat to ensure more dry beach and the linking beach as well as a widened promenade, gener Locally indignous vegetation will be used to infrastructure.

site will also remain available should taxis

is the premier Cycling City in South Africa and popular mode of transport for all – n line with the Cycling Strategy's key focus opportunity to cycle along the beach by ety of cyclists by reducing conflict with and pedestrian and providing cycling distributed across the site and located te is planned for Atlantic Road, although lowever beyond the scope of this project.

sessment Report for a detailed description nent fits in with the applicable frameworks

d affected party.

d affected party.

king problem at the beachfront.

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

nately the same number of parking bays s frees up space for people: infrastructure king of the Muizenberg's sandy and rocky perous seating steps and soft landscaping. to soften parking areas, buildings and

Comment by	Date received	Comments/Concerns/Questions	Responses
		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. 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. 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.	'Formalising' the parking area refers to surfacing bays, indicating one way circulation, dema movement areas (walkways and road way) and lighting and surface storm water drainage. In ode of the Muizenberg Beachfront these formalised is same material that exisiting parking bays are surf perform well in the coastal environment and compared to ashpalt and dark gravel parking charge. Alternative uses of this space are acknowled convenient parking to the beachfront is well de in the medium term. Paving of the area does n uses of the area such as those proposed by com of the larger city has evolved toward a public tra in its proposed arrangement be used for markets other public space in the City given that the ever followed for such application. Furthermore, it is envisioned that the wester beachfront precinct, this projects scope area, wil to long term. It is believed that if the long-term p to the point that use of personal cars, busses an proposed area of parking is not required by b repurposed at such time. No fixed building infra areas, which would prevent future repurposing of A weekday and Saturday parking demand surve survey indicated a parking occupancy level of r the peak period on a Saturday, the parking surve of more than 100%. The parking around the Bea gravel parking area are well-used and is over-uti As such, replacement of the existing parking a medium term. The existing eastern and western optimised and the status quo regarding the o maintained. The total number of parking bays i although a few parking bays may be lost in one In accordance with Policy Statement 38, the m reduce private vehicle dependency in lieu of i retaining the parking status quo in the midst of c demand. Retaining the parking status quo w (Objective10.2A) along the beach for surfers w Southern Line, the GAB Muizenberg line and fu coverage, but also the fleet's limitation to sof surfboards. The need for parking at this Metropoli for the foreseeable future. Should a reduction of p

ig the parking area, marking out parking narcation of pedestrian and vehicle ind the addition of services such as area der to retain and enhance the character d parking areas will be surfaced with the infaced with. The permeable clay pavers d result in lower local temperatures as ing areas. All parking will remain free of

dged, the current use of the area as lefined in parking counts and is required not preclude possible future alternative mmentators if the overall transport system transport centred system. The space can ts and other gatherings or events like any vent permitting and request procedure is

ern portion of the larger Muizenberg vill remain to be used as is for the medium public transport opportunities improved and taxies reduce to the extent that the beach users, the parking area can be rastructure is constructed in the parking of the area.

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

areas are not feasible in the short to n parking areas shall be formalised and overall number of parking bays will be in the precinct will remain very similar, e area and added in another.

measure implemented to systematically f the use of promote public transport is oversubscription and increased parking will also safeguard economic activity nd restaurants rely on public parking for use of public transport will be a viable who live beyond the catchment of the future MyCiti lines, not only because of afely carry with abnormal luggage like olitan Coastal Node will therefore remain f parking be feasible in future, the paving

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			could easily be lifted and re-used in the con transformed into a park or other. In the meantime an event space for markets, shows, film viewings
			See the "Parking Areas" subheading along with F the draft Basic Assessment Report for further detai related policy alignment, see Section E (4.2).
			<b>Concrete revetment</b> Following public comment, areas landward of th from concrete surfacing to paved areas using existing character and material use.
			In order to sustain the harsh marine conditions are in future and to provide long-term robust coasta revetment portion), concrete must be used to durability for the coastal defence structure. In overtopping during future storm events the 3m w but open spaces landward of the promenad segmented clay pavers, seating wall, planters lawns, similar to the existing landward spaces. The environment and result in lower local temperatu gravel parking areas.
			To mitigate the impact of introducing concre aggregate finish will be used as opposed to a ty more natural earthy gravel look and feel, and concrete used along the beachfront businesses of
			See the "Development Proposal" and Figure 2, 3, Basic Assessment Report for further details.
			Soft landscaping Following public comment more planted areas of suited to these harsh conditions. Locally indige recreational purposes will be planted instead. vegetation suited to the harsh False Bay coastal the design. Storm water run-off will be directed infiltration and to include automatic irrigation whe of natural (indigenous) lawn and artificial grass w
			Maintenance of any planted areas and maintenance of any planted areas and maintenance to the project, hence only a climatically suited plants) will be incorporated in a
			See the "Soft Landscaping" subheading along wi draft Basic Assessment Report for further details.
			Beach reclamation

onstruction of paths while the land is ime, the parking area can double up as gs etc.

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

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

and expected increase in wave energy stal defence infrastructure (the stepped to provide the required strength and In order to sustain the expected wave wide promenade will also be concrete, ade will be surfaced with permeable rs with indigenous plants, play areas or ne clay pavers perform well in the coastal itures as compared to ashpalt and dark

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

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

s are included. Trees are not climatically genous vegetation as well as lawn for d. More planters for hardy indigenous al environment will be incorporated into ed into planted areas for watering and then run-off not available. A combination will used where applicable.

tenance of any new infrastructure is of appropriate plant species (indigenous, in applicable locations.

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

Comment by	Date received	Comments/Concerns/Questions	Responses
			There will be no reclamation of beach area to n All proposed project components are placed or the existing infrastructure. In the corner area, the and the alignment of the proposed stepped re- several meters landward in this area, creating n foundation and scour protection is seaward alignment, but is buried under the beach and depths. The existing scour protection is also seaw buried under the beach, but is exposed in some is a public safety hazard. <b>Playground</b> The playground has been designed to fit in to the attention has been given to ensuring it incorpore coastline. As little metal as possible will be used existing buildings and new ablution building playground. The design ensures there is a visual the beach so that parents can observe their chill See the "Playground" subheading along with Fig Basic Assessment Report for further details on the <b>Skatepark</b> The City has decided that the installation of a sk- is not currently feasible, thus it has been removed
Leone, Jackie <u>jackieleone68@gmail.com</u> Via Email	09/10/2022	Good day Tarryn 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. Kind regards Jackie Leone 082 375 6683 jackieleone68@gmail.com	Heritage (ablution) It is the Coastal Management Branches responsing ablution location seaward of the coast littoral active beach, where the buildings found due to exposure to wave action and variable I from a coastal defence perspective. Attempting current location will result in loss of beach around sediment dynamics around the building. Following the public comments received, the program and the high pedestrian traffic zone for ease of special focus on universal access of the abluti existing architectural style and include universal of wheelchair accessible showers with bench for see be kept in the central area as well as the showestern side of beachfront. Knee level taps fincluded. See the "Development Proposal" and draft Basic Assessment Report for further details of Note that the decorative elements of the abluti have no heritage value. The parts of the building walls and the hipped roof.

o make new parking or promenade area. on the existing alignments or landward of the degraded stone steps are removed revetment and promenade is retreated g more beach area. The coastal defense and of the existing wooden revetment and will remain buried under future scour award of the wooden revetment and also ne locations, vulnerable to damage and

the Muizenberg Beachfront area. Special brates aspects representative of the local d for the heat and corrosion reasons. The g will provide wind shelter to the new hal linkage between the playground and hildren.

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

skate park at the Muizenberg Beachfront ved from this project.

sponsibility to manage all hard coastal ve long-term coastal infrastructure. The bastal defence structure, located in the indations are currently being undermined e beach levels is deemed unsustainable ting to protect the ablution building in its ound the building and negatively affect

proposed ablution building is located just by imity to the existing, next to the beach e of use and to improve access. There is ution facilities. The design shall maintain al access toilet/family change rooms, and seat along ablution building. Showers will hower at the pergola/event pavilion on s for feet at ablution building are also nd Figure 2 under Section B (4.4) of the s on the ablution building.

ution facility dates from the mid 80's and ling that are older than 60 years are the

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			For formal heritage-related processes followed, Theme under section B (6.) of the draft Basic Asse
Lewis, A D adlewis199@gmail.com Via Website	03/09/2022	Please do not go ahead with this proposal of <b>Muizenberg Beachfront Upgrade</b> this proposal will destroy the historicity and coastal environment so internationally famous. For resident board schooled and raised in Muizenberg	<ul> <li>Comment noted. Please see further details about The project objectives and scope as supported by a support of the project is to react the project objectives and scope as support of the project is a emergency repair work. Should the public be replaced with well-planned robust structures, it could result in the complete the adth and safety, as well as inapproprinterventions.</li> <li>It is proposed to implement a stepped revetment protection, but also provides easy beach acc coastal protection structure, buildings and parking an unicipal infrastructure, buildings and parking an unicipal infrastructure, buildings and parking an coastal protection and in doing a link the promenade at a flat grading of the provide long-term effective coast a proposed coastal protection and in doing a link the promenade at a flat grading of the beach within the littoral active and demolished, and reconstructure.</li> <li>Similarly, to provide effective long-term ablution facility, currently being undermint the beach within the littoral active and demolished, and reconstructed at a proposed coastal protection structure.</li> <li>Along with the replacement of the existin construction work, the opportunity is util large, informal parking area. Perme everywhere else in the beach front, will currently a vacant gravel open space or land, no new land or beach area will be</li> <li>Heritage (general)</li> </ul>
			and library of the existing buildings in order to mo

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

out the project below:

by Sub council include:

replace the existing wooden revetment beachfront, which has passed its design a proactive replacement to avoid costly lic coastal infrastructure and services not it upgrade and new coastal defence e loss of the public amenity, risk to public priate and/or high costs of emergency

ent for this purpose as it serves as coastal access and seating along its length. The he promenade and landside recreational a storm water pipelines as well as other area.

ed/scoured masonry step structure in the -tidal wave run-up zone on previously ed similar to the wooden revetment in

astal protection and to create a uniform g so

radient directly with the Coastal Walk to

veen the two beach areas as it was

erm coastal infrastructure, the existing nined due to its unsustainable location on and wave run-up zone, needs to be a retreated location landward of the

ing coastal defences and resulting large itilized to neaten and pave the existing neable, segmented pavers, as used ill be used for this purpose. This area is on previously reclaimed and backfilled e reclaimed for this purpose.

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

incorporate the architectural language naintain the sense of place.

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Little, F.J <u>Magicmerhn27@yahoo.co</u> <u>m</u> Via written comments at the Open House	07/09/2022	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.	<ul> <li>Character (aesthetics)</li> <li>The City acknowledges the characteristic will and scaping elements in the beachfront. The proposed of place, heritage and aesthetics in the propose public open day posters where merely "p approximate footprint of buildings and did not if style of the proposed buildings. This may have control to the proposed coastal defence replacement and will be done in such a way to maintain the characteristic element consisting of but not 1</li> <li>Panoramic views and open space</li> <li>Central beach huts / bathing boxes</li> <li>Existing buildings architectural style, will be done and granite in steps</li> <li>Local artwork on walls</li> <li>Use of sandstone and granite in steps</li> <li>Local artwork on walls</li> <li>Use of sandstone and granite in steps</li> <li>Local indigenous plants in planters, indirect response to the dynamic nature of the defence and promenade is designed to withst wave conditions. The layout of the steps and proplayground has been rounded and softened the wave run-up and tidal washup/debris lines. The st at any beach level. The stepped structure is also</li> <li>A number of design changes have been imple The following list provides a summary of the charactary of concrete surface. Include creative proplate and artwork component of the project:</li> <li>Beach huts to be centrally located to suplaza</li> <li>Central plaza to remain central public no Use segmented paver surface landware of concrete surface. Include creative proplate the steps and proplaze to be area context specific arrives and a softened to suplaze the surface and provides a summary of the character any beach level. The stepped structure is also</li> </ul>

value of the existing buildings and project endeavours to preserve the sense osed design. The buildings indicated on "place holder" blocks indicating the t intend to communicate the proposed caused unnecessary concern.

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

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

which includes colour palette, plaster mns, hipped roofs and gables, obelisk d patterns

ncluding local initiatives to plant and

n the design, the stepped revetment is a ne changing beach levels. The coastal stand the harsh False Bay climatic and promenade in the corner area as well as to mirror and reference natural dune, steps allow for continuous beach access to less reflective to wave energy.

lemented following public consultation. anges implemented to the landscaping,

serve as wind shelter for central shower

node with showers.

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

paver patterns in focal paving areas bla area and eastern end open space) ildings, showers and seating walls.

and also include normal play equipment naterials

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

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			off not available. • Combination of natural lawn and artific
			The City believe the proposed preliminary character and heritage of the beachfront.
			See the following sections of the draft Basic Asse preservation of the Muizenberg Beachfront's ser
			<ul> <li>Subheading "Settlement" subheading up</li> <li>Subheading "City of Cape Town Integrat Section E (4.2)</li> <li>Subheading "Historical and Cultural Aspect</li> </ul>
			<b>Beach huts</b> The City acknowledges the character value of a intend to keep the same number (8) of huts with
			Due to the setback of the proposed coastal prot and proposed promenade alignment interface beach huts. At the time of refurbishment of t persons were notified that the promenade will where the beach huts are currently located of temporarily available for the position of the bea along the promenade where they will also act area. Their arrangement will follow the historic James. The beach huts will be accessible from the to create an inviting environment on either side
			See the "Colourful beach huts" subheading alo the draft Basic Assessment Report for further det
Lord, Andrew <u>Andyhlord@gmail.com</u> Via written comments at the Open House	07/09/2022	<ul> <li>Do not think that the ablution block should be moved to the parking lot.</li> <li>Pagoda to the West should not be moved to make way for the bathing huts.</li> </ul>	New ablutions Following the public comments received, the landward of the central shower plaza in close pro- within the high pedestrian traffic zone for ease special focus on universal access of the abluti existing architectural style and include universal of wheelchair accessible showers with bench for se be kept in the central area as well as the sho western side of beachfront. Knee level taps included.
			See the "Development Proposal" and Figure 2 Assessment Report for further details on the ablu
			Pergola

icial grass to be used where applicable.

design incorporates and reflects the

sessment Report for further details on the ense of place:

under Section E (4.1) ated Coastal Management Policy'' under

pects" under Section G (7.)

f colourful beach huts at Muizenberg and ithin the beachfront.

otection and promenade, the excavation ces with the location of the existing eight if the existing eight huts, the responsible vill be set back as part of the project to I and that this location is therefore only each huts. They will be centrally located ct as a wind break to the central shower ical rhythm of small-small-large, as at St the shower plaza and beach side in order le of them.

ong with Figure 2 under Section B (4.4) of etails.

e proposed ablution building is located proximity to the existing, next to the beach e of use and to improve access. There is ution facilities. The design shall maintain al access toilet/family change rooms, and seat along ablution building. Showers will nower at the pergola/event pavilion on s for feet at ablution building are also

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

Comment by	Date received	Comments/Concerns/Questions	Responses
			Due to the alignment and setback of the propositive pergola structure close to the corner will be landward to the current design and details, aesthetic features.
Louw, Piet <u>piet.plarchud@telkomsa.n</u> <u>et</u> Via Email	07/20/2022	<ul> <li>Dear Tarryn</li> <li>Kindly receive some comments and a sketch for your consideration, in relation to the above.</li> <li>Kind regards</li> <li>Piet</li> <li>Piet Louw Architect • Urban Designer • City Planner</li> <li>Suite 15, 10 Pepper Street</li> <li>Cape Town, 8001</li> <li>See appendix for full size of attached map.</li> <li>Attached document:</li> <li>Proposed Upgrading and Improvements to the Muizenberg Beach Precinct</li> <li>The City of Cape Town Some Comments and Objection to Current Proposal</li> <li><b>1. Introduction</b></li> <li>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.</li> <li>However, the location, nature and character of the precinct are unique in the peninsula, and possess qualities distinctive from similar precincts on other locations. The precinct benefits from the uniqueness'. Muizenberg is different from similar precincts on the Atlantic Seaboard, and should remain different to those.</li> <li><b>2. Some Observations of the Current Condition</b></li> <li>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:</li> <li>As a coastal place of attraction, there is lack of dignified and generous pedestrian priority space (e.g. the 'promenade');</li> <li>The general outdoor environment is dominated standards and geometries (e.g. the big circle);</li> </ul>	<ul> <li>Rational and background It is important to note the primary objective of the of old wooden seawall and degraded stone steps started to fail. It is proposed to replace the existing revetment coastal defence in order to provide a coastal access, which will support the local soce future to remain growing. Secondary to the coaproject scope landward to comprise the upgra and buildings as well as the optimisation of the now avoids ongoing expensive repair or unplabenefit analysis has been completed as part of of the feasibility stage. It shows a significant been off project based on a well-considered plan supporting studies than to wait for it to collaps intervention or piece-meal maintenance work. </li> <li>Public coastal infrastructure and services at Muiz <ul> <li>Key infrastructure – such as the seawalls of their design life and are beginning to fail</li> <li>Longstanding incomplete components or areas) are in further decline due to the hig</li> <li>A reduction in maintenance budgets over public space and resultant underdevelops inefficient use of space. This reduction in by the increasing pressure of the very hig</li> <li>General housekeeping and sense of perioded, bathing boxes derelict) which pluthe space at risk</li> </ul> </li> <li>Additionally, due to climate change and sea lever heights are expected at the coastal defence str Given the poor current state of the coastal defence str informed by coastal modelling and other site ir ibeachfront is maintained and physically support</li> </ul> <li>Character (aesthetics)</li> <li>The City acknowledges the characteristic valiands and and sense of project, heritage and aesthetics in the proposed buildings and did not style of the proposed buildings. This may have composed to a style of the proposed buildings. This may have composed buildings. This may have composed buildings.</li>

osed coastal defence and promenade, be demolished and rebuilt a few meters c, conserving the heritage design and

the project is the proactive replacement eps that have passed their design-life and ng coastal defences with a new stepped effective coastal protection and public bcio-economic environment now and in oastal protection is the extension of the ading of the hard and soft landscaping e parking area. Completing the project lanned emergency repair work. A cost of the socio-economic study component enefit of completing the works as a once in based on coastal studies and other apse and replace it as an emergency

vizenberg are in decline as:

- and revetments are old, have passed il
- of the precinct (such as gravel parking high use by oversubscribed parking needs ver many years has seen a decline in the opment of recreation areas as well as the in maintenance has been exacerbated igh public use of the area
- place is failing (vegetation missing or places the economic and social value of

vel rise, increased water levels and wave structures of the Muizenberg beachfront. defences, the existing coastal defence cted wave impacts and related scour to failure of the coastal defences and/or ater levels. Robust coastal infrastructure, investigations, is required to ensure the orted to preserve the precinct.

value of the existing buildings and project endeavours to preserve the sense osed design. The buildings indicated on 'place holder" blocks indicating the t intend to communicate the proposed caused unnecessary concern.

Comment by	Date received	Comments/Concerns/Questions	Responses
		<ul> <li>The remainder outdoor spaces are left-over ones, dead spaces within appropriate surface and landscape treatment (part of the mobility thinking);</li> <li>Components and elements of public significance are inappropriately located with little connectivity of urban space (things are bitty);</li> <li>The coastal belt is not continuous, with too many obstacles and interruptions (this condition will be warsened 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.</li> <li>In the larger precinct, there is a high degree of lost urban space and disjointedness;</li> <li>There is poor spatial integration and pedestrian linkages with the surrounding context and the local street network;</li> <li>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);</li> <li>The station precinct is not integrated with the larger precinct;</li> <li>The mountain zone, via the park, is not spatially integrated with the coastal belt, at least visually and functionally.</li>  3. A Suggested Approach and Way-forward In short, there is a concern that the current proposals on the table will continue with the ad-hoc degradation of the precinct i mplemented. 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. <b>4. Working with The Urban Design Policy of the City of Cape Town</b>. To work towards spatial integration of the pre</ul>	The proposed coastal defence replacement an will be done in such a way to maintain the characher character of the Muizenberg beachfront ha key characteristic element consisting of but not level and ing, pergola structures and colum showers with gargoyles, clay pavers and elevel artwork on walls         Use of sandstone and granite in steps         Local indigenous plants in planters, indirect response to the dynamic nature of the defence and promenade is designed to withst wave conditions. The layout of the steps and proplayground has been rounded and softened f waver run-up and tidal washup/debris lines. The st at any beach level. The stepped structure is also         A number of design changes have been imple The following list provides a summary of the char layout and artwork component of the project: <ul> <li>Beach huts to be centrally located to suplaza</li> <li>Central plaza to remain central public n</li> <li>Use segmented paver surface landware of concrete surface. Include creative prolandscape features.</li> <li>Incorporate decorative segmented p</li> <li>(central node, station forecourt, pergola include mosaic artwork at ablution build Play area to be area context specific ar like swing and slide as well as natural max of not available.</li> <li>Combination of natural lawn and artifici Place and highlights that a key conce</li></ul>

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

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

which includes colour palette, plaster mns, hipped roofs and gables, obelisk d patterns

ncluding local initiatives to plant and

n the design, the stepped revetment is a e changing beach levels. The coastal stand the harsh False Bay climatic and promenade in the corner area as well as to mirror and reference natural dune, steps allow for continuous beach access o less reflective to wave energy.

lemented following public consultation. anges implemented to the landscaping,

serve as wind shelter for central shower

node with showers.

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

paver patterns in focal paving areas la area and eastern end open space) Idings, showers and seating walls.

and also include normal play equipment naterials

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

cial grass to be used where applicable.

zenberg Beach as a Coastal Destination retain public access to the beachfront. ificance, it should be accessible to those

Comment by	Date received	Comments/Concerns/Questions	Responses
		Objective 4. Ensure opportunities and amenities are accessible and that people can move around easily and efficiently.	living throughout the Metropolitan Area. The b transport (cycling, skateboards, scooters, runn transport (railway, the Coldon Arraw Bus service)
		Objective 5. Promote development intensity, diversity and adaptability.	transport (railway, the Golden Arrow Bus service Although it is outside the scope of this project to system to the site, the project aims to consider th
		Objective 6. Ensure enclosure and positive interfaces onto the public realm.	and potential future enhancements as well as in site and access to public transport facilities from t
		<ul> <li>Objective 7. Development should recognize and respond appropriately to informality.</li> <li>Objective 8. The development should protect value and enhance the natural environment through sustainable design.</li> <li>Objective 9. The development should respect and enhance the heritage, character and unique identity of the City and its neighbourhoods.</li> <li>It is questionable to what degree these objectives were taken into consideration in the formulation of the proposal.</li> <li><b>5. A site-related for-instance sketch</b>.</li> <li>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.</li> <li>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.</li> <li><b>6. Conclusion</b></li> <li>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.</li> <li>Piet Louw</li> <li>Piet Louw</li> <li>Z October 2022</li> <li>See appendix for full size map:</li> </ul>	<ul> <li>The project responds to the NMT strategy's policy <ul> <li>People are granted reasonable acce</li> <li>The safety of NMT users is prioritised to giving preference to cyclists and pede</li> <li>NMT users' needs are prioritised over the routes at grade and requiring vehicles</li> <li>Muizenberg is Cape Town's flagship every attempt is made in the desi universally accessible.</li> <li>The accessibility of the beach is impresentive by ensuring direct links to access to the beach along the promet it doubles as a public space for the use of events.</li> </ul> In accordance with IDP objective 10.2.A the Muizenberg Beach for residents across the City by <ul> <li>creating safe and generous links for users f bus stop and between the bus stop and the proposed class 4 NMT facility along Att to the mountain, the connection with the Walkway to St James;</li> <li>retaining the status quo with regard to pa improved linkages to NMT facilities, the project of alternative modes of transport when commuting parking bays to meet the growing parking demar NMT will be prioritised in this project by ensuring that at the same level and vehicles Paving is used to accentuate the walkway, partic By replacing the failing revetment along the beach of the same level and vehicles and where they cross vehicular circulation are walkway remain at the same level and vehicles Paving is used to accentuate the walkway, partic By replacing the failing revetment along the beach and the base of the same level and vehicles paving is used to accentuate the walkway, partice and when the provise and the proves the provise paving the dating revetment along the beach accentuate the walkway, partice and the paving is used to accentuate the walkway, partice and the partice of a class the project of the partice of the partice of the partice of the provise of the partice of the partice</li></ul></li></ul>
			will improve resilience to the impact of climate Objective 10 (and more specifically Objective coastal infrastructure'.
			Policy – Full <u>NMT</u> The Southern Suburbs District Plan classifies Muizer Place and highlights that a key concern is to re

beach is accessed by non-motorised nning, walking and paddling), public ce as well as taxis) and the private car. to improve the NMT and public transport the implications of the existing networks improving NMT movement through the n the site.

cy statements in the following way:

cess to the beach

l by reducing conflict with vehicles and destrians

r that of the motorists by retaining all NMT les to ramp up to cross NMT routes

p universal access beach and as such esign to ensure that all walkways are

nproved form a pedestrian and cyclist to other NMT routes as well as continuous menade.

resurfaced will be designed as such that hts such as night markets.

e project will ensure public access to by

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

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

barking.

hks will include traffic calming measures, proving access to public transport and t aims to encourage beachgoers to use ing to the beach in order for the existing and. In line with SDP Policy Statement 20, that pedestrian walkways are continuous areas or parking areas, the pedestrian les are required to ramp up and down. rticularly where it interacts with vehicles. beach with a stepped revetment, which te change, the project responds to IDP e 10.2) to 'restore and improve priority

zenberg Beach as a Coastal Destination retain public access to the beachfront.

Comment by	Date received	Comments/Concerns/Questions	Responses
		Image: Contract of the second of the seco	Since Muizenberg Beach is of metropolitan significativing throughout the Metropolitan Area. The betransport (cycling, skateboards, scooters, runnit transport (railway, the Golden Arrow Bus service et Although it is outside the scope of this project to in system to the site, the project aims to consider the and potential future enhancements as well as im site and access to public transport facilities from the site and access to public transport facilities from the site and access to public transport facilities a from the project responds to the NMT strategy's policy so a People are granted reasonable access to the safety of NMT users is prioritised by giving preference to cyclists and pedee NMT users' needs are prioritised over the routes at grade and requiring vehicles to Muizenberg is Cape Town's flagship u every attempt is made in the desig universally accessible. The parking area (along the railway line) to be ress it doubles as a public space for the use of events so it doubles as a public space for the use of events so the bus stop and between the bus stop and the bus stop and between the bus stop and the walkway to St James; the route and project all and the proposed class 4 NMT facilities, the project all alternative modes of transport and the accordance with IDP Objective 13.1 NMT links lighting and be universally accessible. By improve improved linkages to NMT facilities, the project all alternative modes of transport and where they cross vehicular circulation area walkway remain at the same level and vehicles Paving is used to accentuate the walkway, particular parking bas to accentuate the walkway, particular for the spreise to the impact of climate a dolar the same level and vehicles is projective 10 (and more specifically Objective 1 coastal infrastructure'. <u>CIPT 2032</u>

ificance, it should be accessible to those beach is accessed by non-motorised nning, walking and paddling), public ce as well as taxis) and the private car. o improve the NMT and public transport the implications of the existing networks improving NMT movement through the n the site.

cy statements in the following way: cess to the beach

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

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ks will include traffic calming measures, proving access to public transport and t aims to encourage beachgoers to use ing to the beach in order for the existing and. In line with SDP Policy Statement 20, that pedestrian walkways are continuous areas or parking areas, the pedestrian es are required to ramp up and down. ticularly where it interacts with vehicles.

each with a stepped revetment, which te change, the project responds to IDP e 10.2) to 'restore and improve priority

Comment by	Date received	Comments/Concerns/Questions	Responses
			According to the City's Integrated Public Transport continue to be serviced directly by the Southern taxis and GAB that are not accounted for in this p Policy Statement 35 in the IDP, the project will imp public transport, in order to facilitate affordable the transport catchment area. Bicycle storage fac bus stop and railway station. <u>Train</u> The Southern Line will not be returning to fill efficie a local government responsibility, however the C
			services and the devolution of rail functions to e Cape Town".
			<u>Taxi</u> According to the 2014 and 2019 STATS SA General in the usage of trains as a mode of transport due with people commuting with taxis approximately reliability of the railway service is improved, the Muizenberg Beach with the train is unlikely to che does not service the majority of Cape Town's ne offer a feasible transport alternative for the major project recognizes the dominance of minibus tax IDP Objective 12.1.C. The minibus taxis will contin off commuters as well as the Main Road paralle doing. The parking bays within and around the site park and wait for commuters.
			<u>Cycling</u> The CITP's vision for cycling is that "Cape Town is the where cycling is an accepted, accessible and residents and visitors alike." To this effect, and in line areas the proposal provides people with the opp widening the promenade; improves the safety vehicles and giving preference to cyclists and infrastructure. Bicycle parking will be well dist conveniently. Note that a class 4 Cycling route is implementation of bicycle lanes to the site is how
			Parking In accordance with Policy Statement 38, the me reduce private vehicle dependency in lieu of t retaining the parking status quo in the midst of o demand. Retaining the parking status quo w (Objective10.2A) along the beach as shops and their patrons. It is unrealistic to think that the us commute alternative to the beach for surfers w Southern Line, the GAB Muizenberg line and fur coverage, but also the fleet's limitation to safe surfboards. The need for parking at this Metropolit

oort Network 2032, Muizenberg Beach will ern Railway Line only (in addition to the s plan). In line with Spatial Strategy 3 and mprove NMT linkages through the site, to ble access to the beach for those within facilities will also be provided close to the

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

ral Household Survey, there is a reduction ue to the commuter rail service decline, ely 4 times more than trains. Even if the the percentage people commuting to hange dramatically as the Southern line neighbourhoods and therefore does not jority of Capetonians to the beach. The taxis as mode of public transport, as per tinue to use the bus embayment to drop allel parking bays, as they are currently site will also remain available should taxis

is the premier Cycling City in South Africa nd popular mode of transport for all – line with the Cycling Strategy's key focus pportunity to cycle along the beach by ety of cyclists by reducing conflict with and pedestrian and providing cycling listributed across the site and located e is planned for Atlantic Road, although wever beyond the scope of this project.

measure implemented to systematically the use of promote public transport is oversubscription and increased parking will also safeguard economic activity nd restaurants rely on public parking for use of public transport will be a viable who live beyond the catchment of the future MyCiti lines, not only because of afely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain

Comment by	Date received	Comments/Concerns/Questions	Responses
			for the foreseeable future. Should a reduction of p could easily be lifted and re-used in the cor transformed into a park or other. In the meantim an event space for markets, shows, film viewings
			See Section E (4.1 – 4.4, 10) of the draft Basic Assess of how the Muizenberg Beachfront Refurbishmen and policies.
			Accessibility Muizenberg beachfront was identified in the Co Framework for Cape Town, 2017 (CESSF)as on beaches offering a wide variety of recreational of The project aims to further improve and prioritise of area, and includes a:
			<ul> <li>3m wide universally accessible promenad</li> <li>Universal beach access ramp in the cerr allows the beach access mats to be rolled</li> <li>Universal access ramp on western end of</li> <li>Universal access to playground area.</li> <li>The ablution facilities in the central area showers and changing facilities.</li> <li>The project also incorporates easily a wheelchair and access equipment.</li> <li>The Waves for Change building on the be providing assistance with universal beach</li> <li>Additional wheelchair parking bays will be Drop and go embayment will be provided.</li> </ul>
			The entire promenade as well as ablution facilities chair. The project aims to further improve and pr project area and for the facilities provided. The pr from the eastern, central and western ends as we
			See the "Development Proposal" subheading a Section B (4.4) of the draft Basic Assessment Repo
Lupuwana, Sivuyile Roger srlupuwana@gmail.com	07/09/2022	Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,	<b>Parking</b> The focus of the project is not to solve the parking
Via Email		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. 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	Instead of trying to meet the growing parking de additional open space provision, the objective deviation margin. To mitigate the parking shortfall areas and public transport facilities will be e highlighted.

f parking be feasible in future, the paving construction of paths while the land is ime, the parking area can double up as gs etc.

essment Report for a detailed description ent fits in with the applicable frameworks

Coastal Economic and Spatial Strategic one of the most universally accessible II and social opportunities in Cape Town. e universal access over the entire project

de,

- entral area of the beachfront that also led out on a daily basis.
- of promenade from parking level.
- ea include universally accessible toilets,
- accessible storage space for beach
- beachfront will be repurposed for NGO's chaccess and adaptive surfing.
- be demarcated.
- rovided at the entrance circle to the

ies will be universally accessible by wheel prioritise universal access over the entire promenade will have wheelchair access well as all other access points.

along with all associated figures under port for further details.

ing problem at the beachfront.

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

Comment by	Date received	Comments/Concerns/Questions	Responses
		<ul> <li>beachfront to protect from sea rise, however, the proposal in its current plans falls short in a lot of areas.</li> <li>This comment includes four parts:</li> <li>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.</li> </ul>	By rationalising the parking layouts, approximate could be retained on a reduced footprint. This free retreat to ensure more dry beach and the linking beach as well as a widened promenade, genero Locally indignous vegetation will be used to infrastructure.
		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.	See the "Parking Areas" subheading along with F the draft Basic Assessment Report for further detai related policy alignment, see Section E (4.2). <b>Policy – Full</b> NMT
		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/ 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. 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.	The Southern Suburbs District Plan classifies Muize Place and highlights that a key concern is to re Since Muizenberg Beach is of metropolitan signific living throughout the Metropolitan Area. The b transport (cycling, skateboards, scooters, runn transport (railway, the Golden Arrow Bus service Although it is outside the scope of this project to system to the site, the project aims to consider th and potential future enhancements as well as in site and access to public transport facilities from t The project responds to the NMT strategy's policy o People are granted reasonable acce o The safety of NMT users is prioritised b giving preference to cyclists and pede o NMT users' needs are prioritised over th routes at grade and requiring vehicles
		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:	<ul> <li>Muizenberg is Cape Town's flagship every attempt is made in the desi universally accessible.</li> <li>The accessibility of the beach is imp perspective by ensuring direct links to access to the beach along the prome</li> </ul>
		<ol> <li>Latest draft of the Integrated Development Plan</li> <li>Latest draft of the Municipal Spatial Development Plan</li> <li>Comprehensive Integrated Transport Plan 2019 - 2023</li> <li>Cape Towns Water Strategy</li> <li>City of Cape Town Climate Change Action Plan</li> </ol>	The parking area (along the railway line) to be re it doubles as a public space for the use of events <u>IDP</u>
		<ul> <li>6. 2017 Cycling Strategy</li> <li>7. Latest NMT Policy and Strategy</li> <li>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</li> </ul>	<ul> <li>In accordance with IDP objective 10.2.A the Muizenberg Beach for residents across the City by</li> <li>creating safe and generous links for users f bus stop and between the bus stop and the ensuring that the promenade links with N the proposed class 4 NMT facility along Atl</li> </ul>
		Comments on the upgrade in general	<ul> <li>to the mountain, the connection with the Walkway to St James;</li> <li>retaining the status quo with regard to page</li> </ul>

ately the same number of parking bays frees up space for people: infrastructure ng of the Muizenberg's sandy and rocky erous seating steps and soft landscaping. o soften parking areas, buildings and

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

zenberg Beach as a Coastal Destination retain public access to the beachfront. ificance, it should be accessible to those beach is accessed by non-motorised nning, walking and paddling), public ce as well as taxis) and the private car. to improve the NMT and public transport the implications of the existing networks is improving NMT movement through the m the site.

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resurfaced will be designed as such that not such as night markets.

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

barking.

Comment by	Date received	Comments/Concerns/Questions	Responses
		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.	In accordance with IDP Objective 13.1 NMT links lighting and be universally accessible. By impro- improved linkages to NMT facilities, the project of alternative modes of transport when commuting parking bays to meet the growing parking demand NMT will be prioritised in this project by ensuring the and where they cross vehicular circulation are
		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.	walkway remain at the same level and vehicle Paving is used to accentuate the walkway, parti By replacing the failing revetment along the be
		The University of California, Los Angeles professor Donald Shoup ( <u>https://www.shoupdogg.com/</u> ) says "parking is fertiliser for more cars" ( <u>PDF</u> )	will improve resilience to the impact of climate Objective 10 (and more specifically Objective coastal infrastructure'.
		The High Cost of Free Parking (researchgate.net). Parking bay provisionincreases housing prices (Parking Requirement Impacts on HousingAffordability (vtpi.org))and causes urban sprawl(https://theconversation.com/what-can-our-cities-do-about-sprawl- congestion-and-pollution-tip-scrap-car-parking-118393)congestion-and-pollution-tip-scrap-car-parking-118393environmental 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?	<u>CIPT 2032</u> According to the City's Integrated Public Transpor continue to be serviced directly by the Souther taxis and GAB that are not accounted for in this p Policy Statement 35 in the IDP, the project will im public transport, in order to facilitate affordable the transport catchment area. Bicycle storage fa bus stop and railway station.
		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.	<u>Train</u> The Southern Line will not be returning to fill efficie a local government responsibility, however the C services and the devolution of rail functions to e Cape Town".
		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. 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.	<u>Taxi</u> According to the 2014 and 2019 STATS SA General in the usage of trains as a mode of transport due with people commuting with taxis approximatel reliability of the railway service is improved, th Muizenberg Beach with the train is unlikely to che does not service the majority of Cape Town's ne
		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.	offer a feasible transport alternative for the majo project recognizes the dominance of minibus ta IDP Objective 12.1.C. The minibus taxis will contin off commuters as well as the Main Road parall doing. The parking bays within and around the sit park and wait for commuters.
		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.	<u>Cycling</u> The CITP's vision for cycling is that "Cape Town is where cycling is an accepted, accessible and residents and visitors alike." To this effect, and in lir
		Urgent clarity is needed on "soft landscaping."	areas the proposal provides people with the op widening the promenade; improves the safety

hks will include traffic calming measures, proving access to public transport and t aims to encourage beachgoers to use ing to the beach in order for the existing and. In line with SDP Policy Statement 20, that pedestrian walkways are continuous areas or parking areas, the pedestrian les are required to ramp up and down. rticularly where it interacts with vehicles.

beach with a stepped revetment, which te change, the project responds to IDP e 10.2) to 'restore and improve priority

bort Network 2032, Muizenberg Beach will ern Railway Line only (in addition to the s plan). In line with Spatial Strategy 3 and mprove NMT linkages through the site, to ble access to the beach for those within facilities will also be provided close to the

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

ral Household Survey, there is a reduction ue to the commuter rail service decline, rely 4 times more than trains. Even if the the percentage people commuting to change dramatically as the Southern line neighbourhoods and therefore does not ajority of Capetonians to the beach. The taxis as mode of public transport, as per tinue to use the bus embayment to drop allel parking bays, as they are currently site will also remain available should taxis

s the premier Cycling City in South Africa nd popular mode of transport for all – line with the Cycling Strategy's key focus pportunity to cycle along the beach by ty of cyclists by reducing conflict with

Comment by	Date received	Comments/Concerns/Questions	Responses
		This decision is deeply worrying and seeks to further exacerbate our biodiversity and water crisis. Namely, the development is at odds with these plans:	vehicles and giving preference to cyclists ar infrastructure. Bicycle parking will be well dis
		<ol> <li>Cape Towns Water Strategy and;</li> <li>City of Cape Town Climate Change Action Plan</li> </ol>	conveniently. Note that a class 4 Cycling route implementation of bicycle lanes to the site is how
		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. Water Sensitive Urban Design can bring the following benefits: • 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.	Parking In accordance with Policy Statement 38, the m reduce private vehicle dependency in lieu of retaining the parking status quo in the midst of o demand. Retaining the parking status quo w (Objective10.2A) along the beach as shops and their patrons. It is unrealistic to think that the u commute alternative to the beach for surfers w Southern Line, the GAB Muizenberg line and fu coverage, but also the fleet's limitation to saf surfboards. The need for parking at this Metropol for the foreseeable future. Should a reduction of could easily be lifted and re-used in the co
		<ul> <li>Flood mitigation by intercepting stormwater flows.</li> <li>Improved biodiversity as a result of wetlands and rain gardens.</li> <li>Decreased urban heat island effect as a result of increased green space and increased irrigation capacity.</li> </ul>	transformed into a park or other. In the meantim an event space for markets, shows, film viewings
		<ul> <li>Increased levels of permeable or unsealed soil and soil moisture.</li> <li>Biodiversity Sensitive Urban Design can bring the following benefits:</li> <li>Protect and create a habitat for local endangered species</li> <li>Help species disperse from the area.</li> </ul>	See Section E (4.1 – 4.4, 10) of the draft Basic Asses of how the Muizenberg Beachfront Refurbishmer and policies.
		<ul> <li>Minimise anthropogenic threats caused by bad urbanisation.</li> <li>Promote ecological processes of the area.</li> <li>Encourage positive human-nature interactions through a new public space (a car park does not sit well).</li> </ul>	Concrete revetment Following public comment, areas landward of the from concrete surfacing to paved areas using existing character and material use.
		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)	In order to sustain the harsh marine conditions a in future and to provide long-term robust coast revetment portion), concrete must be used t durability for the coastal defence structure. In
		Recommendations 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:	overtopping during future storm events the 3m v but open spaces landward of the promenau segmented clay pavers, seating wall, planters lawns, similar to the existing landward spaces. The environment and result in lower local temperatu gravel parking areas.
		<ol> <li>Use the space as a public space with mixed/multiple usesconsult the community about what they need other than resorting to a car park. Can be a public park, a public transport interchange, a skatepark, a place for a market to take place, a community library or a centre. We need to think proactively, not reactively. I'm</li> <li>Integrate and improve the public transport interchange into the new space.</li> </ol>	To mitigate the impact of introducing concr aggregate finish will be used as opposed to a ty more natural earthy gravel look and feel, an concrete used along the beachfront businesses
		Use this area to tie the area together by integrating the space with the following in mind: 1. Non-Motorised Transport like cycling and active mobility 2. Golden Arrow Bus stop	See the "Development Proposal" and Figure 2, 3, Basic Assessment Report for further details.

and pedestrian and providing cycling istributed across the site and located e is planned for Atlantic Road, although owever beyond the scope of this project.

measure implemented to systematically f the use of promote public transport is oversubscription and increased parking will also safeguard economic activity nd restaurants rely on public parking for use of public transport will be a viable who live beyond the catchment of the future MyCiti lines, not only because of afely carry with abnormal luggage like olitan Coastal Node will therefore remain f parking be feasible in future, the paving construction of paths while the land is ime, the parking area can double up as gs etc.

essment Report for a detailed description ent fits in with the applicable frameworks

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

and expected increase in wave energy stal defence infrastructure (the stepped to provide the required strength and In order to sustain the expected wave wide promenade will also be concrete, ade will be surfaced with permeable rs with indigenous plants, play areas or he clay pavers perform well in the coastal atures as compared to ashpalt and dark

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

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

Comment by	Date received	Comments/Concerns/Questions	Responses
		<ul> <li>3. The Muizenberg Train station</li> <li>3. Add cycling and other active mobility parking facilities</li> <li>4. Connect to a segregated cycling lane (class 1 or 2) for the area</li> <li>5. Employ BSUD and WSUD principles for the whole development</li> <li>6. Add more Golden Arrow buses. The current frequency is poor both to Simonstown and CBD, Cape Town</li> <li>Conclusion</li> <li>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.</li> <li>I hope this comment hopeful both to the team and public representatives.</li> <li>Together we can respond to the myriad of crises and be more caring through the space we produce as a city.</li> </ul>	Following public comment more planted areas a suited to these harsh conditions. Locally indige recreational purposes will be planted instead. vegetation suited to the harsh False Bay coastal the design. Storm water run-off will be directed infiltration and to include automatic irrigation whe of natural (indigenous) lawn and artificial grass w Maintenance of any planted areas and mainte utmost importance to the project, hence only o climatically suited plants) will be incorporated in See the "Soft Landscaping" subheading along w draft Basic Assessment Report for further details.
Lyhne, Lisa Lisa.Lyhne@gmail.com Via Website	21/09/2022	I am pleased to see the upgrades planned of the Muizenberg beachfront, but I think we are missing a wonderful opportunity. Please could we have some trees? How about trees in the parking area on the grassed area? 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.	Soft landscaping Following public comment more planted areas of suited to these harsh conditions. Locally indige recreational purposes will be planted instead. vegetation suited to the harsh False Bay coastal the design. Storm water run-off will be directed infiltration and to include automatic irrigation whe of natural (indigenous) lawn and artificial grass w Maintenance of any planted areas and mainter utmost importance to the project, hence only of climatically suited plants) will be incorporated in See the "Soft Landscaping" subheading along w draft Basic Assessment Report for further details. <b>Transport priorities – cycling</b> The CITP's vision for cycling is that "Cape Town is t where cycling is an accepted, accessible and residents and visitors alike." To this effect, and in lir areas the proposal provides people with the opp widening the promenade; improves the safety vehicles and giving preference to cyclists an infrastructure. Bicycle parking will be well dist conveniently. Note that a class 4 Cycling route i implementation of bicycle lanes to the site is how

as are included. Trees are not climatically igenous vegetation as well as lawn for ad. More planters for hardy indigenous tal environment will be incorporated into red into planted areas for watering and when run-off not available. A combination s will used where applicable.

tenance of any new infrastructure is of appropriate plant species (indigenous, in applicable locations.

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

is are included. Trees are not climatically igenous vegetation as well as lawn for ad. More planters for hardy indigenous tal environment will be incorporated into ed into planted areas for watering and when run-off not available. A combination is will used where applicable.

ntenance of any new infrastructure is of appropriate plant species (indigenous, in applicable locations.

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

is the premier Cycling City in South Africa and popular mode of transport for all – In line with the Cycling Strategy's key focus opportunity to cycle along the beach by ety of cyclists by reducing conflict with and pedestrian and providing cycling distributed across the site and located te is planned for Atlantic Road, although owever beyond the scope of this project.



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

Comment by	Date received	Comments/Concerns/Questions	Responses
Maclean, Rob <u>Berobmaclean@gmail.co</u> <u>m</u> Via written comments at the Open House	07/09/2022	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!	New ablutions Following the public comments received, the proposed ab central shower plaza in close proximity to the existing, next to zone for ease of use and to improve access. There is special facilities. The design shall maintain existing architectural style change rooms, and wheelchair accessible showers with bence will be kept in the central area as well as the shower at the beachfront. Knee level taps for feet at ablution building are of See the "Development Proposal" and Figure 2 under Section for further details on the ablution building.
Maclean, Sandra <u>Sandymaclean55@gmail.c</u> <u>om</u> Via written comments at the Open House	07/09/2022	<ul> <li>Generally, in favour of changes.</li> <li>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.</li> <li>1. Use existing 2 blocks ( shark spotters &amp; walkers)building for ablutions.</li> <li>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.</li> </ul>	New ablutions Following the public comments received, the proposed ab central shower plaza in close proximity to the existing, next to zone for ease of use and to improve access. There is special facilities. The design shall maintain existing architectural style change rooms, and wheelchair accessible showers with bend will be kept in the central area as well as the shower at the beachfront. Knee level taps for feet at ablution building are of See the "Development Proposal" and Figure 2 under Section for further details on the ablution building. NGO buildings The value of the NGO's in the beachfront is acknowledged remain, Shark Spotters will keep operating from its current lo beach access and therefore the proposed design however in Change buildings to facilitate universal beach and surfing a be used to enable the large, cumbersome beach access may beach access ramp for easy daily use as well as storage adaptive surfing equipment. The building will also serve as of new building to facilitate the operations of Waves for change. NGO services will continue to play an important role in the con- trole area providing similar facilities close to easy drop-of discussed with and agreed on with the Waves for Change. NGO services will continue to play an important role in the con- trole new building will also follow and suit the existing architect See the "Buildings" subheading along with Figure 2 under Se Report for further details.
Macrobert, Les <u>macrobert@icon.co.za</u> Via Email	05/09/2022	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?	<b>Concrete revetment</b> Following public comment, areas landward of the 3m wide surfacing to paved areas using clay segmented pavers to alig

ablution building is located landward of the to the beach within the high pedestrian traffic cial focus on universal access of the ablution yle and include universal access toilet/family ench for seat along ablution building. Showers he pergola/event pavilion on western side of e also included.

on B (4.4) of the draft Basic Assessment Report

ablution building is located landward of the to the beach within the high pedestrian traffic cial focus on universal access of the ablution yle and include universal access toilet/family ench for seat along ablution building. Showers the pergola/event pavilion on western side of e also included.

on B (4.4) of the draft Basic Assessment Report

ged and valued. The existing NGO buildings location. The City seeks to improve universal er intends to repurpose the existing Waves for access and related NGO's. The building will mats to be stored at the top of the proposed e of beach access wheel chairs and other s an operational base for related NGO's. A ange will be constructed around the central -off facilities and NMT routes. This has been e. The existing NGO function and additional community and are supported by the City.

ectural language of the existing buildings.

Section B (4.4) of the draft Basic Assessment

de promenade was changed from concrete align with existing character and material use.

Comment by	Date received	Comments/Concerns/Questions	Responses
			In order to sustain the harsh marine conditions and expected provide long-term robust coastal defence infrastructure (the be used to provide the required strength and durability for sustain the expected wave overtopping during future storm et concrete, but open spaces landward of the promenade wi clay pavers, seating wall, planters with indigenous plants, landward spaces. The clay pavers perform well in the coc temperatures as compared to ashpalt and dark gravel parki To mitigate the impact of introducing concrete, a sand colo used as opposed to a typical grey concrete finish, providing and tying into the exposed aggregate concrete used along station building. See the "Development Proposal" and Figure 2, 3, and 4 Assessment Report for further details. <b>Character (aesthetics)</b> The City acknowledges the characteristic value of the exist the beachfront. The project endeavours to preserve the sen proposed design. The buildings indicated on public open blocks indicating the approximate footprint of buildings of proposed style of the proposed buildings. This may have cau The proposed coastal defence replacement and associate such a way to maintain the character of the place, using the
			<ul> <li>as reference.</li> <li>The character of the Muizenberg beachfront has been consistent consisting of but not limited to have been identified</li> <li>Panoramic views and open space</li> <li>Central beach huts / bathing boxes</li> <li>Existing buildings architectural style, which includes structures and columns, hipped roofs and gables, or and patterns</li> <li>Local artwork on walls</li> <li>Use of sandstone and granite in steps</li> <li>Local indigenous plants in planters, including local initial</li> </ul>
			Regarding the reflection of coastal dynamics in the design, to to the dynamic nature of the changing beach levels. The co- to withstand the harsh False Bay climatic and wave condition in the corner area as well as playground has been rounded a dune, wave run-up and tidal washup/debris lines. The steps beach level. The stepped structure is also less reflective to we A number of design changes have been implemented follo provides a summary of the changes implemented to the lar of the project:

ted increase in wave energy in future and to e stepped revetment portion), concrete must or the coastal defence structure. In order to in events the 3m wide promenade will also be will be surfaced with permeable segmented s, play areas or lawns, similar to the existing pastal environment and result in lower local rking areas.

bloured and exposed aggregate finish will be g a more natural earthy gravel look and feel, ng the beachfront businesses and next to the

4 under Section B (4.4) of the draft Basic

isting buildings and landscaping elements in ense of place, heritage and aesthetics in the n day posters where merely "place holder" s and did not intend to communicate the aused unnecessary concern.

ted landscape refurbishment will be done in ne existing architectural styles and landscape

nsidered and the following key characteristic ed:

es colour palette, plaster banding, pergola obelisk showers with gargoyles, clay pavers

nitiatives to plant and maintain

n, the stepped revetment is a direct response coastal defence and promenade is designed ions. The layout of the steps and promenade and softened to mirror and reference natural os allow for continuous beach access at any wave energy.

Ilowing public consultation. The following list andscaping, layout and artwork component

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul> <li>Beach huts to be centrally located to serve as wind</li> <li>Central plaza to remain central public node with sh</li> <li>Use segmented paver surface landward of 3m of surface. Include creative pattern design to reflect th</li> <li>Incorporate decorative segmented paver patterns forecourt, pergola area and eastern end open spaination of the specific and also include mosaic artwork at ablution buildings, showed</li> <li>Play area to be area context specific and also inclusive as well as natural materials</li> <li>Incorporate more planters for hardy indigenous veg environment. Storm water run-off will be directed int and to include automatic irrigation when run-off no</li> <li>Combination of natural lawn and artificial grass to b</li> </ul> The City believe the proposed preliminary design incorporate of the beachfront. See the following sections of the draft Basic Assessment Rep the Muizenberg Beachfront's sense of place: <ul> <li>Subheading "City of Cape Town Integrated Coastal</li> <li>Subheading "City of Cape Town Integrated Coastal</li> <li>Subheading "Historical and Cultural Aspects" under section subheading "Historical and Cultural Aspects" under section section structures. The project design considers climate cl coastal protection. See Section G (3.5) for a summary of the specialist coastal m can be found in Appendix G. Please note that during construction, temporary berms will lise awall to serve as temporary coastal protection, any effect during the construction is limited to the construction durat executed in a sequence and thus only portions of the beac entire beachfront at once. Any effects are thus temporary comparisoned as the protection of the beac</li></ul>
Mangena, Mfuneko <u>damfumfu@gmail.com</u> Via Website	08/09/2022	<ul> <li>Policy Development process ,project mandating, analysis Role player input and formulation of policy .</li> <li>Specific aspects of procurement Reform</li> <li>Achieving good governance in procurement ( objectives, meeting the challenges )</li> <li>Uniformity in tender procedures ,policies and Control measures.</li> </ul>	<b>Project mandate</b> Please note that this project is being undertaken by the C Branch, which is a branch of government with a defined responsibilities. The scope of the project is therefore required roles and these responsibilities.

nd shelter for central shower plaza showers.

concrete promenade instead of concrete the surrounding landscape features.

ns in focal paving areas (central node, station pace)

vers and seating walls.

nclude normal play equipment like swing and

egetation suited to the harsh False Bay coastal into planted areas for watering and infiltration not available.

be used where applicable.

rates and reflects the character and heritage

eport for further details on the preservation of

on E (4.1) al Management Policy" under Section E (4.2) er Section G (7.)

proposed replacement of the existing wooden al protection is not expected to influence the nditions differently than the existing coastal change and sea level rise in the design of the

modelling studies. Additionally, the full reports

I likely be constructed seaward of the existing fect on the nearshore hydrodynamics caused ration and to the area of work. Work will be each will be affected at a time and not the of nature.

City of Cape Town's Coastal Management and mandate, as well as defined roles and red to fall in the ambit of this mandate, these

Comment by	Date received	Comments/Concerns/Questions	Responses
		<ul> <li>establishing a procurement compliance office</li> <li>achieving socio- economics objectives through procurement</li> <li>Affirmative procurement in brief</li> <li>The pillars of procurement Reform</li> <li>invitation to comments.</li> </ul> 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.	<ul> <li>The Roles and Responsibilities of the Coastal Management fu</li> <li>Coastal Planning, Upgrades and Development</li> <li>Coastal Planning, Upgrades and Development</li> <li>Coastal Planning, Upgrades and Development</li> <li>Coastal Policy and Regulation</li> <li>Coastal monitoring and Reporting</li> </ul> The Coastal management Branch acknowledges the wide vaneeds throughout the city and supports a holistic resource of forth overall progression. Thus to deliver on the Coastal monitoring and Reporting The Coastal management Branch acknowledges the wide vaneeds throughout the city and supports a holistic resource of forth overall progression. Thus to deliver on the Coastal mprimary objective of the project is the proactive replacements stone steps, which have passed their design-life and starth coastal protection in order to provide effective coastal protection is the extension of the project scope landward soft landscaping and buildings as well as the optimisatic <b>Policy – Full</b> Following public comment, areas landward of the 3m wide surfacing to paved areas using clay segmented pavers to align in order to sustain the harsh marine conditions and expecter provide long-term robust coastal defence infrastructure (the be used to provide the required strength and durability for sustain the expected wave overtopping during future storm of concrete, but open spaces landward of the promenade will clay pavers, seating wall, planters with indigenous plants, landward spaces. The clay pavers perform well in the cool temperatures as compared to ashpalt and dark gravel parkit. To mitigate the impact of introducing concrete, a sand cold used as opposed to a typical grey concrete finish, providing and tying into the exposed aggregate concrete used along station building. See the "Development Proposal" and Figure 2, 3, and 4 Assessment Report for further details.
Martin, Julia julia.p.martin@gmail.com Via Website	23/09/2022	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.	Please see page 1 for response to: COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEACH
		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.	

function are a combination of: d and ecosystem management

at have functional and service responsibilities

variety of other developmental and resource e distribution across the City in order to bring managements functional requirements, the ment of old wooden seawall and degraded rted to fail, with new a stepped revetment protection, public coastal access, which will in future to remain growing. Secondary to the dward to comprise the upgrading of the hard tion of the parking area.

de promenade was changed from concrete align with existing character and material use.

ted increase in wave energy in future and to e stepped revetment portion), concrete must or the coastal defence structure. In order to in events the 3m wide promenade will also be will be surfaced with permeable segmented s, play areas or lawns, similar to the existing pastal environment and result in lower local rking areas.

oloured and exposed aggregate finish will be g a more natural earthy gravel look and feel, ng the beachfront businesses and next to the

4 under Section B (4.4) of the draft Basic

CHFRONT: A CALL TO START OVER

Comment by	Date received	Comments/Concerns/Questions	Responses
		The basic recommendation is: please start all over again, and involve the community from the beginning.	
		Best wishes. Professor Julia Martin	
		Attached document:	
		COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN	
		Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)	
Martin, Leon Darius	06/09/2022	This is a terrible idea. The person who designed this is obviously not	Ocean dynamics
<u>leonmartinplett@gmail.co</u> <u>m</u> Via Website Jua Kombucha		from Muizenberg and has no idea how things work here. This plan will likely ruin the Muizenbergs surf wave which is muizenbergs biggest attraction.	As per the PRDW Specialist Coastal Modelling reports, the pro- revetment with a concrete stepped revetment as coastal sediment dynamics, offshore sandbanks and surfing con- protection structures. The project design considers climate c coastal protection.
			See Section G (3.5) for a summary of the specialist coastal m can be found in Appendix G.
			Please note that during construction, temporary berms will li sea wall to serve as temporary coastal protection, any effe- during the construction is limited to the construction dura executed in a sequence and thus only portions of the bea entire beachfront at once. Any effects are thus temporary of

proposed replacement of the existing wooden al protection is not expected to influence the onditions differently than the existing coastal e change and sea level rise in the design of the

I modelling studies. Additionally, the full reports

ill likely be constructed seaward of the existing ifect on the nearshore hydrodynamics caused viration and to the area of work. Work will be beach will be affected at a time and not the y of nature.



Comment by	Date received	Comments/Concerns/Questions	Responses
Martin, Rachel <u>oumeester@gmail.com</u> Via Email	26/09/2022	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.	<ul> <li>Accessibility Muizenberg beachfront was identified in the Coastal Econ Cape Town, 2017 (CESSF)as one of the most universally acc recreational and social opportunities in Cape Town. The pr universal access over the entire project area, and includes a <ul> <li>3m wide universally accessible promenade,</li> <li>Universal beach access ramp in the central area of access mats to be rolled out on a daily basis.</li> <li>Universal access to playground area.</li> <li>The ablution facilities in the central area include a changing facilities.</li> <li>The project also incorporates easily accessible storage equipment.</li> <li>The Waves for Change building on the beachfron assistance with universal beach access and adaptive <ul> <li>Additional wheelchair parking bays will be demarcat</li> <li>Drop and go embayment will be provided at the ent</li> </ul> </li> <li>The entire promenade as well as ablution facilities will be project aims to further improve and prioritise universal acces facilities provided. The promenade will have wheelchair access         <ul> <li>See the "Development Proposal" subheading along with al the draft Basic Assessment Report for further details.</li> </ul> </li> </ul></li></ul>
Mashego, Lebogang <u>lebogang.mashego@gmai</u> <u>l.com</u> Via Email	24/09/2022	Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town, This submission is a response to the call for public comment on the proposed upgrade of the Muizenberg beachfront. 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. 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. 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.	<ul> <li>Parking The focus of the project is not to solve the parking problem of Instead of trying to meet the growing parking demand, or r space provision, the objective is to retain the status quo w parking shortfall, pedestrian linkages to nearby parking a established/enhaced and the routes highlighted. </li> <li>By rationalising the parking layouts, approximately the same on a reduced footprint. This frees up space for people: infra and the linking of the Muizenberg's sandy and rocky beach seating steps and soft landscaping. Locally indignous vege buildings and infrastructure. 'Formalising' the parking area refers to surfacing the parking one way circulation, demarcation of pedestrian and vehicle and the addition of services such as area lighting and surfa and enhance the character of the Muizenberg Beachfro surfaced with the same material that existing parking bays ar perform well in the coastal environment and result in lower li and dark gravel parking areas. All parking will remain free of</li></ul>

conomic and Spatial Strategic Framework for ccessible beaches offering a wide variety of project aims to further improve and prioritise s a:

of the beachfront that also allows the beach

de from parking level.

universally accessible toilets, showers and

age space for beach wheelchair and access

ont will be repurposed for NGO's providing ve surfing.

ated.

ntrance circle to the beachfront.

be universally accessible by wheel chair. The cess over the entire project area and for the access from the eastern, central and western

all associated figures under Section B (4.4) of

at the beachfront.

r removing parking in lieu of additional open with a 5% deviation margin. To mitigate the areas and public transport facilities will be

ne number of parking bays could be retained rastructure retreat to ensure more dry beach in as well as a widened promenade, generous getation will be used to soften parking areas,

ng area, marking out parking bays, indicating le movement areas (walkways and road way) face storm water drainage. In oder to retain front these formalised parking areas will be are surfaced with. The permeable clay pavers r local temperatures as compared to ashpalt of charge.

Comment by	Date received	Comments/Concerns/Questions	Responses
		Please view my full comment attached. Sincerely,	Alternative uses of this space are acknowledged, the currer the beachfront is well defined in parking counts and is requir does not preclude possible future alternative uses of the area if the overall transport system of the larger city has evolved
		Lebogang Mashego	The space can in its proposed arrangement be used for mar other public space in the City given that the event permitting application.
		Attached document:	Furthermore, it is equiviered that the western partice of the
		Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,	Furthermore, it is envisioned that the western portion of the l projects scope area, will remain to be used as is for the me long-term public transport opportunities improved to the p taxies reduce to the extent that the proposed area of parking area can be repurposed at such time. No fixed building infras
		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.	A weekday and Saturday parking demand survey was carried a parking occupancy level of more than 50% during the we the parking survey indicated a parking occupancy level of Beach Road roundabout and the informal gravel parking ar
		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.	As such, replacement of the existing parking areas are not existing eastern and western parking areas shall be form regarding the overall number of parking bays will be maint the precinct will remain very similar, although a few parking
		My primary point of concern is the replacement of the existing	another.
		gravel parking area with paving bricks.	In accordance with Policy Statement 38, the measure imp vehicle dependency in lieu of the use of promote public tro
		This comment includes four parts:	the midst of oversubscription and increased parking deman safeguard economic activity (Objective10.2A) along the be
		I. Comments on the upgrade in general II. Recommendations	parking for their patrons. It is unrealistic to think that the use of alternative to the beach for surfers who live beyond the
		III. Conclusion	Muizenberg line and future MyCiti lines, not only because of safely carry with abnormal luggage like surfboards. The new
		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	Node will therefore remain for the foreseeable future. Should the paving could easily be lifted and re-used in the constru-
		the table to ensure that any upgrade to public infrastructure takes a holistic, ethical and traversal approach.	into a park or other. In the meantime, the parking area can shows, film viewings etc.
		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	See the "Parking Areas" subheading along with Figures 2 ar Assessment Report for further details on parking. For further d
		and transport.	Policy – Full
		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	Following public comment, areas landward of the 3m wide surfacing to paved areas using clay segmented pavers to alig
		project team to consider the following plans and integrate them into its design and land-use output:	In order to sustain the harsh marine conditions and expecte provide long-term robust coastal defence infrastructure (the

ent use of the area as convenient parking to uired in the medium term. Paving of the area ea such as those proposed by commentators ed toward a public transport centred system. arkets and other gatherings or events like any ng and request procedure is followed for such

e larger Muizenberg beachfront precinct, this nedium to long term. It is believed that if the point that use of personal cars, busses and ng is not required by beach users, the parking rastructure is constructed in the parking areas,

ied out as part of the TIA. The survey indicated week. During the peak period on a Saturday, of more than 100%. The parking around the area are well-used and is over-utilized.

ot feasible in the short to medium term. The malised and optimised and the status quo ntained. The total number of parking bays in g bays may be lost in one area and added in

ransport is retaining the parking status quo in and. Retaining the parking status quo will also beach as shops and restaurants rely on public of public transport will be a viable commute e catchment of the Southern Line, the GAB of coverage, but also the fleet's limitation to beed for parking at this Metropolitan Coastal Id a reduction of parking be feasible in future, ruction of paths while the land is transformed an double up as an event space for markets,

and 5 under Section B (4.4) of the draft Basic details on NMT related policy alignment, see

de promenade was changed from concrete align with existing character and material use.

ted increase in wave energy in future and to e stepped revetment portion), concrete must

Comment by	Date received	Comments/Concerns/Questions	Responses
		<ul> <li>I. The latest draft of the Integrated Development Plan</li> <li>II. The latest draft of the Municipal Spatial Development Plan</li> <li>III. Comprehensive Integrated Transport Plan 2019 – 2023</li> <li>IV. Cape Town's Water Strategy</li> <li>V. City of Cape Town Climate Change Action Plan</li> <li>VI. 2017 Cycling Strategy</li> <li>VII. Latest NMT Policy and Strategy</li> <li>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</li> <li>Comments on the upgrade in general</li> </ul>	be used to provide the required strength and durability for is sustain the expected wave overtopping during future storm econcrete, but open spaces landward of the promenade will clay pavers, seating wall, planters with indigenous plants, plandward spaces. The clay pavers perform well in the coast temperatures as compared to ashpalt and dark gravel parkin To mitigate the impact of introducing concrete, a sand color used as opposed to a typical grey concrete finish, providing of and tying into the exposed aggregate concrete used along station building. See the "Development Proposal" and Figure 2, 3, and 4
		Which do we value more: public space for people, or more parking?	Assessment Report for further details.
		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.	<b>Soft landscaping</b> Following public comment more planted areas are included harsh conditions. Locally indigenous vegetation as well as law instead. More planters for hardy indigenous vegetation suited will be incorporated into the design. Storm water run-off will b and infiltration and to include automatic irrigation when run-of (indigenous) lawn and artificial grass will used where applicable
		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.	Maintenance of any planted areas and maintenance of any to the project, hence only appropriate plant species (indig incorporated in applicable locations. See the "Soft Landscaping" subheading along with Figure 4 Assessment Report for further details.
		The University of California, Los Angeles professor Donald Shoup ( <u>https://www.shoupdogg.com/</u> ) says "parking is fertiliser for more cars" (PDF) The High Cost of Free Parking (researchgate.net). Parking bay provision increases housing prices ( <u>Parking Requirement Impacts on Housing Affordability (vtpi.org</u> )) and causes urban sprawl ( <u>https://theconversation.com/what-can-our-cities-do-about-sprawl-congestion-and-pollution-tip-scrap-car-parking-118393</u> ) - causing environmental degradation via land change as well as increasing travel distances. How can we meet our climate ( <u>South Africa pledges more ambitious climate targets</u> <u>  AP News</u> ) and spatial equity goals ( <u>SoCR16-MainReport_02Spatial.pdf</u> ) when we do this?	
		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.	

or the coastal defence structure. In order to nevents the 3m wide promenade will also be will be surfaced with permeable segmented , play areas or lawns, similar to the existing pastal environment and result in lower local rking areas.

loured and exposed aggregate finish will be g a more natural earthy gravel look and feel, ng the beachfront businesses and next to the

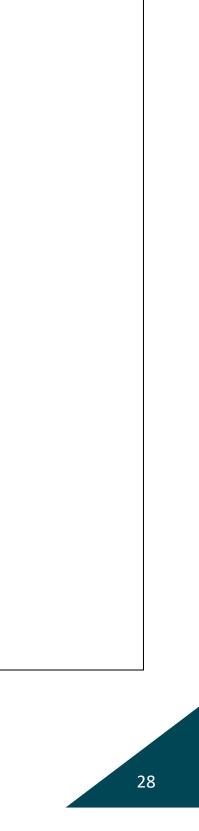
4 under Section B (4.4) of the draft Basic

ed. Trees are not climatically suited to these awn for recreational purposes will be planted ed to the harsh False Bay coastal environment I be directed into planted areas for watering n-off not available. A combination of natural cable.

ny new infrastructure is of utmost importance digenous, climatically suited plants) will be

e 8 under Section B (4.4) of the draft Basic

Comment by	Date received	Comments/Concerns/Questions	Responses
		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.	
		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.	
		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.	
		Uncomfortable concrete: the issue of hard infrastructure in open public spaces	
		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.	
		Urgent clarity is needed on "soft landscaping."	
		This decision is deeply concerning and seeks to further exacerbate our biodiversity and water crisis. Namely, the development is at odds with these plans:	
		<ul><li>I. Cape Towns Water Strategy and;</li><li>II. City of Cape Town Climate Change Action Plan</li></ul>	
		Every redevelopment or development the city undertakes needs to be consistent with the above plans where Water Sensitive Urban Design (WSUD) ( <u>Water Sensitive Design   Future Water (uct.ac.za</u> )) and Biodiversity Sensitive Urban Design (BSUD) ( <u>Here's how to</u> <u>design cities where people and nature can both flourish</u> ( <u>theconversation.com</u> ) are employed.	
		Water Sensitive Urban Design can bring the following benefits:	
		<ul> <li>Reduced volume of stormwater entering waterways, leading to an improved aquatic environment.</li> <li>Improved stormwater quality, leading to improved water quality in rivers and bays.</li> <li>Reduced reliance on drinking water to irrigate green spaces.</li> <li>Flood mitigation by intercepting stormwater flows.</li> </ul>	



Comment by	Date received	Comments/Concerns/Questions	Responses
		<ul> <li>Improved biodiversity as a result of wetlands and rain gardens.</li> <li>Decreased urban heat island effect as a result of increased green space and increased irrigation capacity.</li> <li>Increased levels of permeable or unsealed soil and soil moisture.</li> </ul>	
		Biodiversity Sensitive Urban Design can bring the following benefits:	
		<ul> <li>Protect and create a habitat for local endangered species</li> <li>Help species disperse from the area.</li> <li>Minimise anthropogenic threats caused by bad urbanisation.</li> <li>Promote ecological processes of the area.</li> <li>Encourage positive human-nature interactions through a new public space (a car park does not sit well).</li> </ul>	
		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)	
		Recommendations	
		<ul> <li>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: <ol> <li>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.</li> <li>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</li> <li>Add cycling and other active mobility parking facilities</li> <li>Connect to a segregated cycling lane (class 1 or 2) for the area</li> <li>Employ BSUD and WSUD principles for the whole development</li> <li>Add more Golden Arrow buses. The current frequency is poor both to Simonstown and CBD, Cape Town</li> </ol> </li> </ul>	
		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.	



Comment by	Date received	Comments/Concerns/Questions	Responses
		I hope this comment hopeful both to the team and public representatives. Together we can respond to the myriad of crises and be more caring and ethical through the spaces we produce as a city.	
		Lebogang Mashego	
Matthews, Catherine <u>cathymathews200@gmail.</u> <u>com</u> Via Email	23/09/2022	Please find comments that I endorse attached below. Thank you Catherine Mathews	Please see page 1 for response to: COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEAC
		Attached document: COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)	
Mayson, Joseph j <u>oemayson@gmail.com</u> Via Website	29/08/2022	Requested to be added as an IAP.	You have been registered as an interested and affected po
Mayson, Joseph joemayson@gmail.com Via written comments at the Open House	07/09/2022	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. 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.	Concrete revetment Following public comment, areas landward of the 3m wide surfacing to paved areas using clay segmented pavers to al In order to sustain the harsh marine conditions and expected provide long-term robust coastal defence infrastructure (the be used to provide the required strength and durability for sustain the expected wave overtopping during future storm concrete, but open spaces landward of the promenade w clay pavers, seating wall, planters with indigenous plants, landward spaces. The clay pavers perform well in the co- temperatures as compared to ashpalt and dark gravel park To mitigate the impact of introducing concrete, a sand col- used as opposed to a typical grey concrete finish, providing and tying into the exposed aggregate concrete used along station building. See the "Development Proposal" and Figure 2, 3, and 4 Assessment Report for further details. <b>Playground</b> The playground has been designed to fit in to the Muizenb been given to ensuring it incorporates aspects representation possible will be used for the heat and corrosion reasons. The

CHFRONT: A CALL TO START OVER

party.

ide promenade was changed from concrete align with existing character and material use.

cted increase in wave energy in future and to he stepped revetment portion), concrete must for the coastal defence structure. In order to m events the 3m wide promenade will also be e will be surfaced with permeable segmented ts, play areas or lawns, similar to the existing coastal environment and result in lower local arking areas.

coloured and exposed aggregate finish will be ing a more natural earthy gravel look and feel, ong the beachfront businesses and next to the

4 under Section B (4.4) of the draft Basic

nberg Beachfront area. Special attention has tative of the local coastline. As little metal as he existing buildings and new ablution building

Comment by	Date received	Comments/Concerns/Questions	Responses
			will provide wind shelter to the new playground. The design e playground and the beach so that parents can observe the See the "Playground" subheading along with Figure 6 under Report for further details on the design of the playground.
Mayson, Simon <u>ss@mayson.co.za</u> Via written comments at the Open House	07/09/2022	<ul> <li>Should be responsive to the existing usage and users: connections with the environment.</li> <li>There is ample parking around the slides and eastward, which would reduce the issues of congestion at suffers corner itself.</li> <li>We need:</li> <li>Shelters from the southeaster wind to appreciate the view.</li> <li>Skating and cycling incorporated into the full beachfront promenade not squashed into a tiny park.</li> <li>No formalisation of existing parking: not needed!</li> <li>Places to park and appreciate the view.</li> </ul>	<ul> <li>Parking By rationalising the parking layouts, approximately the same on a reduced footprint. This frees up space for people: infra and the linking of the Muizenberg's sandy and rocky beach seating steps and soft landscaping. Locally indignous vege buildings and infrastructure.</li> <li>'Formalising' the parking area refers to surfacing the parking one way circulation, demarcation of pedestrian and vehicle and the addition of services such as area lighting and surfa and enhance the character of the Muizenberg Beachfra surfaced with the same material that exisitng parking bays ar perform well in the coastal environment and result in lower I and dark gravel parking areas. All parking will remain free of See the "Parking Areas" subheading along with Figures 2 ar Assessment Report for further details on parking. For further of Section E (4.2).</li> <li>Promenade (NMT) The CITP's vision for cycling is that "Cape Town is the premie is an accepted, accessible and popular mode of transport effect, and in line with the Cycling Strategy's key focus ar opportunity to cycle along the beach by widening the pro reducing conflict with vehicles and giving preference to cy infrastructure. Bicycle parking will be well distributed across t a class 4 Cycling route is planned for Atlantic Road, although is however beyond the scope of this project.</li> <li>Wind shelter The comment regarding wind protection is noted, Muizenb False Bay and dominant south easterly wind. Creating small creates local wind eddies where fine windblown sand circul an unpleasant seating location. Large enough wind shelte deemed feasible as such structures will obstruct views and o risk.</li> <li>The proposed eight beach huts at the central shower plaza. Surface undulations in the play area will also provide area. The existing buildings as well as proposed ablution will</li> </ul>
Mayson, Simon Sizwe <u>ss@mayson.co.za</u> Via Website	28/08/2022	Requested to be added as an IAP.	You have been registered as an interested and affected po

n ensures there is a visual linkage between the heir children.

er Section B (4.4) of the draft Basic Assessment

ne number of parking bays could be retained frastructure retreat to ensure more dry beach h as well as a widened promenade, generous getation will be used to soften parking areas,

ng area, marking out parking bays, indicating ele movement areas (walkways and road way) rface storm water drainage. In oder to retain front these formalised parking areas will be are surfaced with. The permeable clay pavers er local temperatures as compared to ashpalt of charge.

and 5 under Section B (4.4) of the draft Basic r details on NMT related policy alignment, see

nier Cycling City in South Africa where cycling ort for all – residents and visitors alike." To this areas the proposal provides people with the promenade; improves the safety of cyclists by cyclists and pedestrian and providing cycling s the site and located conveniently. Note that ugh implementation of bicycle lanes to the site

all wind sheltered areas are not effective as it culates and eventually accumulates, creating effects to avoid the above mentioned are not d create hiding spaces posing a public safety

aza will however serve as wind shelter for the de a small amount of wind shelter in the play *i*ll also provide some wind shelter.

oarty.

Comment by	Date received	Comments/Concerns/Questions	Responses
Medhurst, Debra <u>Debbie.medhurst1@gmail.</u> <u>com</u> Via written comments at the Open House	07/09/2022	Option A – yes Option B- No, ablution block too far.	Comment noted. <b>New ablutions</b> Following the public comments received, the proposed ab central shower plaza in close proximity to the existing, next to zone for ease of use and to improve access. There is special facilities. The design shall maintain existing architectural styles change rooms, and wheelchair accessible showers with bence will be kept in the central area as well as the shower at the beachfront. Knee level taps for feet at ablution building are of See the "Development Proposal" and Figure 2 under Section for further details on the ablution building.
Menner, Mathilda <u>Mathilda.menner@gmail.c</u> <u>om</u> Via written comments at the Open House	07/09/2022	<ol> <li>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</li> <li>No ramps. No railings. Not disability friendly.</li> </ol>	<ul> <li>Soft landscaping Following public comment more planted areas are included harsh conditions. Locally indigenous vegetation as well as law instead. More planters for hardy indigenous vegetation suited will be incorporated into the design. Storm water run-off will be and infiltration and to include automatic irrigation when run-(indigenous) lawn and artificial grass will used where applicate the project, hence only appropriate plant species (ind incorporated in applicable locations. See the "Soft Landscaping" subheading along with Figure Assessment Report for further details. Accessibility Muizenberg beachfront was identified in the Coastal Econ Cape Town, 2017 (CESSF) as one of the most universally accessible promenade, Universal access over the entire project area, and includes a cacess mats to be rolled out on a daily basis. Universal access to playground area. The ablution facilities. The ablution facilities. The ablution facilities. The Waves for Change building on the beachfront assistance with universal beach access and adaptive Additional wheelchair parking bays will be demarcat Drop and go embayment will be provided at the entire</li></ul>

ablution building is located landward of the to the beach within the high pedestrian traffic cial focus on universal access of the ablution yle and include universal access toilet/family ench for seat along ablution building. Showers the pergola/event pavilion on western side of e also included.

on B (4.4) of the draft Basic Assessment Report

led. Trees are not climatically suited to these awn for recreational purposes will be planted ed to the harsh False Bay coastal environment Il be directed into planted areas for watering n-off not available. A combination of natural cable.

ny new infrastructure is of utmost importance adigenous, climatically suited plants) will be

re 8 under Section B (4.4) of the draft Basic

conomic and Spatial Strategic Framework for ccessible beaches offering a wide variety of project aims to further improve and prioritise s a:

of the beachfront that also allows the beach

de from parking level.

universally accessible toilets, showers and

age space for beach wheelchair and access

ont will be repurposed for NGO's providing ve surfing.

ated.

ntrance circle to the beachfront.

Comment by	Date received	Comments/Concerns/Questions	Responses
			The entire promenade as well as ablution facilities will be project aims to further improve and prioritise universal acce facilities provided. The promenade will have wheelchair ac- ends as well as all other access points. See the "Development Proposal" subheading along with all the draft Basic Assessment Report for further details.
Mesham, Barbara Via Email <u>barbara@maxibin.co.za</u> Via Email	01/09/2022	<ul> <li>Hi Tarryn,</li> <li>Thank you for returning my call earlier and it was indeed a pleasure chatting to you.</li> <li>Our telecon of earlier refers:</li> <li>Kindly find attached our company profile for your perusal.</li> <li>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.</li> <li>Should you require any further information in the interim, please do not hesitate to contact me.</li> <li>Many thanks</li> <li>Kind regards</li> <li>Barbara</li> <li>See the two attached documents in appendix.</li> </ul>	Comment received.
Messaris, Anastasia studio@anastasiamessaris. co.za Via Website	20/09/2022	Reference: Muizenberg Beachfront Upgrade 20th September 2022 Attention: Tarryn Solomon, Infinity Environnemental comments@infinityenv.co.zaDear Ms Solomon,COMMENTS ON PROPOSED MUIZENBERG BEACHFRONT UPGRADE Thank you for Option A and Option B of the proposed Muizenberg Beach Upgrade. My comments are as follows: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.	Character (aesthetics) The City acknowledges the characteristic value of the exist the beachfront. The project endeavours to preserve the sen proposed design. The buildings indicated on public open blocks indicating the approximate footprint of buildings of proposed style of the proposed buildings. This may have cau The proposed coastal defence replacement and associate such a way to maintain the character of the place, using the as reference. The character of the Muizenberg beachfront has been cons element consisting of but not limited to have been identified Panoramic views and open space Central beach huts / bathing boxes Existing buildings architectural style, which includes

be universally accessible by wheel chair. The access over the entire project area and for the access from the eastern, central and western

all associated figures under Section B (4.4) of

xisting buildings and landscaping elements in sense of place, heritage and aesthetics in the en day posters where merely "place holder" is and did not intend to communicate the caused unnecessary concern.

ated landscape refurbishment will be done in the existing architectural styles and landscape

onsidered and the following key characteristic ed:

des colour palette, plaster banding, pergola

Comment by	Date received	Comments/Concerns/Questions	Responses
		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. May I recommend: • 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.	<ul> <li>structures and columns, hipped roofs and gables, ob and patterns</li> <li>Local artwork on walls</li> <li>Use of sandstone and granite in steps</li> <li>Local indigenous plants in planters, including local init</li> <li>Regarding the reflection of coastal dynamics in the design, the to the dynamic nature of the changing beach levels. The coord to withstand the harsh False Bay climatic and wave condition in the corner area as well as playground has been rounded ar dune, wave run-up and tidal washup/debris lines. The steps of beach level. The stepped structure is also less reflective to wa A number of design changes have been implemented follor provides a summary of the changes implemented to the lan- of the project:</li> <li>Beach huts to be centrally located to serve as wind so Central plaza to remain central public node with sho Use segmented paver surface landward of 3m co surface. Include creative pattern design to reflect the Incorporate decorative segmented paver patterns in forecourt, pergola area and eastern end open space.</li> <li>Include mosaic artwork at ablution buildings, shower</li> <li>Play area to be area context specific and also inclu- slide as well as natural materials</li> <li>Incorporate more planters for hardy indigenous vege environment. Storm water run-off will be directed into and to include automatic irrigation when run-off not</li> <li>Combination of natural lawn and artificial grass to be</li> </ul>
		upgrades that creatively and sensitively respond to their environments	See the following sections of the draft Basic Assessment Report the Muizenberg Beachfront's sense of place: - Subheading "Settlement" subheading under Section B
			<ul> <li>Subheading "City of Cape Town Integrated Coastal N</li> <li>Subheading "Historical and Cultural Aspects" under Se</li> <li>Parking</li> <li>The focus of the project is not to solve the parking problem at</li> <li>Instead of trying to meet the growing parking demand, or respace provision, the objective is to retain the status quo wit parking shortfall, pedestrian linkages to nearby parking are established/enhaced and the routes highlighted.</li> </ul>

obelisk showers with gargoyles, clay pavers

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ment by Date received	Comments/Concerns/Questions	Responses
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Comment by	Date received	Comments/Concerns/Questions	Responses
			into a park or other. In the meantime, the parking area can do shows, film viewings etc.
			See the "Parking Areas" subheading along with Figures 2 and Assessment Report for further details on parking. For further details Section E (4.2).
		Examples from Hornsberg Strandpark by Nyréns Arkitektkontor	Soft landscaping Following public comment more planted areas are included. harsh conditions. Locally indigenous vegetation as well as lawn instead. More planters for hardy indigenous vegetation suited to will be incorporated into the design. Storm water run-off will be and infiltration and to include automatic irrigation when run-off (indigenous) lawn and artificial grass will used where applicable
			Maintenance of any planted areas and maintenance of any n to the project, hence only appropriate plant species (indige incorporated in applicable locations.
			See the "Soft Landscaping" subheading along with Figure 8 Assessment Report for further details.
			New ablutions Following the public comments received, the proposed ablut central shower plaza in close proximity to the existing, next to the zone for ease of use and to improve access. There is special for facilities. The design shall maintain existing architectural style a change rooms, and wheelchair accessible showers with bench will be kept in the central area as well as the shower at the per beachfront. Knee level taps for feet at ablution building are also
			See the "Development Proposal" and Figure 2 under Section B for further details on the ablution building.
			<b>Lighting</b> Area lighting is included and will be provided for the play an eastern parking areas as well as along the promenade. The be classification of lighting.
			<b>Playground</b> The playground has been designed to fit in to the Muizenberg been given to ensuring it incorporates aspects representative possible will be used for the heat and corrosion reasons. The exi will provide wind shelter to the new playground. The design ensi- playground and the beach so that parents can observe their c
			See the "Playground" subheading along with Figure 6 under See Report for further details on the design of the playground.

in double up as an event space for markets,

and 5 under Section B (4.4) of the draft Basic details on NMT related policy alignment, see

ed. Trees are not climatically suited to these awn for recreational purposes will be planted ed to the harsh False Bay coastal environment II be directed into planted areas for watering n-off not available. A combination of natural cable.

ny new infrastructure is of utmost importance idigenous, climatically suited plants) will be

e 8 under Section B (4.4) of the draft Basic

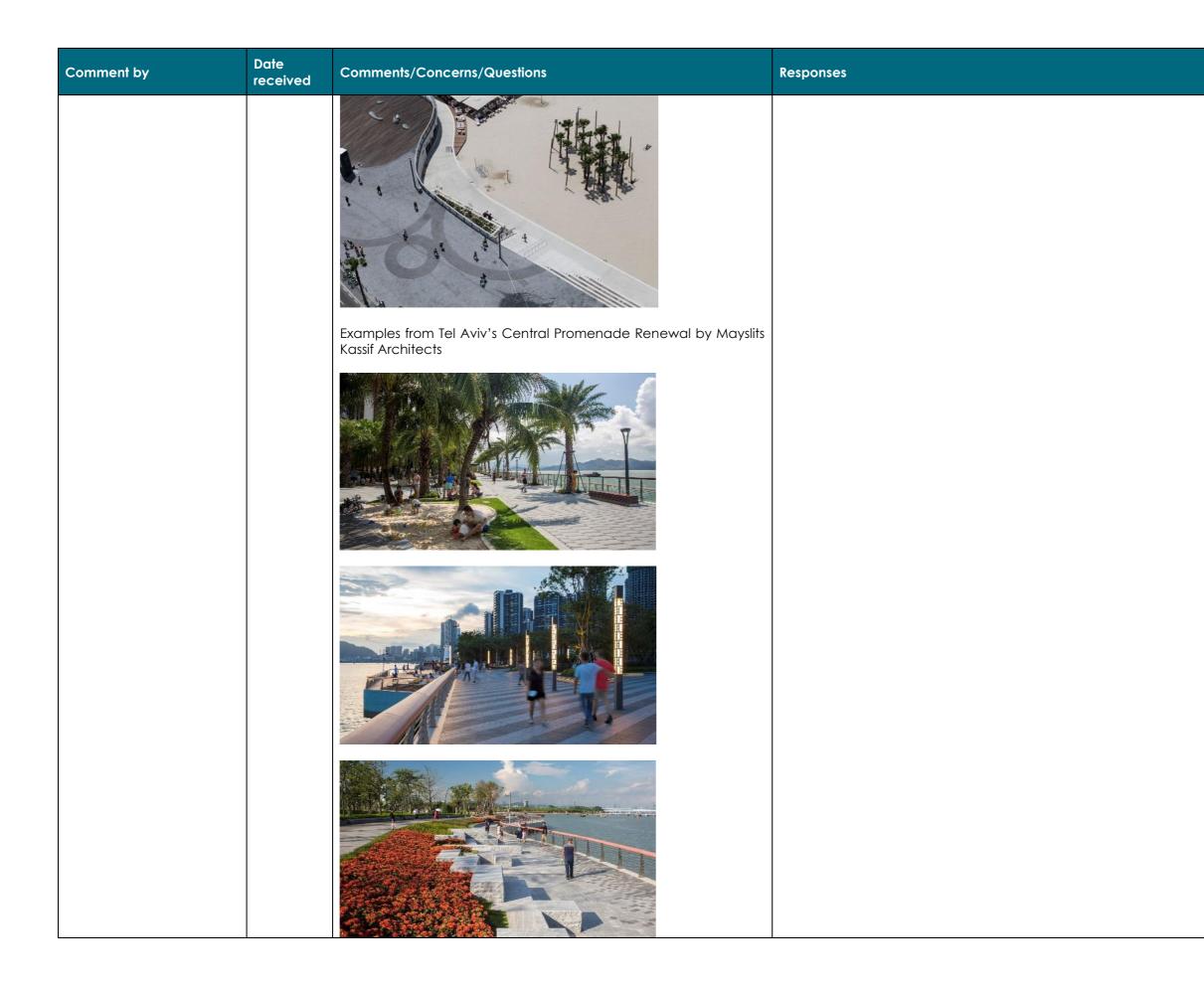
ablution building is located landward of the o the beach within the high pedestrian traffic ial focus on universal access of the ablution vle and include universal access toilet/family nch for seat along ablution building. Showers we pergola/event pavilion on western side of e also included.

on B (4.4) of the draft Basic Assessment Report

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berg Beachfront area. Special attention has ative of the local coastline. As little metal as e existing buildings and new ablution building ensures there is a visual linkage between the eir children.

r Section B (4.4) of the draft Basic Assessment





Comment by	Date received	Comments/Concerns/Questions	Responses
		Examples from Shekou Promenade by SWA	
		Examples of Sugar Beach by Claude Cormier & Associes	
		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):	
		https://www.youtube.com/watch?v=7KTsDmPMcCY Kind regards, Anastasia Messaris	
Messaris, Anastatia <u>studio@anastasiamessaris.</u> <u>co.za</u> Via Email	. 27/09/2022	Dear Ms. Solomon, <b><u>RE: COMMENTS ON PROPOSED MUIZENBERG BEACHFRONT UPGRADE</u></b> Please find attached my comments on the proposed Muizenberg Beachfront Upgrade	<b>Character (aesthetics)</b> The City acknowledges the characteristic value of the exi the beachfront. The project endeavours to preserve the se proposed design. The buildings indicated on public oper blocks indicating the approximate footprint of buildings proposed style of the proposed buildings. This may have co

existing buildings and landscaping elements in e sense of place, heritage and aesthetics in the pen day posters where merely "place holder" ngs and did not intend to communicate the e caused unnecessary concern.

Comment by	Date received	Comments/Concerns/Questions	Responses
		Attached document: Dear Ms Solomon,	The proposed coastal defence replacement and associated such a way to maintain the character of the place, using the as reference.
		COMMENTS ON PROPOSED MUIZENBERG BEACHFRONT UPGRADE Thank you for Option A and Option B of the proposed Muizenberg Beach Upgrade. My comments are as follows: 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. 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.	<ul> <li>The character of the Muizenberg beachfront has been consi element consisting of but not limited to have been identified.</li> <li>Panoramic views and open space</li> <li>Central beach huts / bathing boxes</li> <li>Existing buildings architectural style, which includes structures and columns, hipped roofs and gables, of and patterns</li> <li>Local artwork on walls</li> <li>Use of sandstone and granite in steps</li> <li>Local indigenous plants in planters, including local init</li> <li>Regarding the reflection of coastal dynamics in the design, t to the dynamic nature of the changing beach levels. The coa to withstand the harsh False Bay climatic and wave condition in the corner area as well as playground has been rounded ar dune, wave run-up and tidal washup/debris lines. The steps beach level. The stepped structure is also less reflective to wo A number of design changes have been implemented follo provides a summary of the changes implemented to the lan of the project:</li> </ul>
		<ul> <li>May I recommend:</li> <li>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.</li> <li>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.</li> <li>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).</li> <li>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.</li> </ul>	<ul> <li>Beach huts to be centrally located to serve as wind in Central plaza to remain central public node with show use segmented paver surface landward of 3m consurface. Include creative pattern design to reflect the Incorporate decorative segmented paver patterns in forecourt, pergola area and eastern end open space. Include mosaic artwork at ablution buildings, shower Play area to be area context specific and also inclusible as well as natural materials.</li> <li>Incorporate more planters for hardy indigenous vege environment. Storm water run-off will be directed into and to include automatic irrigation when run-off not Combination of natural lawn and artificial grass to b</li> <li>The City believe the proposed preliminary design incorporate of the beachfront.</li> <li>See the following sections of the draft Basic Assessment Report the Muizenberg Beachfront's sense of place:</li> <li>Subheading "City of Cape Town Integrated Coastal Note of the beaching "Historical and Cultural Aspects" under Section</li> </ul>

ted landscape refurbishment will be done in ne existing architectural styles and landscape

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		Below are a few reference images of waterfront / beachfront upgrades that creatively and sensitively respond to their environments.	<b>Parking</b> The focus of the project is not to solve the parking problem at Instead of trying to meet the growing parking demand, or rel
		ANT ward a stand	space provision, the objective is to retain the status quo with parking shortfall, pedestrian linkages to nearby parking are established/enhaced and the routes highlighted.
			By rationalising the parking layouts, approximately the same n on a reduced footprint. This frees up space for people: infrast and the linking of the Muizenberg's sandy and rocky beach as seating steps and soft landscaping. Locally indignous vegeto buildings and infrastructure.
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			Alternative uses of this space are acknowledged, the current the beachfront is well defined in parking counts and is require does not preclude possible future alternative uses of the area if the overall transport system of the larger city has evolved to The space can in its proposed arrangement be used for marke other public space in the City given that the event permitting of application.
			Furthermore, it is envisioned that the western portion of the la projects scope area, will remain to be used as is for the med long-term public transport opportunities improved to the po taxies reduce to the extent that the proposed area of parking area can be repurposed at such time. No fixed building infraste which would prevent future repurposing of the area.
		Examples from Luiz Paulo Conde Waterfront Promenade by B+ABR Backheuser and Riera Arquitetura	A weekday and Saturday parking demand survey was carried a parking occupancy level of more than 50% during the wee the parking survey indicated a parking occupancy level of Beach Road roundabout and the informal gravel parking are
			As such, replacement of the existing parking areas are not f existing eastern and western parking areas shall be formal regarding the overall number of parking bays will be maintai the precinct will remain very similar, although a few parking be another.
			In accordance with Policy Statement 38, the measure imple vehicle dependency in lieu of the use of promote public tran

at the beachfront.

removing parking in lieu of additional open with a 5% deviation margin. To mitigate the areas and public transport facilities will be

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			<ul> <li>the midst of oversubscription and increased parking demans a feguard economic activity (Objective10.2A) along the best parking for their patrons. It is unrealistic to think that the use of alternative to the beach for surfers who live beyond the Muizenberg line and future MyCiti lines, not only because or safely carry with abnormal luggage like surfboards. The ner Node will therefore remain for the foreseeable future. Should the paving could easily be lifted and re-used in the construint on a park or other. In the meantime, the parking area carr shows, film viewings etc.</li> <li>See the "Parking Areas" subheading along with Figures 2 arr Assessment Report for further details on parking. For further of Section E (4.2).</li> <li>Soft landscaping</li> <li>Following public comment more planted areas are include harsh conditions. Locally indigenous vegetation as well as lar instead. More planters for hardy indigenous vegetation suited will be incorporated into the design. Storm water run-off will and infiltration and to include automatic irrigation when run (indigenous) lawn and artificial grass will used where appliced</li> </ul>
		Examples from Hornsberg Strandpark by Nyréns Arkitektkontor	Maintenance of any planted areas and maintenance of an to the project, hence only appropriate plant species (inc incorporated in applicable locations.
			See the "Soft Landscaping" subheading along with Figure Assessment Report for further details.
			<b>New ablutions</b> Following the public comments received, the proposed at central shower plaza in close proximity to the existing, next to zone for ease of use and to improve access. There is special facilities. The design shall maintain existing architectural style change rooms, and wheelchair accessible showers with ben will be kept in the central area as well as the shower at the beachfront. Knee level taps for feet at ablution building are
			See the "Development Proposal" and Figure 2 under Section for further details on the ablution building.
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			possible will be used for the heat and corrosion reasons. The e will provide wind shelter to the new playground. The design er playground and the beach so that parents can observe their See the "Playground" subheading along with Figure 6 under S Report for further details on the design of the playground.
		Examples from Tel Aviv's Central Promenade Renewal by Mayslits Kassif Architects	

e existing buildings and new ablution building ensures there is a visual linkage between the eir children.

r Section B (4.4) of the draft Basic Assessment



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



Comment by	Date received	Comments/Concerns/Questions	Responses
		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):	
		https://www.youtube.com/watch?v=7KTsDmPMcCY Kind regards,	
		Anastasia Messaris	
Metcalfe, Anthea anthea.metcalfe@uct.ac.z a Via Website	22/09/2022	I endorse the attached call to start over again written by Judy Favish, Karl von Holdt and Cathering Kell. COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN	Please see page 1 for response to: COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEAC
Resident		Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)	
Mitford, Lisa Lisa.mitford@gmail.com Via Website	22/09/2022	I have concerns that the design is rather sterile and will reduce Muizenberg from 'charming' to something more like the bleakness of Strand. Lendorse the "Call to start over again" written by Catherine Kell with Karl von Holdt and Judy Favish (attached)	Please see page 1 for response to: COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEAC
		Attached document:	
		COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN	
		Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)	
Moncrieff, Glenn glennmoncrieff@gmail.co <u>m</u> Via Website	29/08/2022	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	Parking The focus of the project is not to solve the parking problem Instead of trying to meet the growing parking demand, or space provision, the objective is to retain the status quo w parking shortfall, pedestrian linkages to nearby parking of established/enhaced and the routes highlighted. By rationalising the parking layouts, approximately the same on a reduced footprint. This frees up space for people: infra and the linking of the Muizenberg's sandy and rocky beach seating steps and soft landscaping. Locally indignous vege buildings and infrastructure. 'Formalising' the parking area refers to surfacing the parking one way circulation, demarcation of pedestrian and vehicle

ACHFRONT: A CALL TO START OVER

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			See the "Parking Areas" subheading along with Figures 2 an Assessment Report for further details on parking. For further d Section E (4.2).
Moore, Tessa	26/09/2022	To whom it may concern:	

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and 5 under Section B (4.4) of the draft Basic details on NMT related policy alignment, see

Comment by	Date received	Comments/Concerns/Questions	Responses
muizies@gmail.com			Heritage (general)
Via Email		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	For formal heritage-related processes followed, please see section B (6.) of the draft Basic Assessment Report.
		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-	The design of all new buildings endeavours to incorporate the existing buildings in order to maintain the sense of place.
		dealers, etc; and then I have been very much part of the Renaissance of the suburb.	Heritage (ablutions)
		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 specen to many people and road even	It is the Coastal Management Branches responsibility to mana and develop effective long-term coastal infrastructure. The coastal defence structure, located in the littoral active be currently being undermined due to exposure to wave action unsustainable from a coastal defence perspective. Attemp
		such "limitations". I have spoken to many people and read even more comments, and the single resounding viewpoint is this	current location will result in loss of beach around the building around the building.
		particular factorthat the design is considered to be bland, genericas 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.	Following the public comments received, the proposed ab central shower plaza in close proximity to the existing, next to zone for ease of use and to improve access. There is special facilities. The design shall maintain existing architectural style change rooms, and wheelchair accessible showers with bence will be kept in the central area as well as the shower at the beachfront. Knee level taps for feet at ablution building of
		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,	Proposal" and Figure 2 under Section B (4.4) of the draft Bas the ablution building.
		but also reducing the number of parking bays, which really seems counter-productive.	Note that the decorative elements of the ablution facility day value. The parts of the building that are older than 60 years of
		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	For formal heritage-related processes followed, please see section B (6.) of the draft Basic Assessment Report.
		Season. Even if there was accessible remote parking, for people	Character (aesthetics)
		going to the beach, that would only suit, to some extent, non-surfers. In dissing 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,	The City acknowledges the characteristic value of the existi the beachfront. The project endeavours to preserve the sense proposed design. The buildings indicated on public open blocks indicating the approximate footprint of buildings of proposed style of the proposed buildings. This may have cau
		literally, come into our business, hunting ONLY for "ze basing houses".	The proposed coastal defence replacement and associate such a way to maintain the character of the place, using the as reference.
		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	The character of the Muizenberg beachfront has been consi element consisting of but not limited to have been identified
		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	<ul> <li>Panoramic views and open space</li> <li>Central beach huts / bathing boxes</li> <li>Existing buildings architectural style, which includes structures and columns, hipped roofs and gables, of and patterns</li> </ul>

ee the "Heritage Resources " Theme under

the architectural language and library of the

inage all hard coastal infrastructure and plan ne existing ablution location seaward of the beach, where the buildings foundations are ction and variable beach levels is deemed inpting to protect the ablution building in its ng and negatively affect sediment dynamics

ablution building is located just landward of to the beach within the high pedestrian traffic cial focus on universal access of the ablution yle and include universal access toilet/family ench for seat along ablution building. Showers he pergola/event pavilion on western side of g are also included. See the "Development Basic Assessment Report for further details on

lates from the mid 80's and have no heritage s are the walls and the hipped roof.

ee the "Heritage Resources " Theme under

isting buildings and landscaping elements in ense of place, heritage and aesthetics in the n day posters where merely "place holder" s and did not intend to communicate the aused unnecessary concern.

ted landscape refurbishment will be done in ne existing architectural styles and landscape

nsidered and the following key characteristic

es colour palette, plaster banding, pergola obelisk showers with gargoyles, clay pavers

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		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!". 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. 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. There seems to be no "greening" aspect to the proposal, apart from some patches of lawnand 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. 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? 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. Yours faithfully, Tessa Moore	<ul> <li>Use of sandstone and granite in steps</li> <li>Local indigenous plants in planters, including local in Regarding the reflection of coastal dynamics in the design, to the dynamic nature of the changing beach levels. The co- to withstand the harsh False Bay climatic and wave condition in the corner area as well as playground has been rounded or dune, wave run-up and tidal washup/debris lines. The steps beach level. The stepped structure is also less reflective to w</li> <li>A number of design changes have been implemented follor provides a summary of the changes implemented to the lar of the project:         <ul> <li>Beach huts to be centrally located to serve as wind</li> <li>Central plaza to remain central public node with sh</li> <li>Use segmented paver surface landward of 3m co- surface. Include creative pattern design to reflect th</li> <li>Incorporate decorative segmented paver patterns forecourt, pergola area and eastern end open span- linclude mosaic artwork at ablution buildings, showed</li> <li>Play area to be area context specific and also inclu- slide as well as natural materials</li> <li>Incorporate more planters for hardy indigenous veg environment. Storm water run-off will be directed int and to include automatic irrigation when run-off no</li> <li>Combination of natural lawn and artificial grass to be the Muizenberg Beachfront's sense of place:</li> <li>Subheading "City of Cape Town Integrated Coastal - Subheading "City of Cape Town Integrated Coastal - Subheading "Historical and Cultural Aspects" under section at a condition of the steps within the littoral active a impact is not deemed a long-term sustainable location for steps have sustained serious undermining and washout of fill construct a uniform, robust coastal defence structure, it is co best practice to create smooth alignments along the coast, type structures, which attract and focus wave energy and co</li> </ul></li></ul>
			pedestrian flow connecting the main beachfront proment

initiatives to plant and maintain

n, the stepped revetment is a direct response coastal defence and promenade is designed tions. The layout of the steps and promenade d and softened to mirror and reference natural ps allow for continuous beach access at any wave energy.

ollowing public consultation. The following list landscaping, layout and artwork component

nd shelter for central shower plaza showers.

concrete promenade instead of concrete the surrounding landscape features.

ns in focal paving areas (central node, station pace)

wers and seating walls.

nclude normal play equipment like swing and

egetation suited to the harsh False Bay coastal into planted areas for watering and infiltration not available.

be used where applicable.

rates and reflects the character and heritage

eport for further details on the preservation of

on E (4.1) al Management Policy" under Section E (4.2) er Section G (7.)

teps are acknowledged, however the current and inter-tidal zones, exposed to direct wave for a headland structure. The stone masonry fill material, posing a public safety risk. In order coastal engineering and sediment dynamics st, avoiding the construction of any headland d could disrupt sediment dynamics.

vation, the proposed design creates greater nade area with the St James walkway, and

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			eliminates pedestrian and vehicle conflict in this area. Additionally, by removing the existing stone steps/point the retreats several meters landward. This allows reinstatement closer to what it historically was, connecting the two beach of steps were constructed in the 1900's as part of land reclam currently known as the gravel parking area. Thus, the City acknowledges the sentiment, but regard the
			part of the operational requirement to provide well designed as described and required in the General background int Proposal" and Figure 4 under Section B (4.4) of the draft Basic For formal heritage-related processes followed, please see section B (6.) of the draft Basic Assessment Report.
			Parking The focus of the project is not to solve the parking problem of
			Instead of trying to meet the growing parking demand, or r space provision, the objective is to retain the status quo w parking shortfall, pedestrian linkages to nearby parking a established/enhaced and the routes highlighted.
			By rationalising the parking layouts, approximately the same on a reduced footprint. This frees up space for people: infra and the linking of the Muizenberg's sandy and rocky beach of seating steps and soft landscaping. Locally indignous veget buildings and infrastructure.
			'Formalising' the parking area refers to surfacing the parking one way circulation, demarcation of pedestrian and vehicle and the addition of services such as area lighting and surfa and enhance the character of the Muizenberg Beachfro surfaced with the same material that exisitng parking bays are perform well in the coastal environment and result in lower lo and dark gravel parking areas. All parking will remain free of
			Alternative uses of this space are acknowledged, the currer the beachfront is well defined in parking counts and is requir does not preclude possible future alternative uses of the area if the overall transport system of the larger city has evolved The space can in its proposed arrangement be used for mark other public space in the City given that the event permitting application.
			Furthermore, it is envisioned that the western portion of the le projects scope area, will remain to be used as is for the me long-term public transport opportunities improved to the p taxies reduce to the extent that the proposed area of parking area can be repurposed at such time. No fixed building infras

e proposed promenade and step alignment nt and creation of more beach space here h areas as it historically was before the corner amation exercise to create residential erven,

ne replacement of the corner/point steps as ed and robust coastal defence infrastructure information section. See the "Development usic Assessment Report for further details.

ee the "Heritage Resources " Theme under

at the beachfront.

r removing parking in lieu of additional open with a 5% deviation margin. To mitigate the areas and public transport facilities will be

ne number of parking bays could be retained rastructure retreat to ensure more dry beach in as well as a widened promenade, generous getation will be used to soften parking areas,

ng area, marking out parking bays, indicating le movement areas (walkways and road way) face storm water drainage. In oder to retain front these formalised parking areas will be are surfaced with. The permeable clay pavers r local temperatures as compared to ashpalt of charge.

ent use of the area as convenient parking to uired in the medium term. Paving of the area ea such as those proposed by commentators ed toward a public transport centred system. arkets and other gatherings or events like any ng and request procedure is followed for such

e larger Muizenberg beachfront precinct, this nedium to long term. It is believed that if the point that use of personal cars, busses and ng is not required by beach users, the parking astructure is constructed in the parking areas,

Comment by	Date received	Comments/Concerns/Questions	Responses
	received		which would prevent future repurposing of the area. A weekday and Saturday parking demand survey was carrie a parking occupancy level of more than 50% during the we the parking survey indicated a parking occupancy level o Beach Road roundabout and the informal gravel parking ar As such, replacement of the existing parking areas are not existing eastern and western parking areas shall be form regarding the overall number of parking bays will be maint the precinct will remain very similar, although a few parking another. In accordance with Policy Statement 38, the measure imp vehicle dependency in lieu of the use of promote public tro the midst of oversubscription and increased parking deman safeguard economic activity (Objective10.2A) along the be parking for their patrons. It is unrealistic to think that the use of alternative to the beach for surfers who live beyond the Muizenberg line and future MyCiti lines, not only because of safely carry with abnormal luggage like surfboards. The new Node will therefore remain for the foreseeable future. Should
			<ul> <li>the paving could easily be lifted and re-used in the construct into a park or other. In the meantime, the parking area can shows, film viewings etc.</li> <li>See the "Parking Areas" subheading along with Figures 2 an Assessment Report for further details on parking. For further d Section E (4.2).</li> <li>Wind shelter</li> <li>The comment regarding wind protection is noted, Muizenber False Bay and dominant south easterly wind. Creating small creates local wind eddies where fine windblown sand circula an unpleasant seating location. Large enough wind shelter deemed feasible as such structures will obstruct views and circulations. The proposed eight beach huts at the central shower plaza for the plaza. Surface undulations in the play area will also provide area. The existing buildings as well as proposed ablution will obstruct with the play area of the play area will also provide area. The existing buildings as well as proposed ablution will be proposed ablution will be play area will also provide area.</li> </ul>
Morkel, Terry <u>terrym20@icloud.com</u> 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	Rational and background It is important to note the primary objective of the project is seawall and degraded stone steps that have passed their de replace the existing coastal defences with a new steppe provide effective coastal protection and public coastal of

ried out as part of the TIA. The survey indicated week. During the peak period on a Saturday, of more than 100%. The parking around the area are well-used and is over-utilized.

not feasible in the short to medium term. The rmalised and optimised and the status quo intained. The total number of parking bays in g bays may be lost in one area and added in

nplemented to systematically reduce private transport is retaining the parking status quo in and. Retaining the parking status quo will also beach as shops and restaurants rely on public of public transport will be a viable commute e catchment of the Southern Line, the GAB of coverage, but also the fleet's limitation to need for parking at this Metropolitan Coastal and a reduction of parking be feasible in future, ruction of paths while the land is transformed an double up as an event space for markets,

and 5 under Section B (4.4) of the draft Basic details on NMT related policy alignment, see

berg is an exposed location subject to harsh all wind sheltered areas are not effective as it culates and eventually accumulates, creating lters to avoid the above mentioned are not d create hiding spaces posing a public safety

aza will however serve as wind shelter for the de a small amount of wind shelter in the play vill also provide some wind shelter.

is the proactive replacement of old wooden design-life and started to fail. It is proposed to bed revetment coastal defence in order to access, which will support the local socio-

Comment by	Date received	Comments/Concerns/Questions	Responses
		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. Kind Regards Terry Matthee™	<ul> <li>economic environment now and in future to remain growing extension of the project scope landward to comprise the u and buildings as well as the optimisation of the parking compoleted as part of the socio-economic study component benefit of completing the works as a once off project based studies and other supporting studies than to wait for it to intervention or piece-meal maintenance work.</li> <li>Public coastal infrastructure and services at Muizenberg are <ul> <li>Key infrastructure – such as the seawalls and revetim and are beginning to fail</li> <li>Longstanding incomplete components of the preceforther decline due to the high use by oversubscribe.</li> <li>A reduction in maintenance budgets over many yee and resultant underdevelopment of recreation aread reduction in maintenance has been exacerbated I public use of the area</li> <li>General housekeeping and sense of place is failing (V derelict) which places the economic and social value.</li> </ul> </li> <li>Additionally, due to climate change and sea level rise, incexpected wave impacts and related scour to the toe of the coastal defences. The existing coastal defences is expected wave impacts and related scour to the toe of the coastal defences and/or damage due to overtopping to infrastructure, informed by coastal modelling and other si beachfront is maintained and physically supported to prese</li> </ul> <b>Parking</b> The focus of the project is not to solve the parking problem of an erduced footprint. This frees up space for people: infra and the linking of the Muizenberg's sandy and rocky beach seating steps and soft landscaping. Locally indignous vege buildings and infrastructure. 'Formalising' the parking area refers to surfacing the parking and surfa and the addition of services such as area lighting and surfa and enhance the character of the Muizenberg Beachfrot and the addition of services such as area lighting out which ead the addition of services such as area lighting out which ead the addition of services such as are

g. Secondary to the coastal protection is the upgrading of the hard and soft landscaping area. Completing the project now avoids air work. A cost benefit analysis has been at of the feasibility stage. It shows a significant d on a well-considered plan based on coastal collapse and replace it as an emergency

e in decline as: ments – are old, have passed their design life

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acreased water levels and wave heights are berg beachfront. Given the poor current state structure is not expected to withstand the the structure, which will lead to failure of the under higher water levels. Robust coastal site investigations, is required to ensure the erve the precinct.

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			other public space in the City given that the event permitting application.
			See the "Parking Areas" subheading along with Figures 2 and Assessment Report for further details on parking. For further de Section E (4.2).
			<b>Character (aesthetics)</b> The City acknowledges the characteristic value of the existi the beachfront. The project endeavours to preserve the sense proposed design. The buildings indicated on public open of blocks indicating the approximate footprint of buildings of proposed style of the proposed buildings. This may have cause
			The proposed coastal defence replacement and associated such a way to maintain the character of the place, using the as reference.
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			<ul> <li>Panoramic views and open space</li> <li>Central beach huts / bathing boxes</li> <li>Existing buildings architectural style, which includes structures and columns, hipped roofs and gables, of and patterns</li> <li>Local artwork on walls</li> <li>Use of sandstone and granite in steps</li> <li>Local indigenous plants in planters, including local init</li> </ul>
			Regarding the reflection of coastal dynamics in the design, t to the dynamic nature of the changing beach levels. The coa to withstand the harsh False Bay climatic and wave condition in the corner area as well as playground has been rounded ar dune, wave run-up and tidal washup/debris lines. The steps beach level. The stepped structure is also less reflective to wo
			A number of design changes have been implemented follo provides a summary of the changes implemented to the lan of the project:
			<ul> <li>Beach huts to be centrally located to serve as wind s</li> <li>Central plaza to remain central public node with sho</li> <li>Use segmented paver surface landward of 3m co surface. Include creative pattern design to reflect th</li> <li>Incorporate decorative segmented paver patterns ir forecourt, pergola area and eastern end open spac</li> <li>Include mosaic artwork at ablution buildings, shower</li> <li>Play area to be area context specific and also inclu slide as well as natural materials</li> <li>Incorporate more planters for hardy indigenous vege</li> </ul>

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			<ul> <li>environment. Storm water run-off will be directed int and to include automatic irrigation when run-off no</li> <li>Combination of natural lawn and artificial grass to be The City believe the proposed preliminary design incorporat of the beachfront.</li> <li>See the following sections of the draft Basic Assessment Rep the Muizenberg Beachfront's sense of place: <ul> <li>Subheading "Settlement" subheading under Section</li> <li>Subheading "City of Cape Town Integrated Coastal</li> <li>Subheading "Historical and Cultural Aspects" under Section</li> </ul> </li> </ul>
Muirhead, Elspeth elspethmuirhead@gmail.c om Via written comments at the Open House	07/09/2022	<ol> <li>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.</li> <li>Areas should include whole beach area- not end at Pavilion.</li> <li>Don't agree with replacing historic rock sea wall + steps with new concrete steps. Need of link back to historic Muizenberg</li> <li>Keep the iconic gazebo (bandstand).</li> <li>Keep toilet block + shower in similar architecture to one they are replacing.</li> </ol>	Skatepark         The City has decided that the installation of a skate park at feasible, thus it has been removed from this project.         Pavilion         This falls outside the scope of this project, but suggestions will of the Muizenberg Pavilion is the subject of future planning for the theritage (the Point)         The heritage (the Point)         The heritage and sentimental value of the point masonry step location and condition of the steps within the littoral active a impact is not deemed a long-term sustainable location for steps have sustained serious undermining and washout of fill construct a uniform, robust coastal defence structure, it is coust practice to create smooth alignments along the coast, type structures, which attract and focus wave energy and competentian flow connecting the main beachfront promend eliminates pedestrian and vehicle conflict in this area.         Additionally, by removing the existing stone steps/point the retreats several meters landward. This allows reinstatement closer to what it historically was, connecting the two beach steps were constructed in the 1900's as part of land recland currently known as the gravel parking area.         Thus, the City acknowledges the sentiment, but regard the part of the operational requirement to provide well designed as described and required in the General background in Proposal" and Figure 4 under Section B (4.4) of the draft Basi         For formal heritage-related processes followed, please see section B (6.) of the draft Basic Assessment Report.

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Muller, Keri kerimuller@gmail.com Via Website 741942288 Preferred method of communication: WhatsApp	22/09/2022	This development has no consideration for the existing space and buildings. It is also incredibly badly thought out if thought out at all. The toilet block is an art deco masterpiece! I am pretty sure you can't take that down? 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. Why would you plant grass? It's not going to grow that close to the sea and will look awful. The existing spaces work, yes it's chaotic but what you are proposing makes no sense at all. 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.	<ul> <li>Rationale and background It is important to note the primary objective of the project is seawall and degraded stone steps that have passed their dereplace the existing coastal defences with a new steppe provide effective coastal protection and public coastal or economic environment now and in future to remain growing extension of the project scope landward to comprise the up and buildings as well as the optimisation of the parking or ongoing expensive repair or unplanned emergency repair completed as part of the socio-economic study component benefit of completing the works as a once off project based of studies and other supporting studies than to wait for it to a intervention or piece-meal maintenance work. </li> <li>Public coastal infrastructure and services at Muizenberg are <ul> <li>Key infrastructure – such as the seawalls and reverting and are beginning to fail</li> <li>Longstanding incomplete components of the precifurther decline due to the high use by oversubscribed</li> <li>A reduction in maintenance has been exacerbated by public use of the area</li> <li>General housekeeping and sense of place is failing (v derelict) which places the economic and social valu</li> </ul> </li> <li>Additionally, due to climate change and sea level rise, inc expected at the coastal defences structures of the Muizenbee of the coastal defences, the existing coastal defence structure, informed by coastal modelling and other sit beachfront is maintained and physically supported to preser</li> </ul>

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Comment by	Date received	Comments/Concerns/Questions	Responses
			coastal defence structure, located in the littoral active be currently being undermined due to exposure to wave action unsustainable from a coastal defence perspective. Attemp current location will result in loss of beach around the building around the building.
			Following the public comments received, the proposed ab central shower plaza in close proximity to the existing, next to zone for ease of use and to improve access. There is special facilities. The design shall maintain existing architectural style change rooms, and wheelchair accessible showers with bence will be kept in the central area as well as the shower at the beachfront. Knee level taps for feet at ablution building of Proposal" and Figure 2 under Section B (4.4) of the draft Bas the ablution building.
			Note that the decorative elements of the ablution facility da value. The parts of the building that are older than 60 years of
			For formal heritage-related processes followed, please see section B (6.) of the draft Basic Assessment Report.
			Parking (plan) The existing eastern and western parking areas shall be form regarding the overall number of parking bays will be maintain surfacing the parking area, marking out parking bays, indice pedestrian and vehicle movement areas (walkways and roa area lighting and surface storm water drainage. Formalised p material that exisitng parking bays are surfaced with. The p coastal environment and result in lower local temperatures parking areas. Locally indignous vegetation will be used infrastructure.
			See the "Parking Areas" subheading along with Figures 2 an Assessment Report for further details.
			<b>Soft landscaping</b> Following public comment more planted areas are included harsh conditions. Locally indigenous vegetation as well as law instead. More planters for hardy indigenous vegetation suited will be incorporated into the design. Storm water run-off will be and infiltration and to include automatic irrigation when run- (indigenous) lawn and artificial grass will used where application
			Maintenance of any planted areas and maintenance of any to the project, hence only appropriate plant species (ind incorporated in applicable locations.
			See the "Soft Landscaping" subheading along with Figure Assessment Report for further details.

beach, where the buildings foundations are ction and variable beach levels is deemed npting to protect the ablution building in its ng and negatively affect sediment dynamics

ablution building is located just landward of to the beach within the high pedestrian traffic cial focus on universal access of the ablution yle and include universal access toilet/family ench for seat along ablution building. Showers ne pergola/event pavilion on western side of g are also included. See the "Development Basic Assessment Report for further details on

lates from the mid 80's and have no heritage s are the walls and the hipped roof.

ee the "Heritage Resources " Theme under

ormalised and optimised and the status quo ained. 'Formalising' the parking area refers to icating one way circulation, demarcation of bad way) and the addition of services such as a parking areas will be surfaced with the same e permeable clay pavers perform well in the es as compared to ashpalt and dark gravel ed to soften parking areas, buildings and

and 5 under Section B (4.4) of the draft Basic

led. Trees are not climatically suited to these awn for recreational purposes will be planted ed to the harsh False Bay coastal environment ill be directed into planted areas for watering un-off not available. A combination of natural cable.

ny new infrastructure is of utmost importance adigenous, climatically suited plants) will be

re 8 under Section B (4.4) of the draft Basic

Comment by	Date received	Comments/Concerns/Questions	Responses
			<b>Community hall</b> This falls outside the scope of this project, but suggestions will of the Muizenberg Pavilion is the subject of future planning fo
Murgatroyd, Megan <u>mmurgatroyd@hawkwatc</u> <u>h.org</u> Via Website	04/09/2022	Request to be added as an IAP.	You have been registered as an interested and affected par

vill be sent to Parks and Recreation. The future for Muizenberg.

oarty.



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

Comment by	Date received	Comments/Concerns/Questions	Responses
Naeser, Dagan dagannaeser@gmail.com Via Website	16/09/2022	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. Overall look of the proposed concept:	Concrete revetment Following public comment, areas landward of the 3m wide surfacing to paved areas using clay segmented pavers to ali In order to sustain the harsh marine conditions and expecte provide long-term robust coastal defence infrastructure (the be used to provide the required strength and durability for sustain the expected wave overtopping during future storm concrete, but open spaces landward of the promenade w clay pavers, seating wall, planters with indigenous plants, landward spaces. The clay pavers perform well in the con- temperatures as compared to ashpalt and dark gravel park
		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	To mitigate the impact of introducing concrete, a sand cold used as opposed to a typical grey concrete finish, providing and tying into the exposed aggregate concrete used along station building. See the "Development Proposal" and Figure 2, 3, and 4 Assessment Report for further details. <b>Parking</b> The focus of the project is not to solve the parking problem of
		Main Concerns: To think boldly regarding the current unpaved "parking" lot and reimagine this space should be a key objective of these proposed upgrades - 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	Instead of trying to meet the growing parking demand, or is space provision, the objective is to retain the status quo we parking shortfall, pedestrian linkages to nearby parking of established/enhaced and the routes highlighted. By rationalising the parking layouts, approximately the same on a reduced footprint. This frees up space for people: infro and the linking of the Muizenberg's sandy and rocky beach seating steps and soft landscaping. Locally indignous vege buildings and infrastructure.
		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	'Formalising' the parking area refers to surfacing the parking one way circulation, demarcation of pedestrian and vehicle and the addition of services such as area lighting and surfa and enhance the character of the Muizenberg Beachfro surfaced with the same material that exisitng parking bays ar perform well in the coastal environment and result in lower I and dark gravel parking areas. All parking will remain free of Alternative uses of this space are acknowledged, the curre the beachfront is well defined in parking counts and is requi does not preclude possible future alternative uses of the area

de promenade was changed from concrete align with existing character and material use.

ted increase in wave energy in future and to be stepped revetment portion), concrete must for the coastal defence structure. In order to m events the 3m wide promenade will also be will be surfaced with permeable segmented s, play areas or lawns, similar to the existing coastal environment and result in lower local arking areas.

bloured and exposed aggregate finish will be ag a more natural earthy gravel look and feel, ang the beachfront businesses and next to the

4 under Section B (4.4) of the draft Basic

at the beachfront.

r removing parking in lieu of additional open with a 5% deviation margin. To mitigate the areas and public transport facilities will be

ne number of parking bays could be retained trastructure retreat to ensure more dry beach h as well as a widened promenade, generous getation will be used to soften parking areas,

ng area, marking out parking bays, indicating le movement areas (walkways and road way) rface storm water drainage. In oder to retain front these formalised parking areas will be are surfaced with. The permeable clay pavers or local temperatures as compared to ashpalt of charge.

rent use of the area as convenient parking to juired in the medium term. Paving of the area rea such as those proposed by commentators ed toward a public transport centred system. arkets and other gatherings or events like any

safely carry with abnormal luggage like surfboards. The new Node will therefore remain for the foreseeable future. Should the paving could easily be lifted and re-used in the construc- into a park or other. In the meantime, the parking area can shows, film viewings etc. See the "Parking Areas" subheading along with Figures 2 an Assessment Report for further details on parking. For further d Section E (4.2). Soft landscaping	<ul> <li>perhops a suffer's statue for good measurel) and the historical control Muleiphology (and the multiple status) and the status of multiple status of the statu</li></ul>	Comment by	Date received	Comments/Concerns/Questions	Responses
the paving could easily be lifted and re-used in the construct into a park or other. In the meantime, the parking area can shows, film viewings etc. See the "Parking Areas" subheading along with Figures 2 an Assessment Report for further details on parking. For further details Section E (4.2). Soft landscaping	the paving could easily be lifted and re-used in the construct into a park or other. In the meantime, the parking area can shows, film viewings etc.         See the "Parking Areas" subheading along with Figures 2 an Assessment Report for further details on parking. For further d Section E (4.2).         Soft landscaping         Following public comment more planted areas are included harsh conditions. Locally indigenous vegetation as well as law instead. More planters for hardy indigenous vegetation suited will be incorporated into the design. Storm water run-off will and infiltration and to include automatic irrigation when run-(indigenous) lawn and artificial grass will used where application	Comment by		<ul> <li>-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)</li> <li>-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</li> </ul>	other public space in the City given that the event permitting application. Furthermore, it is envisioned that the western portion of the le projects scope area, will remain to be used as is for the me long-term public transport opportunities improved to the p taxies reduce to the extent that the proposed area of parking area can be repurposed at such time. No fixed building infras which would prevent future repurposing of the area. A weekday and Saturday parking demand survey was carried a parking occupancy level of more than 50% during the we the parking survey indicated a parking occupancy level of Beach Road roundabout and the informal gravel parking are As such, replacement of the existing parking areas are not existing eastern and western parking areas shall be formar regarding the overall number of parking bays will be mainted the precinct will remain very similar, although a few parking the another. In accordance with Policy Statement 38, the measure impli- vehicle dependency in lieu of the use of promote public tra the midst of oversubscription and increased parking deman- safeguard economic activity (Objective10.2A) along the be parking for their patrons. It is unrealistic to think that the use of alternative to the beach for surfers who live beyond the of Muizenberg line and future MyCiti lines, not only because of
Assessment Report for further details on parking. For further de Section E (4.2). Soft landscaping	Assessment Report for further details on parking. For further de Section E (4.2).				Muizenberg line and future MyCiti lines, not only because of safely carry with abnormal luggage like surfboards. The nee Node will therefore remain for the foreseeable future. Should the paving could easily be lifted and re-used in the construc- into a park or other. In the meantime, the parking area can shows, film viewings etc.
Leolowing public commont more planted groat are included	harsh conditions. Locally indigenous vegetation as well as law instead. More planters for hardy indigenous vegetation suited will be incorporated into the design. Storm water run-off will be and infiltration and to include automatic irrigation when run- (indigenous) lawn and artificial grass will used where applica				Assessment Report for further details on parking. For further described Section E (4.2).

ng and request procedure is followed for such

e larger Muizenberg beachfront precinct, this nedium to long term. It is believed that if the point that use of personal cars, busses and ng is not required by beach users, the parking rastructure is constructed in the parking areas,

ied out as part of the TIA. The survey indicated week. During the peak period on a Saturday, of more than 100%. The parking around the area are well-used and is over-utilized.

ot feasible in the short to medium term. The malised and optimised and the status quo ntained. The total number of parking bays in g bays may be lost in one area and added in

ransport is retaining the parking status quo in and. Retaining the parking status quo will also beach as shops and restaurants rely on public of public transport will be a viable commute e catchment of the Southern Line, the GAB of coverage, but also the fleet's limitation to need for parking at this Metropolitan Coastal Id a reduction of parking be feasible in future, ruction of paths while the land is transformed an double up as an event space for markets,

and 5 under Section B (4.4) of the draft Basic details on NMT related policy alignment, see

led. Trees are not climatically suited to these awn for recreational purposes will be planted ed to the harsh False Bay coastal environment Il be directed into planted areas for watering n-off not available. A combination of natural cable.

ny new infrastructure is of utmost importance adigenous, climatically suited plants) will be

Comment by	Date received	Comments/Concerns/Questions	Responses
			See the "Soft Landscaping" subheading along with Figure Assessment Report for further details.
			Transport priorities <u>Train</u> The Southern Line will not be returning to fill efficiency ov government responsibility, however the City will "continue devolution of rail functions to ensure a quality, reliable rail ser
			<u>Taxi</u> According to the 2014 and 2019 STATS SA General Household of trains as a mode of transport due to the commuter rail ser taxis approximately 4 times more than trains. Even if the reliat percentage people commuting to Muizenberg Beach with t as the Southern line does not service the majority of Cape To not offer a feasible transport alternative for the majority of recognizes the dominance of minibus taxis as mode of public minibus taxis will continue to use the bus embayment to drop parallel parking bays, as they are currently doing. The parkin remain available should taxis park and wait for commuters.
			<u>Cycling</u> The CITP's vision for cycling is that "Cape Town is the premier is an accepted, accessible and popular mode of transport effect, and in line with the Cycling Strategy's key focus are opportunity to cycle along the beach by widening the prom reducing conflict with vehicles and giving preference to cycle infrastructure. Bicycle parking will be well distributed across th a class 4 Cycling route is planned for Atlantic Road, although is however beyond the scope of this project.
			Parking In accordance with Policy Statement 38, the measure impleventicle dependency in lieu of the use of promote public trans the midst of oversubscription and increased parking demands safeguard economic activity (Objective10.2A) along the bed parking for their patrons. It is unrealistic to think that the use of alternative to the beach for surfers who live beyond the of Muizenberg line and future MyCiti lines, not only because of safely carry with abnormal luggage like surfboards. The nee Node will therefore remain for the foreseeable future. Should of the paving could easily be lifted and re-used in the construct into a park or other. In the meantime, the parking area can shows, film viewings etc.
			Character (aesthetic) The City acknowledges the characteristic value of the existing the beachfront. The project endeavours to preserve the sense proposed design. The buildings indicated on public open of

re 8 under Section B (4.4) of the draft Basic

overnight. The passenger rail is not a local ue advocating for better services and the ervice for Cape Town".

and Survey, there is a reduction in the usage service decline, with people commuting with iability of the railway service is improved, the h the train is unlikely to change dramatically Town's neighbourhoods and therefore does of Capetonians to the beach. The project dic transport, as per IDP Objective 12.1.C. The rop off commuters as well as the Main Road king bays within and around the site will also .

er Cycling City in South Africa where cycling rt for all – residents and visitors alike." To this ireas the proposal provides people with the omenade; improves the safety of cyclists by yclists and pedestrian and providing cycling the site and located conveniently. Note that gh implementation of bicycle lanes to the site

plemented to systematically reduce private ransport is retaining the parking status quo in and. Retaining the parking status quo will also beach as shops and restaurants rely on public of public transport will be a viable commute e catchment of the Southern Line, the GAB of coverage, but also the fleet's limitation to eed for parking at this Metropolitan Coastal d a reduction of parking be feasible in future, uction of paths while the land is transformed an double up as an event space for markets,

sting buildings and landscaping elements in ense of place, heritage and aesthetics in the n day posters where merely "place holder"

Comment by	Date received	Comments/Concerns/Questions	Responses
			blocks indicating the approximate footprint of buildings of proposed style of the proposed buildings. This may have cau
			The proposed coastal defence replacement and associate such a way to maintain the character of the place, using the as reference.
			The character of the Muizenberg beachfront has been consi element consisting of but not limited to have been identified
			<ul> <li>Panoramic views and open space</li> <li>Central beach huts / bathing boxes</li> <li>Existing buildings architectural style, which includes structures and columns, hipped roofs and gables, of and patterns</li> <li>Local artwork on walls</li> <li>Use of sandstone and granite in steps</li> <li>Local indigenous plants in planters, including local initiation of the standard state of the stat</li></ul>
			Regarding the reflection of coastal dynamics in the design, t to the dynamic nature of the changing beach levels. The coa to withstand the harsh False Bay climatic and wave condition in the corner area as well as playground has been rounded an dune, wave run-up and tidal washup/debris lines. The steps beach level. The stepped structure is also less reflective to wo
			A number of design changes have been implemented follo provides a summary of the changes implemented to the lan of the project:
			<ul> <li>Beach huts to be centrally located to serve as wind</li> <li>Central plaza to remain central public node with sho</li> <li>Use segmented paver surface landward of 3m cr surface. Include creative pattern design to reflect th</li> <li>Incorporate decorative segmented paver patterns in forecourt, pergola area and eastern end open space</li> <li>Include mosaic artwork at ablution buildings, showen</li> <li>Play area to be area context specific and also inclu- slide as well as natural materials</li> <li>Incorporate more planters for hardy indigenous vege environment. Storm water run-off will be directed into and to include automatic irrigation when run-off not</li> </ul>
			The City believe the proposed preliminary design incorporate of the beachfront.
			See the following sections of the draft Basic Assessment Report the Muizenberg Beachfront's sense of place:
			- Subheading "Settlement" subheading under Section

and did not intend to communicate the aused unnecessary concern.

ted landscape refurbishment will be done in ne existing architectural styles and landscape

nsidered and the following key characteristic

es colour palette, plaster banding, pergola obelisk showers with gargoyles, clay pavers

nitiatives to plant and maintain

n, the stepped revetment is a direct response coastal defence and promenade is designed ions. The layout of the steps and promenade and softened to mirror and reference natural os allow for continuous beach access at any wave energy.

Ilowing public consultation. The following list andscaping, layout and artwork component

d shelter for central shower plaza showers.

concrete promenade instead of concrete the surrounding landscape features.

is in focal paving areas (central node, station ace)

vers and seating walls.

clude normal play equipment like swing and

getation suited to the harsh False Bay coastal nto planted areas for watering and infiltration not available.

be used where applicable.

ates and reflects the character and heritage

port for further details on the preservation of

on E (4.1)

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul> <li>Subheading "City of Cape Town Integrated Coastal</li> <li>Subheading "Historical and Cultural Aspects" under Subheading "Historical and Cultural Aspects"</li> </ul>
Nahnsen, Antje Antje.nahnsen2@gmail.co <u>m</u> Via written comments at the Open House	07/09/2022	<ul> <li>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.</li> <li>The upgrading of this area should be planned together with potential upgrading of the promenade ?bridge and parking area near waterslide</li> <li>The green area (Lawns) should be connected can there be a cycling path integrated coming from Marine Estate side hence planning of larger beach front area.</li> <li>Please preserve heritage building can these be taken down and rebuild in different place?</li> <li>The wooden revetment seems to work well. Why replace with concrete.</li> </ul>	Concrete reverment Following public comment, areas landward of the 3m wide surfacing to paved areas using clay segmented pavers to ali In order to sustain the harsh marine conditions and expected provide long-term robust coastal defence infrastructure (the be used to provide the required strength and durability for sustain the expected wave overtopping during future storm concrete, but open spaces landward of the promenade w clay pavers, seating wall, planters with indigenous plants, landward spaces. The clay pavers perform well in the cor- temperatures as compared to ashpalt and dark gravel park To mitigate the impact of introducing concrete, a sand cold used as opposed to a typical grey concrete finish, providing and tying into the exposed aggregate concrete used along station building. See the "Development Proposal" and Figure 2, 3, and 4 Assessment Report for further details. <b>Parking</b> The focus of the project is not to solve the parking problem of Instead of trying to meet the growing parking demand, or r space provision, the objective is to retain the status quo w parking shortfall, pedestrian linkages to nearby parking a established/enhaced and the routes highlighted. By rationalising the parking layouts, approximately the same on a reduced footprint. This frees up space for people: infra and the linking of the Muizenberg's sandy and rocky beach seating steps and soft landscaping. Locally indignous vege buildings and infrastructure. 'Formalising' the parking area refers to surfacing the parking and enhance the character of the Muizenberg Beachfror surfaced with the same material that existing parking bays ar perform well in the coastal environment and result in lower la and dark gravel parking areas. All parking will remain free of Alternative uses of this space are acknowledged, the current the beachfront is well defined in parking counts and is requit does not preclude possible future alternative uses of the area

al Management Policy" under Section E (4.2) er Section G (7.)

de promenade was changed from concrete align with existing character and material use.

cted increase in wave energy in future and to be stepped revetment portion), concrete must for the coastal defence structure. In order to m events the 3m wide promenade will also be will be surfaced with permeable segmented ts, play areas or lawns, similar to the existing coastal environment and result in lower local arking areas.

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rent use of the area as convenient parking to quired in the medium term. Paving of the area rea such as those proposed by commentators

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			if the overall transport system of the larger city has evolved The space can in its proposed arrangement be used for mark other public space in the City given that the event permitting application.
			Furthermore, it is envisioned that the western portion of the la projects scope area, will remain to be used as is for the me long-term public transport opportunities improved to the p taxies reduce to the extent that the proposed area of parking area can be repurposed at such time. No fixed building infras which would prevent future repurposing of the area.
			A weekday and Saturday parking demand survey was carried a parking occupancy level of more than 50% during the we the parking survey indicated a parking occupancy level of Beach Road roundabout and the informal gravel parking are
			As such, replacement of the existing parking areas are not existing eastern and western parking areas shall be forme regarding the overall number of parking bays will be mainted the precinct will remain very similar, although a few parking be another.
			In accordance with Policy Statement 38, the measure implive hicle dependency in lieu of the use of promote public trating the midst of oversubscription and increased parking demand safeguard economic activity (Objective10.2A) along the best parking for their patrons. It is unrealistic to think that the use of alternative to the beach for surfers who live beyond the of Muizenberg line and future MyCiti lines, not only because of safely carry with abnormal luggage like surfboards. The new Node will therefore remain for the foreseeable future. Should the paving could easily be lifted and re-used in the construc- into a park or other. In the meantime, the parking area can shows, film viewings etc.
			See the "Parking Areas" subheading along with Figures 2 an Assessment Report for further details on parking. For further d Section E (4.2).
			<b>Cycling</b> The CITP's vision for cycling is that "Cape Town is the premier is an accepted, accessible and popular mode of transport effect, and in line with the Cycling Strategy's key focus are opportunity to cycle along the beach by widening the pror reducing conflict with vehicles and giving preference to cyc infrastructure. Bicycle parking will be well distributed across th a class 4 Cycling route is planned for Atlantic Road, although is however beyond the scope of this project.

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Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul> <li>Heritage (ablution)</li> <li>It is the Coastal Management Branches responsibility to man and develop effective long-term coastal infrastructure. The coastal defence structure, located in the littoral active be currently being undermined due to exposure to wave accurs unsustainable from a coastal defence perspective. Attem current location will result in loss of beach around the buildin around the building.</li> <li>Following the public comments received, the proposed al central shower plaza in close proximity to the existing, next to zone for ease of use and to improve access. There is special facilities. The design shall maintain existing architectural style change rooms, and wheelchair accessible showers with bern will be kept in the central area as well as the shower at the beachfront. Knee level taps for feet at ablution building Proposal" and Figure 2 under Section B (4.4) of the draft Bo the ablution building.</li> <li>Note that the decorative elements of the ablution facility do value. The parts of the building that are older than 60 years of section B (6.) of the draft Basic Assessment Report.</li> </ul>
Napoli, Tasmin <u>Tasminnapoli@gmail.com</u> Via Website	29/08/2022	There is currently no lighting along the beach at night. Please can this be addressed. Also possibly increased security.	Lighting Area lighting is included and will be provided for the play eastern parking areas as well as along the promenade. The classification of lighting.
Napoli, Tasmin <u>tasminnapo@gmail.com</u> Via written comments at the Open House	07/09/2022	<ol> <li>Do we need to move ablution blocks</li> <li>Beach Huts - Why more the?</li> <li>Skate park- inappropriate setting. Move away from beach</li> <li>Concern about sterility. Loses soul of Muizenberg.</li> <li>Lack of shade areas</li> <li>Steps need to be shallow enough for young kids + older people.</li> <li>Will new buildings still be in character existing buildings</li> <li>Lighting – what is being provides for after dark</li> <li>Bins- will there be enough provided for.</li> </ol>	<ul> <li>Heritage (ablution)</li> <li>It is the Coastal Management Branches responsibility to man and develop effective long-term coastal infrastructure. The coastal defence structure, located in the littoral active be currently being undermined due to exposure to wave act unsustainable from a coastal defence perspective. Attemp current location will result in loss of beach around the building around the building.</li> <li>Following the public comments received, the proposed at central shower plaza in close proximity to the existing, next to zone for ease of use and to improve access. There is special facilities. The design shall maintain existing architectural style change rooms, and wheelchair accessible showers with ben will be kept in the central area as well as the shower at the beachfront. Knee level taps for feet at ablution building Proposal" and Figure 2 under Section B (4.4) of the draft Bo the ablution building.</li> </ul>

anage all hard coastal infrastructure and plan The existing ablution location seaward of the beach, where the buildings foundations are action and variable beach levels is deemed empting to protect the ablution building in its ding and negatively affect sediment dynamics

ablution building is located just landward of to the beach within the high pedestrian traffic scial focus on universal access of the ablution tyle and include universal access toilet/family ench for seat along ablution building. Showers the pergola/event pavilion on western side of g are also included. See the "Development Basic Assessment Report for further details on

dates from the mid 80's and have no heritage irs are the walls and the hipped roof.

see the "Heritage Resources " Theme under

lay area, central shower plaza, western and he beachfront will be lit to a minimum of a B1

anage all hard coastal infrastructure and plan The existing ablution location seaward of the beach, where the buildings foundations are action and variable beach levels is deemed empting to protect the ablution building in its ding and negatively affect sediment dynamics

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Comment by	Date received	Comments/Concerns/Questions	Responses
			Note that the decorative elements of the ablution facility dat value. The parts of the building that are older than 60 years a
			For formal heritage-related processes followed, please see section B (6.) of the draft Basic Assessment Report.
			<b>Beach huts</b> The City acknowledges the character value of colourful bea the same number (8) of huts within the beachfront.
			Due to the setback of the proposed coastal protection and p promenade alignment interfaces with the location of the refurbishment of the existing eight huts, the responsible person set back as part of the project to where the beach huts are therefore only temporarily available for the position of the k along the promenade where they will also act as a wind arrangement will follow the historical rhythm of small-small-lan accessible from the shower plaza and beach side in order to side of them.
			See the "Colourful beach huts" subheading along with Figure Assessment Report for further details.
			<b>Skatepark</b> The City has decided that the installation of a skate park at feasible, thus it has been removed from this project.
			<b>Character (aesthetics)</b> The City acknowledges the characteristic value of the existing the beachfront. The project endeavours to preserve the sense proposed design. The buildings indicated on public open of blocks indicating the approximate footprint of buildings of proposed style of the proposed buildings. This may have cause
			The proposed coastal defence replacement and associated such a way to maintain the character of the place, using the as reference.
			The character of the Muizenberg beachfront has been consi element consisting of but not limited to have been identified
			<ul> <li>Panoramic views and open space</li> <li>Central beach huts / bathing boxes</li> <li>Existing buildings architectural style, which includes structures and columns, hipped roofs and gables, of and patterns</li> <li>Local artwork on walls</li> <li>Use of sandstone and granite in steps</li> <li>Local indigenous plants in planters, including local init</li> </ul>

lates from the mid 80's and have no heritage s are the walls and the hipped roof.

ee the "Heritage Resources " Theme under

each huts at Muizenberg and intend to keep

d promenade, the excavation and proposed e existing eight beach huts. At the time of sons were notified that the promenade will be are currently located and that this location is e beach huts. They will be centrally located nd break to the central shower area. Their -large, as at St James. The beach huts will be r to create an inviting environment on either

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

at the Muizenberg Beachfront is not currently

isting buildings and landscaping elements in ense of place, heritage and aesthetics in the n day posters where merely "place holder" ; and did not intend to communicate the aused unnecessary concern.

ted landscape refurbishment will be done in ne existing architectural styles and landscape

nsidered and the following key characteristic ed:

es colour palette, plaster banding, pergola obelisk showers with gargoyles, clay pavers

nitiatives to plant and maintain

Comment by	Date received	Comments/Concerns/Questions	Responses
			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.
			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:
			<ul> <li>Beach huts to be centrally located to serve as wind shelter for central shower plaza</li> <li>Central plaza to remain central public node with showers.</li> <li>Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features.</li> <li>Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space)</li> <li>Include mosaic artwork at ablution buildings, showers and seating walls.</li> <li>Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials</li> <li>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.</li> <li>Combination of natural lawn and artificial grass to be used where applicable.</li> </ul>
			The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.
			See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:
			<ul> <li>Subheading "Settlement" subheading under Section E (4.1)</li> <li>Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2)</li> <li>Subheading "Historical and Cultural Aspects" under Section G (7.)</li> </ul>
			<b>Lighting</b> 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.
			Waste management Waste management for the beach will be addressed through Integrated Coastal Management Precinct Plans.
Napoli, Zorena Zorena@human.co.za Via Website	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 grad?	<b>Skatepark</b> 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.
Private		putt putt area?	Beach huts

Comment by	Date received	Comments/Concerns/Questions	Responses
		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.	The City acknowledges the character value of colourful beat the same number (8) of huts within the beachfront. Due to the setback of the proposed coastal protection and promenade alignment interfaces with the location of the refurbishment of the existing eight huts, the responsible perso set back as part of the project to where the beach huts and therefore only temporarily available for the position of the along the promenade where they will also act as a wind arrangement will follow the historical rhythm of small-small-lo accessible from the shower plaza and beach side in order side of them. See the "Colourful beach huts" subheading along with Figur Assessment Report for further details.
Nell, Daniel danielnell15@gmail.com Via Website	03/10/2022	Good day, Thank you for the opportunity to submit comments on the proposals for the Muizenberg Beachfront Upgrade. 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. Nature 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 increases 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? People 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	Concrete revetment Following public comment, areas landward of the 3m wide surfacing to paved areas using clay segmented pavers to ali In order to sustain the harsh marine conditions and expected provide long-term robust coastal defence infrastructure (the be used to provide the required strength and durability for sustain the expected wave overtopping during future storm concrete, but open spaces landward of the promenade w clay pavers, seating wall, planters with indigenous plants, landward spaces. The clay pavers perform well in the coor temperatures as compared to ashpalt and dark gravel park To mitigate the impact of introducing concrete, a sand color used as opposed to a typical grey concrete finish, providing and tying into the exposed aggregate concrete used along station building. See the "Development Proposal" and Figure 2, 3, and 4 Assessment Report for further details. <b>Parking</b> The focus of the project is not to solve the parking problem of Instead of trying to meet the growing parking demand, or a space provision, the objective is to retain the status quo w parking shortfall, pedestrian linkages to nearby parking of established/enhaced and the routes highlighted. By rationalising the parking layouts, approximately the same on a reduced footprint. This frees up space for people: infro and the linking of the Muizenberg's sandy and rocky beach seating steps and soft landscaping. Locally indignous vege buildings and infrastructure.

each huts at Muizenberg and intend to keep

Ind promenade, the excavation and proposed the existing eight beach huts. At the time of rsons were notified that the promenade will be are currently located and that this location is the beach huts. They will be centrally located rind break to the central shower area. Their Il-large, as at St James. The beach huts will be er to create an inviting environment on either

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

de promenade was changed from concrete align with existing character and material use.

ted increase in wave energy in future and to be stepped revetment portion), concrete must for the coastal defence structure. In order to m events the 3m wide promenade will also be will be surfaced with permeable segmented ts, play areas or lawns, similar to the existing coastal environment and result in lower local arking areas.

oloured and exposed aggregate finish will be ng a more natural earthy gravel look and feel, ng the beachfront businesses and next to the

4 under Section B (4.4) of the draft Basic

at the beachfront.

or removing parking in lieu of additional open with a 5% deviation margin. To mitigate the areas and public transport facilities will be

ne number of parking bays could be retained frastructure retreat to ensure more dry beach h as well as a widened promenade, generous getation will be used to soften parking areas,

Comment by	Date received	Comments/Concerns/Questions	Responses
		<ul> <li>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?</li> <li>Heritage</li> <li>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.</li> <li>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.</li> <li>Thank you.</li> </ul>	<ul> <li><sup>1</sup>Formalising' the parking area refers to surfacing the parking one way circulation, demarcation of pedestrian and vehicle and the addition of services such as area lighting and surface and enhance the character of the Muizenberg Beachfrot surfaced with the same material that exisiting parking bays ar perform well in the coastal environment and result in lower la and dark gravel parking areas. All parking will remain free of Alternative uses of this space are acknowledged, the current the beachfront is well defined in parking counts and is required does not preclude possible future alternative uses of the area of the overall transport system of the larger city has evolved. The space can in its proposed arrangement be used for mar other public space in the City given that the event permitting application.</li> <li>Furthermore, it is envisioned that the western portion of the I projects scope area, will remain to be used as is for the mean for a can be repurposed at such time. No fixed building infra: which would prevent future repurposing of the area.</li> <li>A weekday and Saturday parking demand survey was carrie a parking occupancy level of more than 50% during the we the parking survey indicated a parking areas are not existing eastern and western parking areas shall be form regarding the overall number of parking bays will be maint the precinct will remain very similar, although a few parking another.</li> <li>In accordance with Policy Statement 38, the measure imp vehicle dependency in lieu of the use of promote public transporter.</li> <li>In accordance with Policy Statement 38, the measure imp vehicle dependency in lieu of the use of promote public transporter.</li> <li>In accordance with Policy Statement 38, the measure imp vehicle dependency in lieu of the use of promote public transporter.</li> <li>In accordance with Policy Statement 38, the measure imp vehicle dependency in lieu of the use of promote public transporter.</li> <li>In accordance with Policy Statement 38, the measure imp vehicl</li></ul>

ng area, marking out parking bays, indicating le movement areas (walkways and road way) face storm water drainage. In oder to retain front these formalised parking areas will be are surfaced with. The permeable clay pavers r local temperatures as compared to ashpalt of charge.

ent use of the area as convenient parking to uired in the medium term. Paving of the area ea such as those proposed by commentators ed toward a public transport centred system. arkets and other gatherings or events like any ng and request procedure is followed for such

e larger Muizenberg beachfront precinct, this nedium to long term. It is believed that if the point that use of personal cars, busses and ng is not required by beach users, the parking astructure is constructed in the parking areas,

ied out as part of the TIA. The survey indicated week. During the peak period on a Saturday, of more than 100%. The parking around the area are well-used and is over-utilized.

ot feasible in the short to medium term. The malised and optimised and the status quo ntained. The total number of parking bays in g bays may be lost in one area and added in

plemented to systematically reduce private ransport is retaining the parking status quo in and. Retaining the parking status quo will also beach as shops and restaurants rely on public of public transport will be a viable commute e catchment of the Southern Line, the GAB of coverage, but also the fleet's limitation to eed for parking at this Metropolitan Coastal Id a reduction of parking be feasible in future, ruction of paths while the land is transformed an double up as an event space for markets,

and 5 under Section B (4.4) of the draft Basic details on NMT related policy alignment, see

Comment by	Date received	Comments/Concerns/Questions	Responses
			Soft landscaping Following public comment more planted areas are included harsh conditions. Locally indigenous vegetation as well as law instead. More planters for hardy indigenous vegetation suited t will be incorporated into the design. Storm water run-off will be and infiltration and to include automatic irrigation when run-of (indigenous) lawn and artificial grass will used where applicable Maintenance of any planted areas and maintenance of any to the project, hence only appropriate plant species (indige incorporated in applicable locations. See the "Soft Landscaping" subheading along with Figure 8 Assessment Report for further details. Character (aesthetics) The City acknowledges the characteristic value of the existing the beachfront. The project endeavours to preserve the sensed proposed design. The buildings indicated on public open of blocks indicating the approximate footprint of buildings and
			The proposed coastal defence replacement and associated such a way to maintain the character of the place, using the e
			<ul> <li>The character of the Muizenberg beachfront has been considelement consisting of but not limited to have been identified:</li> <li>Panoramic views and open space</li> <li>Central beach huts / bathing boxes</li> <li>Existing buildings architectural style, which includes of structures and columns, hipped roofs and gables, ob and patterns</li> <li>Local artwork on walls</li> <li>Use of sandstone and granite in steps</li> <li>Local indigenous plants in planters, including local initia</li> </ul>
			Regarding the reflection of coastal dynamics in the design, the to the dynamic nature of the changing beach levels. The coar to withstand the harsh False Bay climatic and wave condition in the corner area as well as playground has been rounded an dune, wave run-up and tidal washup/debris lines. The steps of beach level. The stepped structure is also less reflective to war A number of design changes have been implemented follow
			<ul> <li>o Beach huts to be centrally located to serve as wind st</li> </ul>

ed. Trees are not climatically suited to these awn for recreational purposes will be planted ed to the harsh False Bay coastal environment Il be directed into planted areas for watering n-off not available. A combination of natural cable.

ny new infrastructure is of utmost importance digenous, climatically suited plants) will be

e 8 under Section B (4.4) of the draft Basic

sting buildings and landscaping elements in ense of place, heritage and aesthetics in the n day posters where merely "place holder" and did not intend to communicate the aused unnecessary concern.

ted landscape refurbishment will be done in ne existing architectural styles and landscape

nsidered and the following key characteristic

es colour palette, plaster banding, pergola obelisk showers with gargoyles, clay pavers

nitiatives to plant and maintain

a, the stepped revetment is a direct response coastal defence and promenade is designed ions. The layout of the steps and promenade and softened to mirror and reference natural os allow for continuous beach access at any wave energy.

llowing public consultation. The following list andscaping, layout and artwork component

d shelter for central shower plaza

Comment by	Date received	Comments/Concerns/Questions	Responses
	received		<ul> <li>Central plaza to remain central public node with shine</li> <li>Use segmented paver surface landward of 3m consurface. Include creative pattern design to reflect the</li> <li>Incorporate decorative segmented paver patterns in forecourt, pergola area and eastern end open space</li> <li>Include mosaic artwork at ablution buildings, showed</li> <li>Play area to be area context specific and also inclusite as well as natural materials</li> <li>Incorporate more planters for hardy indigenous vegation of include automatic irrigation when run-off mill be directed inth and to include automatic irrigation when run-off noine. Combination of natural lawn and artificial grass to be the beachfront.</li> <li>See the following sections of the draft Basic Assessment Rep the Muizenberg Beachfront's sense of place:</li> <li>Subheading "Settlement" subheading under Section</li> <li>Subheading "City of Cape Town Integrated Coastal</li> <li>Subheading "Lity of Cape Town Integrated Coastal</li> <li>Subheading along with the architect. Note the scope of this project. This recommendation is supported provintibution to the character of the Muizenberg Beachfront upgrade project will retain view and vertical elements that will compete with the architect. Nothe station forecourt and pick up on the station paving in or o</li></ul>
			side of them. See the "Colourful beach huts" subheading along with Figur Assessment Report for further details.

showers.

concrete promenade instead of concrete the surrounding landscape features.

ns in focal paving areas (central node, station pace)

vers and seating walls.

clude normal play equipment like swing and

egetation suited to the harsh False Bay coastal nto planted areas for watering and infiltration not available.

be used where applicable.

ates and reflects the character and heritage

port for further details on the preservation of

on E (4.1) al Management Policy" under Section E (4.2) er Section G (7.)

ed by PRASA and falls outside of the City's efore be undertaken by PRASA and is outside d particularly because of the station building's ont and it's heritage significance. In response, ews to the station building and not introduce t. Moreover, the project proposes to upgrade order to improve the setting of the building.

er Section B (4.4) of the draft Basic Assessment

each huts at Muizenberg and intend to keep

Ind promenade, the excavation and proposed the existing eight beach huts. At the time of sons were notified that the promenade will be are currently located and that this location is the beach huts. They will be centrally located ind break to the central shower area. Their I-large, as at St James. The beach huts will be er to create an inviting environment on either

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

Comment by	Date received	Comments/Concerns/Questions	Responses
			<b>Cycling</b> The CITP's vision for cycling is that "Cape Town is the premie is an accepted, accessible and popular mode of transport effect, and in line with the Cycling Strategy's key focus are opportunity to cycle along the beach by widening the pro reducing conflict with vehicles and giving preference to cy infrastructure. Bicycle parking will be well distributed across the a class 4 Cycling route is planned for Atlantic Road, although is however beyond the scope of this project.
Nesbitt, Keegan <u>keeganesbitt@gmail.com</u> Via Website	29/08/2022	Requested to be added as an IAP.	You have been registered as an interested and affected pa
Nkomande, Siyethemba <u>siyethemba@icloud.com</u> 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.	Skatepark The City has decided that the installation of a skate park at feasible, thus it has been removed from this project. Pavilion This falls outside the scope of this project, but suggestions will of the Muizenberg Pavilion is the subject of future planning fo
Noppe, Paul <u>paulnoppesa@gmail.com</u> 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	Good afternoon Kindly add ramps for people in wheelchairs. Thanks for the good work that you are doing keep well	<ul> <li>Accessibility Muizenberg beachfront was identified in the Coastal Ecor Cape Town, 2017 (CESSF)as one of the most universally acces recreational and social opportunities in Cape Town. The pr universal access over the entire project area, and includes of access over the entire project area, and includes of access mats to be rolled out on a daily basis.</li> <li>Universal access to playground area.</li> <li>The ablution facilities in the central area include changing facilities.</li> <li>The project also incorporates easily accessible storage equipment.</li> <li>The Waves for Change building on the beachfror assistance with universal beach access and adaptive Additional wheelchair parking bays will be demarcat</li> </ul>

nier Cycling City in South Africa where cycling ort for all – residents and visitors alike." To this areas the proposal provides people with the promenade; improves the safety of cyclists by cyclists and pedestrian and providing cycling is the site and located conveniently. Note that ugh implementation of bicycle lanes to the site

oarty.

at the Muizenberg Beachfront is not currently

vill be send to Parks and Recreation. The future g for Muizenberg.

onomic and Spatial Strategic Framework for accessible beaches offering a wide variety of project aims to further improve and prioritise as a:

of the beachfront that also allows the beach

de from parking level.

e universally accessible toilets, showers and

age space for beach wheelchair and access

ont will be repurposed for NGO's providing tive surfing.

cated.

entrance circle to the beachfront.

Comment by	Date received	Comments/Concerns/Questions	Responses
			The entire promenade as well as ablution facilities will be uproject aims to further improve and prioritise universal access facilities provided. The promenade will have wheelchair access ends as well as all other access points.
			See the "Development Proposal" subheading along with all the draft Basic Assessment Report for further details.

be universally accessible by wheel chair. The cess over the entire project area and for the access from the eastern, central and western

all associated figures under Section B (4.4) of



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

Comment by	Date received	Comments/Concerns/Questions	Responses
Oosthuizen, Dave <u>daveast3@gmail.com</u> Via Email	22/09/2022	Afternoon Sir/madam I do not think this is I 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. It is going to have a negative impact on the wave action ,and destroy the heritage of surfers corner . Regards Dave Oosthuizen	<b>Beach reclamation</b> There will be no reclamation of beach area to maproposed project components are placed on the exist infrastructure. In the corner area, the degraded store the proposed stepped revetment and promenade is area, creating more beach area. The coastal def seaward of the existing wooden revetment alignme remain buried under future scour depths. The existing wooden revetment and also buried under the bevulnerable to damage and is a public safety hazard.
			Rationale and background
			<ul> <li>However, public coastal infrastructure and services a</li> <li>Key infrastructure – such as the seawalls and design life and are beginning to fail</li> <li>Longstanding incomplete components of the in further decline due to the high use by overs</li> <li>A reduction in maintenance budgets over mespace and resultant underdevelopment of reading space. This reduction in maintenance his pressure of the very high public use of the are</li> <li>General housekeeping and sense of place bathing boxes derelict) which places the eco</li> <li>Additionally, due to climate change and sea level rise are expected at the coastal defences, the existing convirts withstand the expected wave impacts and related sea level is a lead to failure of the coastal defences and/or dama levels. Robust coastal infrastructure, informed by coasis required to ensure the beachfront is maintained precinct.</li> </ul>
			Should the public coastal infrastructure and services upgrade and new coastal defence structures, it cou amenity and value gained over the years, risk t inappropriate and/or high costs of emergency interve
			Ocean dynamics As per the PRDW Specialist Coastal Modelling reports, wooden revetment with a concrete stepped revetment to influence the sediment dynamics, offshore sandbot the existing coastal protection structures. The project level rise in the design of the coastal protection.

make new parking or promenade area. All existing alignments or landward of the existing one steps are removed and the alignment of e is retreated several meters landward in this lefense foundation and scour protection is nent, but is buried under the beach and will ting scour protection is also seaward of the beach, but is exposed in some locations, d.

at Muizenberg are in decline as: nd revetments – are old, have passed their

e precinct (such as gravel parking areas) are ersubscribed parking needs

many years has seen a decline in the public recreation areas as well as the inefficient use has been exacerbated by the increasing rea

ce is failing (vegetation missing or eroded, conomic and social value of the space at risk

rise, increased water levels and wave heights the Muizenberg beachfront. Given the poor coastal defence structure is not expected to d scour to the toe of the structure, which will hage due to overtopping under higher water bastal modelling and other site investigations, d and physically supported to preserve the

es not be replaced with well-planned robust ould result in the complete loss of the public to public health and safety, as well as rventions.

rts, the proposed replacement of the existing tment as coastal protection is not expected banks and surfing conditions differently than ct design considers climate change and sea

Comment by	Date received	Comments/Concerns/Questions	Responses
			See Section G (3.5) for a summary of the specialist correports can be found in Appendix G. Please note that during construction, temporary bern existing sea wall to serve as temporary coastal hydrodynamics caused during the construction is lime area of work. Work will be executed in a sequence affected at a time and not the entire beachfront of nature.
Oosthuizen, David oosthuizen@gmail.com Via written comments at the Open House	07/09/2022	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. 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.	Parking The focus of the project is not to solve the parking pro- Instead of trying to meet the growing parking demain open space provision, the objective is to retain the mitigate the parking shortfall, pedestrian linkages to facilities will be established/enhaced and the routes By rationalising the parking layouts, approximately the retained on a reduced footprint. This frees up space more dry beach and the linking of the Muizenber widened promenade, generous seating steps of vegetation will be used to soften parking areas, build 'Formalising' the parking area refers to surfacing the indicating one way circulation, demarcation of p (walkways and road way) and the addition of servic water drainage. In oder to retain and enhance the these formalised parking areas will be surfaced with the are surfaced with. The permeable clay pavers perfor in lower local temperatures as compared to ashpalt will remain free of charge. Alternative uses of this space are acknowledged, parking to the beachfront is well defined in parking Paving of the area does not preclude possible future proposed by commentators if the overall transport so a public transport centred system. The space can markets and other gatherings or events like any oth event permitting and request procedure is followed Furthermore, it is envisioned that the western por precinct, this projects scope area, will remain to be believed that if the long-term public transport oppon personal cars, busses and taxies reduce to the exter required by beach users, the parking area can be infrastructure is constructed in the parking areas, whi area.

coastal modelling studies. Additionally, the full

erms will likely be constructed seaward of the al protection, any effect on the nearshore imited to the construction duration and to the ce and thus only portions of the beach will be t at once. Any effects are thus temporary of

problem at the beachfront.

nand, or removing parking in lieu of additional ne status quo with a 5% deviation margin. To to nearby parking areas and public transport es highlighted.

y the same number of parking bays could be ce for people: infrastructure retreat to ensure berg's sandy and rocky beach as well as a and soft landscaping. Locally indignous uildings and infrastructure.

the parking area, marking out parking bays, f pedestrian and vehicle movement areas vices such as area lighting and surface storm the character of the Muizenberg Beachfront h the same material that exisitng parking bays form well in the coastal environment and result alt and dark gravel parking areas. All parking

d, the current use of the area as convenient g counts and is required in the medium term. ure alternative uses of the area such as those t system of the larger city has evolved toward an in its proposed arrangement be used for other public space in the City given that the ed for such application.

ortion of the larger Muizenberg beachfront be used as is for the medium to long term. It is oportunities improved to the point that use of tent that the proposed area of parking is not e repurposed at such time. No fixed building which would prevent future repurposing of the

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Comment by	Date received	Comments/Concerns/Questions	Responses
			A weekday and Saturday parking demand survey w indicated a parking occupancy level of more than 5 on a Saturday, the parking survey indicated a parkir parking around the Beach Road roundabout and the and is over-utilized.
			As such, replacement of the existing parking areas of The existing eastern and western parking areas shall quo regarding the overall number of parking bay parking bays in the precinct will remain very similar, one area and added in another.
			In accordance with Policy Statement 38, the meas private vehicle dependency in lieu of the use of pror status quo in the midst of oversubscription and increa status quo will also safeguard economic activity (Obj restaurants rely on public parking for their patrons. It transport will be a viable commute alternative to catchment of the Southern Line, the GAB Muizen because of coverage, but also the fleet's limitation surfboards. The need for parking at this Metropolitar foreseeable future. Should a reduction of parking b be lifted and re-used in the construction of paths w other. In the meantime, the parking area can doubl film viewings etc.
			See the "Parking Areas" subheading along with Figu Basic Assessment Report for further details on parkir alignment, see Section E (4.2).
Oosthuizen, Jean jean.oosthuizen20@gmail. com Via written comments at the Open House	07/09/2022	<ol> <li>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!!</li> <li>Concrete is unforgiving , ugly and permanent. Please do not have an edge of concrete on such a beautiful coastline.</li> <li>Upgrade improve existing character. Don't make radical changes. Please.</li> </ol>	-

was carried out as part of the TIA. The survey 50% during the week. During the peak period king occupancy level of more than 100%. The the informal gravel parking area are well-used

s are not feasible in the short to medium term. all be formalised and optimised and the status ays will be maintained. The total number of r, although a few parking bays may be lost in

asure implemented to systematically reduce omote public transport is retaining the parking eased parking demand. Retaining the parking objective10.2A) along the beach as shops and s. It is unrealistic to think that the use of public o the beach for surfers who live beyond the enberg line and future MyCiti lines, not only on to safely carry with abnormal luggage like an Coastal Node will therefore remain for the be feasible in future, the paving could easily s while the land is transformed into a park or uble up as an event space for markets, shows,

gures 2 and 5 under Section B (4.4) of the draft king. For further details on NMT related policy

problem at the beachfront.

nand, or removing parking in lieu of additional ne status quo with a 5% deviation margin. To to nearby parking areas and public transport es highlighted.

y the same number of parking bays could be ce for people: infrastructure retreat to ensure berg's sandy and rocky beach as well as a and soft landscaping. Locally indignous uildings and infrastructure.

the parking area, marking out parking bays, f pedestrian and vehicle movement areas vices such as area lighting and surface storm the character of the Muizenberg Beachfront h the same material that exisitng parking bays form well in the coastal environment and result

Comment by	Date received	Comments/Concerns/Questions	Responses
			in lower local temperatures as compared to ashpalt will remain free of charge.
			Alternative uses of this space are acknowledged, t parking to the beachfront is well defined in parking of Paving of the area does not preclude possible future proposed by commentators if the overall transport sy a public transport centred system. The space can markets and other gatherings or events like any oth event permitting and request procedure is followed f
			See the "Parking Areas" subheading along with Figure Basic Assessment Report for further details on parking alignment, see Section E (4.2).
			Transport priorities <u>Train</u> The Southern Line will not be returning to fill efficiency government responsibility, however the City will "co the devolution of rail functions to ensure a quality, rel
			<u>Taxi</u> According to the 2014 and 2019 STATS SA General He usage of trains as a mode of transport due to the of commuting with taxis approximately 4 times more the service is improved, the percentage people commu- unlikely to change dramatically as the Southern line d neighbourhoods and therefore does not offer a feas Capetonians to the beach. The project recognizes the public transport, as per IDP Objective 12.1.C. The embayment to drop off commuters as well as the Me currently doing. The parking bays within and around taxis park and wait for commuters.
			<u>Cycling</u> The CITP's vision for cycling is that "Cape Town is the cycling is an accepted, accessible and popular mod alike." To this effect, and in line with the Cycling Strate people with the opportunity to cycle along the bea the safety of cyclists by reducing conflict with vehic pedestrian and providing cycling infrastructure. Bicyc site and located conveniently. Note that a class 4 of although implementation of bicycle lanes to the site is
			<u>Parking</u> In accordance with Policy Statement 38, the measu private vehicle dependency in lieu of the use of prom status quo in the midst of oversubscription and increas status quo will also safeguard economic activity (Obje restaurants rely on public parking for their patrons. It transport will be a viable commute alternative to t

alt and dark gravel parking areas. All parking

, the current use of the area as convenient g counts and is required in the medium term. The alternative uses of the area such as those system of the larger city has evolved toward n in its proposed arrangement be used for ther public space in the City given that the d for such application.

ures 2 and 5 under Section B (4.4) of the draft ing. For further details on NMT related policy

cy overnight. The passenger rail is not a local continue advocating for better services and reliable rail service for Cape Town".

Household Survey, there is a reduction in the commuter rail service decline, with people han trains. Even if the reliability of the railway nuting to Muizenberg Beach with the train is does not service the majority of Cape Town's asible transport alternative for the majority of the dominance of minibus taxis as mode of e minibus taxis will continue to use the bus Main Road parallel parking bays, as they are nd the site will also remain available should

ne premier Cycling City in South Africa where ode of transport for all – residents and visitors ategy's key focus areas the proposal provides each by widening the promenade; improves hicles and giving preference to cyclists and ycle parking will be well distributed across the 4 Cycling route is planned for Atlantic Road, e is however beyond the scope of this project.

asure implemented to systematically reduce omote public transport is retaining the parking ased parking demand. Retaining the parking ojective10.2A) along the beach as shops and It is unrealistic to think that the use of public the beach for surfers who live beyond the

Comment by	Date received	Comments/Concerns/Questions	Responses
			catchment of the Southern Line, the GAB Muizent because of coverage, but also the fleet's limitation surfboards. The need for parking at this Metropolitan foreseeable future. Should a reduction of parking be be lifted and re-used in the construction of paths w other. In the meantime, the parking area can double film viewings etc.
			Concrete revetment Following public comment, areas landward of the concrete surfacing to paved areas using clay segme and material use.
			In order to sustain the harsh marine conditions and e and to provide long-term robust coastal defence infra concrete must be used to provide the required stren structure. In order to sustain the expected wave over wide promenade will also be concrete, but open sp surfaced with permeable segmented clay pavers, se play areas or lawns, similar to the existing landward s coastal environment and result in lower local temper gravel parking areas.
			To mitigate the impact of introducing concrete, a sar will be used as opposed to a typical grey concrete fir look and feel, and tying into the exposed aggreg businesses and next to the station building.
			See the "Development Proposal" and Figure 2, 3, an Assessment Report for further details.
			Character (aesthetics) The City acknowledges the characteristic value of elements in the beachfront. The project endeavours and aesthetics in the proposed design. The buildin where merely "place holder" blocks indicating the of not intend to communicate the proposed style of the unnecessary concern.
			The proposed coastal defence replacement and a done in such a way to maintain the character of the and landscape as reference.
			The character of the Muizenberg beachfront has characteristic element consisting of but not limited to
			<ul> <li>Panoramic views and open space</li> <li>Central beach huts / bathing boxes</li> <li>Existing buildings architectural style, which pergola structures and columns, hipped roofs</li> </ul>

nberg line and future MyCiti lines, not only n to safely carry with abnormal luggage like an Coastal Node will therefore remain for the be feasible in future, the paving could easily while the land is transformed into a park or ble up as an event space for markets, shows,

e 3m wide promenade was changed from nented pavers to align with existing character

I expected increase in wave energy in future ifrastructure (the stepped revetment portion), ength and durability for the coastal defence vertopping during future storm events the 3m spaces landward of the promenade will be seating wall, planters with indigenous plants, d spaces. The clay pavers perform well in the peratures as compared to ashpalt and dark

sand coloured and exposed aggregate finish finish, providing a more natural earthy gravel egate concrete used along the beachfront

and 4 under Section B (4.4) of the draft Basic

of the existing buildings and landscaping urs to preserve the sense of place, heritage lings indicated on public open day posters e approximate footprint of buildings and did ne proposed buildings. This may have caused

associated landscape refurbishment will be e place, using the existing architectural styles

as been considered and the following key to have been identified:

h includes colour palette, plaster banding, fs and gables, obelisk showers with gargoyles,

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul> <li>clay pavers and patterns</li> <li>Local artwork on walls</li> <li>Use of sandstone and granite in steps</li> <li>Local indigenous plants in planters, including</li> <li>Regarding the reflection of coastal dynamics in the response to the dynamic nature of the changing promenade is designed to withstand the harsh Fa layout of the steps and promenade in the corner are and softened to mirror and reference natural dune, The steps allow for continuous beach access at am less reflective to wave energy.</li> <li>A number of design changes have been impler following list provides a summary of the changes im artwork component of the project:</li> <li>Beach huts to be centrally located to serve</li> <li>Central plaza to remain central public node</li> <li>Use segmented paver surface landward concrete surface. Include creative pattern features.</li> <li>Incorporate decorative segmented paver p station forecourt, pergola area and eastern</li> <li>Include mosaic artwork at ablution building</li> <li>Play area to be area context specific and al and slide as well as natural materials</li> <li>Incorporate more planters for hardy indigen coastal environment. Storm water run-off wil and infiltration and to include automatic irri</li> <li>Combination of natural lawn and artificial g</li> </ul>
Osborne, David Nelson <u>davidnelsonosborne@gma</u> <u>il.com</u> Via written comments at the Open House (Scan of comment sheet sent via email from Cameron Scott)	07/09/2022	<ol> <li>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.</li> <li>As a pedestrian and frequent swimmer, I would welcome some creative brickwork, i.e. circles, cheval linear lines etc. once again</li> </ol>	Soft landscaping Following public comment more planted areas are in these harsh conditions. Locally indigenous vegetation will be planted instead. More planters for hardy indigen Bay coastal environment will be incorporated into the into planted areas for watering and infiltration and the not available. A combination of natural (indigenous applicable.

ng local initiatives to plant and maintain

he design, the stepped revetment is a direct ng beach levels. The coastal defence and False Bay climatic and wave conditions. The area as well as playground has been rounded e, wave run-up and tidal washup/debris lines. any beach level. The stepped structure is also

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

ve as wind shelter for central shower plaza de with showers.

rd of 3m concrete promenade instead of m design to reflect the surrounding landscape

r patterns in focal paving areas (central node, ern end open space)

ngs, showers and seating walls.

also include normal play equipment like swing

enous vegetation suited to the harsh False Bay will be directed into planted areas for watering irrigation when run-off not available. I grass to be used where applicable.

incorporates and reflects the character and

ssessment Report for further details on the e of place:

er Section E (4.1) d Coastal Management Policy'' under Section

ts" under Section G (7.)

e included. Trees are not climatically suited to ation as well as lawn for recreational purposes digenous vegetation suited to the harsh False the design. Storm water run-off will be directed d to include automatic irrigation when run-off ous) lawn and artificial grass will used where

Comment by Date received	Comments/Concerns/Questions	Responses
	<ul> <li>the circles opposite York road and the designs &amp; flower beds outside the library are examples.</li> <li>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.</li> <li>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, 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 it's alot 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!!!!</li> </ul>	Maintenance of any planted areas and maintenan importance to the project, hence only appropriate plants) will be incorporated in applicable locations. See the "Soft Landscaping" subheading along with I Basic Assessment Report for further details. <b>Heritage (the Point)</b> The heritage and sentimental value of the point maso current location and condition of the steps within the li to direct wave impact is not deemed a long-term sust The stone masonry steps have sustained serious under a public safety risk. In order construct a uniform, rob engineering and sediment dynamics best practice coast, avoiding the construction of any headland typ- energy and could disrupt sediment dynamics. Furthermore, from a landscape and urban design i greater pedestrian flow connecting the main beach walkway, and eliminates pedestrian and vehicle cont Additionally, by removing the existing stone steps/p alignment retreats several meters landward. This all beach space here closer to what it historically was historically was before the corner steps were cor reclamation exercise to create residential erven, curre Thus, the City acknowledges the sentiment, but reg steps as part of the operational requirement to pr defence infrastructure as described and required section. See the "Development Proposal" and Figure Assessment Report for further details. For formal heritage-related processes followed, plec under section B (6.) of the draft Basic Assessment Rep <b>Beach huts</b> The City acknowledges the character value of colou to keep the same number (8) of huts within the beact Due to the setback of the proposed coastal protect proposed promenade alignment interfaces with the lo the time of refurbishment of the existing eight huts, the promenade will be set back as part of the project to w and that this location is therefore only temporarily av They will be centrally located along the promenade vil the central shower area. Their arrangement will follow as at 5t James. The beach huts will be accesible from

ance of any new infrastructure is of utmost plant species (indigenous, climatically suited .

th Figure 8 under Section B (4.4) of the draft

isonry steps are acknowledged, however the e littoral active and inter-tidal zones, exposed ustainable location for a headland structure. dermining and washout of fill material, posing obust coastal defence structure, it is coastal ce to create smooth alignments along the ype structures, which attract and focus wave

n motivation, the proposed design creates achfront promenade area with the St James conflict in this area.

c/point the proposed promenade and step allows reinstatement and creation of more vas, connecting the two beach areas as it constructed in the 1900's as part of land urrently known as the gravel parking area.

egard the replacement of the corner/point provide well designed and robust coastal ad in the General background information ure 4 under Section B (4.4) of the draft Basic

lease see the "Heritage Resources " Theme eport.

ourful beach huts at Muizenberg and intend achfront.

ection and promenade, the excavation and e location of the existing eight beach huts. At the responsible persons were notified that the o where the beach huts are currently located available for the position of the beach huts. e where they will also act as a wind break to low the historical rhythm of small-small-large, om the shower plaza and beach side in order them.

Comment by	Date received	Comments/Concerns/Questions	Responses
			See the "Colourful beach huts" subheading along wit Basic Assessment Report for further details.

with Figure 2 under Section B (4.4) of the draft



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

Comment by Date received	Comments/Concerns/Questions	Responses
Palmer, Catherine catpalmer@hotmail.co.uk Via Website	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	Comment noted. Please see the Muizenberg Beachfront site drawings. <b>Rationale and background</b> The primary objective of the project is the new stepped replace the old wooden seawall and degraded stone of Muizenberg beachfront. Secondary to the coastal protection scope comprising of the upgrading of the hard and so formalising of the parking area. The <b>project objectives</b> and scope as supported by Sub co- or The primary scope of the project is to replace protection structure) along the beachfront, which fail. The project is a proactive replacement to avoid public coastal infrastructure and services not be and new coastal defence structures, it could resu- risk to public health and safety, as well as inapp- interventions. It is proposed to implement a stepped revetment protection structure not only supports the promend- protects important sewer and storm water pipelind buildings and parking area. Secondly, the slumping and undermined/scourced is located in the inter-fidal wave run-up zone of replaced similar to the wooden revetment in order 0 Provide long-term effective coastal pro- protection and in doing so 0 Link the promenade at a flat gradient dir 0 Restore the connection between the two Similarly, to provide effective long-term coastal currently being undermined due to its unsustainad active and wave run-up zone, needs to be der location landward of the proposed coastal prote- Along with the replacement of the existing coast work, the opportunity is utilized to neaten and por Permeable, segmented pavers, as used everywhe purpose. This area is currently a vacant gravel backfilled land, no new land or beach area will b The following list provides a summary of design change following public consultation:

nt Refurbishment dBAR for project details and

d revetment coastal protection to proactively e steps in order to maintain and preserve the stection is the landward portion of the project soft landscaping and buildings as well as the

council include:

ce the existing wooden revetment (coastal ch has passed its design life and has started to void costly emergency repair work. Should the e replaced with well-planned robust upgrade sult in the complete loss of the public amenity, appropriate and/or high costs of emergency

ment for this purpose as it serves as coastal ess and seating along its length. The coastal nade and landside recreational areas, but also elines as well as other municipal infrastructure,

ed masonry step structure in the corner, which on previously reclaimed beach area, will be der to:

protection and to create a uniform coastal

directly with the Coastal Walk to St James and vo beach areas as it was historically.

al infrastructure, the existing ablution facility, hable location on the beach within the littoral emolished, and reconstructed at a retreated tection structure.

istal defences and resulting large construction bave the existing large, informal parking area. here else in the beachfront, will be used for this el open space on previously reclaimed and be reclaimed for this purpose.

nges implemented in the preliminary phase

Ablution and NGO buildings:
<ul> <li>New Ablution Facility to be located at a the central shower area to be protected design shall maintain existing architet toilet/family change rooms, and wheeld along ablution building.</li> <li>Keep showers in central area as well a western side of beachfront</li> <li>Include knee level taps for feet at ablutio Existing Waves for Change Building to termain</li> <li>Existing Waves for Change Building to the universal beach and surfing opportunitie storage area for beach access mat a prosthetics and normal user wheelchairs style.</li> <li>A new building to house Waves for Change Building to the universal beach and surfing opportunities at a prosthetics and normal user wheelchairs style.</li> <li>A new building to house Waves for Change Building to the universal protection. To allow the aforeme constructed like for like to suite coastal or exact the existing pergola/event pavil position will be setback to allow for constructed like for like to suite coastal or constructed like for like to suite coastal or exact and concrete surface. Include creative plandscape features.</li> <li>Incorporate decorative segmented pain node, station forecourt, pergola area an on linclude mosaic artwork at ablution build Play area to be area context specific a swing and slide as well as natural materia.</li> <li>Incorporate more planters for hardy ind Bay coastal environment. Storm water m watering and infiltration and to incluavailable.</li> <li>Combination of natural lawn and artificier.</li> <li>Parking areas</li> <li>Breaking the single large parking area induscaping areas between the bay and using and slide as well as natural materia and scaping areas between the bay and bay consider the historic PRASA Signal Box de Ensure sufficient sea facing parking bays.</li> <li>Include mountable kerbs to allow vehic.</li> </ul>

central shower plaza but shifted landward of ted by the proposed stepped revetment. The ectural style and include universal access clohair accessible showers with bench for seat

as shower at the pergola/event pavilion on

tion building

in as is

be repurposed to allow for NGO's providing ties. The building shall include reception area, and other equipment as well as storage for irs. All buildings to follow existing architectural

ange NGO to be constructed like for like near accepted by the NGO.

vilion at the western side of the beachfront, nstruction of the proposed stepped revetment nentioned a new pergola will be designed and defence/promenade set back.

erve as wind shelter for central shower plaza ral plaza area, alternative locations to be central public node with showers.

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

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

dings, showers and seating walls.

and also include normal play equipment like rials

digenous vegetation suited to the harsh False run-off will be directed into planted areas for lude automatic irrigation when run-off not

cial grass to be used where applicable.

area along the railway line by introducing nd also add pedestrian links through.

sting. Roadways and parking bays to have

development (by others) in proposed plans. ys along edge

cular access pass station forecourt

area, indicate parking bays and re-surface i.e. as is.

ns spread over beachfront.

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul> <li>Stepped revetment and promenade         <ul> <li>Use fine exposed aggregate surface concrete finish for stepped revetment a</li> <li>Retreat, round and smooth corner step</li> <li>Position universal beach access ramp deployment of beach access mat</li> <li>Implement intermediate 0.25m x 0.5m step</li> <li>Widening area to have 0.5m step and w</li> <li>Implement easy climb steps with hand ro</li> <li>incorporated in stepped revetment</li> <li>Reclaim and reuse large sandstone bloc as steps into revetment where applicab</li> <li>Design stepped revetment block units required.</li> </ul> </li> </ul>
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 <u>joshuapama@gmail.com</u> Via Email	15/09/2022	<ul> <li>Hi there,</li> <li>Thanks for collecting comments for the public participation process for Muizenberg Beach front upgrade.</li> <li>Please do not take more beaches away with the upgrade. I.e. do not build further seaward than the current situation (MOST NB)</li> <li>Aim to not only create parking space. Note that the Muizenberg parking situation is only tough on very particular days.</li> <li>Create more green space. Ideally indigenous dune fynbos over grass.</li> <li>I agree with moving the toilets from the beach front - it is not appealing to have smelly toilets on the beach.</li> <li>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.</li> <li>The civic centre was a complete flop and under utilised - a lot of space around it that should be investigated for additional parking.</li> <li>In summary: Less concrete, more natural vegetation, more beach.</li> </ul>	Parking The focus of the project is not to solve the parking proble Instead of trying to meet the growing parking demand, space provision, the objective is to retain the status que parking shortfall, pedestrian linkages to nearby parking established/enhaced and the routes highlighted. By rationalising the parking layouts, approximately the sa on a reduced footprint. This frees up space for people: ir and the linking of the Muizenberg's sandy and rocky generous seating steps and soft landscaping. Locally parking areas, buildings and infrastructure. 'Formalising' the parking area refers to surfacing the park one way circulation, demarcation of pedestrian and ver- way) and the addition of services such as area lighting retain and enhance the character of the Muizenberg B be surfaced with the same material that exisitng parking pavers perform well in the coastal environment and resu ashpalt and dark gravel parking areas. All parking will re Alternative uses of this space are acknowledged, the c to the beachfront is well defined in parking counts and area does not preclude possible future alternative us commentators if the overall transport system of the larg centred system. The space can in its proposed arrangem or events like any other public space in the City given the

e finish and sand stone/light brown colour as and concrete promenade.

p design as opposed to jagged step widenings ap at central plaza, ramp width to allow easy

steps along main longitudinal promenade area. wide seating areas as indicated in corner area rails, 6 easy climb flights spread over beachfront

locks from historic corner steps and incorporate able.

its to be removable and re-useable in future if

plem at the beachfront.

d, or removing parking in lieu of additional open uo with a 5% deviation margin. To mitigate the ing areas and public transport facilities will be

same number of parking bays could be retained infrastructure retreat to ensure more dry beach ky beach as well as a widened promenade, ly indignous vegetation will be used to soften

arking area, marking out parking bays, indicating vehicle movement areas (walkways and road og and surface storm water drainage. In oder to g Beachfront these formalised parking areas will ing bays are surfaced with. The permeable clay soult in lower local temperatures as compared to remain free of charge.

current use of the area as convenient parking d is required in the medium term. Paving of the uses of the area such as those proposed by rger city has evolved toward a public transport ement be used for markets and other gatherings hat the event permitting and request procedure

Comment by	Date received	Comments/Concerns/Questions	Responses
			is followed for such application.
			Furthermore, it is envisioned that the western portion of the projects scope area, will remain to be used as is for the m long-term public transport opportunities improved to the taxies reduce to the extent that the proposed area of parking area can be repurposed at such time. No fixed parking areas, which would prevent future repurposing of
			A weekday and Saturday parking demand survey was indicated a parking occupancy level of more than 50% d Saturday, the parking survey indicated a parking occup around the Beach Road roundabout and the informal gr utilized.
			As such, replacement of the existing parking areas are n existing eastern and western parking areas shall be for regarding the overall number of parking bays will be main the precinct will remain very similar, although a few parkin in another.
			In accordance with Policy Statement 38, the measure im vehicle dependency in lieu of the use of promote public in the midst of oversubscription and increased parking de also safeguard economic activity (Objective10.2A) along public parking for their patrons. It is unrealistic to think the commute alternative to the beach for surfers who live be the GAB Muizenberg line and future MyCiti lines, not only limitation to safely carry with abnormal luggage like Metropolitan Coastal Node will therefore remain for the parking be feasible in future, the paving could easily be lift while the land is transformed into a park or other. In the r as an event space for markets, shows, film viewings etc.
			See the "Parking Areas" subheading along with Figures 2 Assessment Report for further details on parking. For furth see Section E (4.2).
			Concrete revetment Following public comment, areas landward of the 3m wid surfacing to paved areas using clay segmented pavers t use.
			In order to sustain the harsh marine conditions and expect provide long-term robust coastal defence infrastructure must be used to provide the required strength and durabil to sustain the expected wave overtopping during future also be concrete, but open spaces landward of the pr segmented clay pavers, seating wall, planters with indiger

the larger Muizenberg beachfront precinct, this e medium to long term. It is believed that if the ne point that use of personal cars, busses and of parking is not required by beach users, the ed building infrastructure is constructed in the of the area.

as carried out as part of the TIA. The survey during the week. During the peak period on a upancy level of more than 100%. The parking gravel parking area are well-used and is over-

not feasible in the short to medium term. The ormalised and optimised and the status quo aintained. The total number of parking bays in king bays may be lost in one area and added

implemented to systematically reduce private lic transport is retaining the parking status quo demand. Retaining the parking status quo will ng the beach as shops and restaurants rely on hat the use of public transport will be a viable beyond the catchment of the Southern Line, nly because of coverage, but also the fleet's the surfboards. The need for parking at this he foreseeable future. Should a reduction of elifted and re-used in the construction of paths e meantime, the parking area can double up.

2 and 5 under Section B (4.4) of the draft Basic rther details on NMT related policy alignment,

vide promenade was changed from concrete s to align with existing character and material

ected increase in wave energy in future and to re (the stepped revetment portion), concrete bility for the coastal defence structure. In order ure storm events the 3m wide promenade will promenade will be surfaced with permeable genous plants, play areas or lawns, similar to the

Comment by	Date received	Comments/Concerns/Questions	Responses
			existing landward spaces. The clay pavers perform well in local temperatures as compared to ashpalt and dark gro
			To mitigate the impact of introducing concrete, a sand be used as opposed to a typical grey concrete finish, pro feel, and tying into the exposed aggregate concrete use to the station building.
			See the "Development Proposal" and Figure 2, 3, and Assessment Report for further details.
			Soft landscaping Following public comment more planted areas are include harsh conditions. Locally indigenous vegetation as well planted instead. More planters for hardy indigenous veg environment will be incorporated into the design. Storm areas for watering and infiltration and to include autom combination of natural (indigenous) lawn and artificial gr Maintenance of any planted areas and maintenance importance to the project, hence only appropriate pl plants) will be incorporated in applicable locations. See the "Soft Landscaping" subheading along with Figur Assessment Report for further details.
			New ablutions Following the public comments received, the proposed central shower plaza in close proximity to the existing, n traffic zone for ease of use and to improve access. Ther ablution facilities. The design shall maintain existing arch toilet/family change rooms, and wheelchair accessible building. Showers will be kept in the central area as well on western side of beachfront. Knee level taps for feet at See the "Development Proposal" and Figure 2 under Se Report for further details on the ablution building.
			<b>Pavilion</b> This falls outside the scope of this project, but suggestion future of the Muizenberg Pavilion is the subject of future p
Parker, James James.parkerz.JP@gmail.c om Via written comments at	07/09/2022	Skate Park skateboarding Skate Park A	<b>Skatepark</b> The City has decided that the installation of a skate park of feasible, thus it has been removed from this project.
the Open House 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 Branch, which is a branch of government with a defin

II in the coastal environment and result in lower gravel parking areas.

nd coloured and exposed aggregate finish will providing a more natural earthy gravel look and used along the beachfront businesses and next

nd 4 under Section B (4.4) of the draft Basic

luded. Trees are not climatically suited to these well as lawn for recreational purposes will be egetation suited to the harsh False Bay coastal orm water run-off will be directed into planted omatic irrigation when run-off not available. A l grass will used where applicable.

ance of any new infrastructure is of utmost plant species (indigenous, climatically suited

gure 8 under Section B (4.4) of the draft Basic

ed ablution building is located landward of the , next to the beach within the high pedestrian here is special focus on universal access of the rchitectural style and include universal access le showers with bench for seat along ablution ell as the shower at the pergola/event pavilion at ablution building are also included.

Section B (4.4) of the draft Basic Assessment

tions will be send to Parks and Recreation. The e planning for Muizenberg.

rk at the Muizenberg Beachfront is not currently

being undertaken by the City of Cape Town's Coastal Management government with a defined mandate, as well as defined roles and

Comment by	Date received	Comments/Concerns/Questions	Responses
		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.	responsibilities. The scope of the project is therefore requir roles and these responsibilities.
		I attended your Open Day and have reflected on the proposals. It is my family's clear perspective that the ONLY proposals that are	<ul> <li>The Roles and Responsibilities of the Coastal Managemer</li> <li>Coastal hard infrastructure assets and coastal lan</li> <li>Coastal Planning, Upgrades and Development</li> </ul>
		relevant would be: 1. Pave the large gravelled parking area on the west side of the Beach Front	<ul> <li>Coastal Policy and Regulation</li> <li>Coordination with the multiple line department responsibilities in the coastal environment,</li> <li>Coastal monitoring and Reporting</li> </ul>
		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.	The Coastal management Branch acknowledges the resource needs throughout the city and supports a holistic to bring forth overall progression. Thus to deliver on the Coa the primary objective of the project is the proactive
		3. Use the funds available for	degraded stone steps, which have passed their design- revetment coastal protection in order to provide effective which will support the local socio-economic environme
		<ul> <li>any upgrades needed to the existing Ablution Block</li> <li>refurbishments to the first set of Beach Cabins on the East side of the Pavilion</li> <li>any other infrastructural upgrades needed</li> </ul>	Secondary to the coastal protection is the extension of the upgrading of the hard and soft landscaping and building area.
			Accessibility
		<ol> <li>No other work needed</li> <li>I trust this will be considered with the other submissions.</li> </ol>	Muizenberg beachfront was identified in the Coastal Eco Cape Town, 2017 (CESSF) as one of the most universally a recreational and social opportunities in Cape Town. The
		Sincerely	universal access over the entire project area, and include
		Janice Parry-Davies	<ul> <li>3m wide universally accessible promenade,</li> <li>Universal beach access ramp in the central area of access mats to be rolled out on a daily basis.</li> </ul>
		082 398 5171	<ul> <li>Universal access ramp on western end of proment</li> <li>Universal access to playground area.</li> </ul>
		24 Beach Rd, Muizenberg	<ul> <li>The ablution facilities in the central area include changing facilities.</li> </ul>
			<ul> <li>The project also incorporates easily accessible store equipment.</li> <li>The Waves for Change building on the beachfree</li> </ul>
			<ul> <li>assistance with universal beach access and adap</li> <li>Additional wheelchair parking bays will be demard</li> <li>Drop and go embayment will be provided at the embagement will be p</li></ul>
			The entire promenade as well as ablution facilities will be project aims to further improve and prioritise universal acc facilities provided. The promenade will have wheelchair of ends as well as all other access points.
			See the "Development Proposal" subheading along with the draft Basic Assessment Report for further details.
			Heritage (ablution)

uired to fall in the ambit of this mandate, these

ent function are a combination of: and and ecosystem management

tments that have functional and service

e wide variety of other developmental and thic resource distribution across the City in order coastal managements functional requirements, e replacement of old wooden seawall and in-life and started to fail, with new a stepped tive coastal protection, public coastal access, ment now and in future to remain growing. f the project scope landward to comprise the lings as well as the optimisation of the parking

conomic and Spatial Strategic Framework for accessible beaches offering a wide variety of e project aims to further improve and prioritise ides a:

o of the beachfront that also allows the beach

enade from parking level.

de universally accessible toilets, showers and

prage space for beach wheelchair and access

front will be repurposed for NGO's providing aptive surfing.

arcated.

e entrance circle to the beachfront.

be universally accessible by wheel chair. The access over the entire project area and for the r access from the eastern, central and western

th all associated figures under Section B (4.4) of

Comment by	Date received	Comments/Concerns/Questions	Responses
			It is the Coastal Management Branches responsibility to plan and develop effective long-term coastal infrastructu the coastal defence structure, located in the littoral act are currently being undermined due to exposure to wave unsustainable from a coastal defence perspective. Atter current location will result in loss of beach around the dynamics around the building.
			Following the public comments received, the proposed central shower plaza in close proximity to the existing, n traffic zone for ease of use and to improve access. There ablution facilities. The design shall maintain existing arch toilet/family change rooms, and wheelchair accessible building. Showers will be kept in the central area as well on western side of beachfront. Knee level taps for feet at "Development Proposal" and Figure 2 under Section B (- further details on the ablution building.
			Note that the decorative elements of the ablution fac heritage value. The parts of the building that are older the
			For formal heritage-related processes followed, please s section B (6.) of the draft Basic Assessment Report.
			<b>Beach huts</b> The City acknowledges the character value of colourful b the same number (8) of huts within the beachfront.
			Due to the setback of the proposed coastal protect proposed promenade alignment interfaces with the loca time of refurbishment of the existing eight huts, the promenade will be set back as part of the project to whe that this location is therefore only temporarily available for centrally located along the promenade where they will a area. Their arrangement will follow the historical rhythm of huts will be accessible from the shower plaza and beach so on either side of them.
			See the "Colourful beach huts" subheading along with Fig Assessment Report for further details.
			Parking The focus of the project is not to solve the parking proble
			Instead of trying to meet the growing parking demand, or space provision, the objective is to retain the status quo parking shortfall, pedestrian linkages to nearby parking established/enhaced and the routes highlighted.
			By rationalising the parking layouts, approximately the san on a reduced footprint. This frees up space for people: inf

to manage all hard coastal infrastructure and cture. The existing ablution location seaward of active beach, where the buildings foundations we action and variable beach levels is deemed tempting to protect the ablution building in its the building and negatively affect sediment

d ablution building is located just landward of next to the beach within the high pedestrian ere is special focus on universal access of the chitectural style and include universal access e showers with bench for seat along ablution ell as the shower at the pergola/event pavilion at ablution building are also included. See the 8 (4.4) of the draft Basic Assessment Report for

acility dates from the mid 80's and have no han 60 years are the walls and the hipped roof.

see the "Heritage Resources " Theme under

beach huts at Muizenberg and intend to keep

ction and promenade, the excavation and cation of the existing eight beach huts. At the e responsible persons were notified that the here the beach huts are currently located and for the position of the beach huts. They will be also act as a wind break to the central shower of small-small-large, as at St James. The beach his side in order to create an inviting environment

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

lem at the beachfront.

, or removing parking in lieu of additional open to with a 5% deviation margin. To mitigate the ng areas and public transport facilities will be

ame number of parking bays could be retained nfrastructure retreat to ensure more dry beach

Comment by	Date received	Comments/Concerns/Questions	Responses
			and the linking of the Muizenberg's sandy and rocky generous seating steps and soft landscaping. Locally in parking areas, buildings and infrastructure.
			'Formalising' the parking area refers to surfacing the parkin one way circulation, demarcation of pedestrian and ve way) and the addition of services such as area lighting a retain and enhance the character of the Muizenberg Be be surfaced with the same material that exisitng parking pavers perform well in the coastal environment and result ashpalt and dark gravel parking areas. All parking will rem
			Alternative uses of this space are acknowledged, the cu to the beachfront is well defined in parking counts and is area does not preclude possible future alternative use commentators if the overall transport system of the large centred system. The space can in its proposed arrangeme or events like any other public space in the City given that is followed for such application.
			Furthermore, it is envisioned that the western portion of the projects scope area, will remain to be used as is for the n long-term public transport opportunities improved to the taxies reduce to the extent that the proposed area of parking area can be repurposed at such time. No fixed parking areas, which would prevent future repurposing of
			A weekday and Saturday parking demand survey was indicated a parking occupancy level of more than 50% d Saturday, the parking survey indicated a parking occup around the Beach Road roundabout and the informal gr utilized.
			As such, replacement of the existing parking areas are n existing eastern and western parking areas shall be for regarding the overall number of parking bays will be mai the precinct will remain very similar, although a few parking in another.
			In accordance with Policy Statement 38, the measure in vehicle dependency in lieu of the use of promote public in the midst of oversubscription and increased parking de also safeguard economic activity (Objective10.2A) along public parking for their patrons. It is unrealistic to think the commute alternative to the beach for surfers who live b the GAB Muizenberg line and future MyCiti lines, not onl limitation to safely carry with abnormal luggage like
			Metropolitan Coastal Node will therefore remain for the parking be feasible in future, the paving could easily be li while the land is transformed into a park or other. In the as an event space for markets, shows, film viewings etc.

/ beach as well as a widened promenade, indignous vegetation will be used to soften

king area, marking out parking bays, indicating rehicle movement areas (walkways and road and surface storm water drainage. In oder to Beachfront these formalised parking areas will g bays are surfaced with. The permeable clay ult in lower local temperatures as compared to emain free of charge.

current use of the area as convenient parking I is required in the medium term. Paving of the uses of the area such as those proposed by ger city has evolved toward a public transport ment be used for markets and other gatherings at the event permitting and request procedure

he larger Muizenberg beachfront precinct, this e medium to long term. It is believed that if the ne point that use of personal cars, busses and of parking is not required by beach users, the ed building infrastructure is constructed in the of the area.

as carried out as part of the TIA. The survey during the week. During the peak period on a upancy level of more than 100%. The parking gravel parking area are well-used and is over-

not feasible in the short to medium term. The ormalised and optimised and the status quo aintained. The total number of parking bays in king bays may be lost in one area and added

implemented to systematically reduce private lic transport is retaining the parking status quo demand. Retaining the parking status quo will ng the beach as shops and restaurants rely on hat the use of public transport will be a viable beyond the catchment of the Southern Line, only because of coverage, but also the fleet's se surfboards. The need for parking at this he foreseeable future. Should a reduction of e lifted and re-used in the construction of paths e meantime, the parking area can double up

(Comment by	Date received	Comments/Concerns/Questions	Responses
			See the "Parking Areas" subheading along with Figures 2 Assessment Report for further details on parking. For furt see Section E (4.2).
Paterson, Jody jody@visionplan.co.za	22/09/2022	Hi Tarryn Nice to see you the other day at the Open House. Please find my comment attached for the Teams consideration. Kind regards, Jody Attached document: Proposed Muizenberg Beachfront Upgrade	Rationale and background The primary objective of the project is the new stepped replace the old wooden seawall and degraded stone Muizenberg beachfront. Secondary to the coastal prot- scope comprising of the upgrading of the hard and so formalising of the parking area. The project wishes to use the opportunity to retain and in along Muizenberg beachfront to ensure it remains a pop the long term, and therefore incorporated works to in spaces in its project scope. Work includes 3m wide un connection and movement to the existing St James/Muiz opportunities, new playground equipment, lawns and in
		Comments submitted by Jody Paterson (Resident of Muizenberg) 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. 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: 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;	<ul> <li>Tender and architect appointment</li> <li>All professional service, including architect and landscapterm tender process - 375C/2018/2019: PROVISION OF FENVIRONMENT AND TRANSPORT, this project is works pack</li> <li>Community consultation</li> <li>As part of the feasibility and preliminary design stages the Branch initiated the stakeholder engagement process w</li> <li>The City appointed Urban-Econ Development Feases the potential impact of the proposed upge beachfront in comparison to a do-nothing approx 170 survey respondents with beach users (A list I&amp;AP's, which included local residents, tourists, co informal businesses). The study area's spatial beachfront's sea level rise risk, tourism sector inter The study concludes by indicating support for potential socio-economic impacts.</li> <li>On 23 March 2022, the Coastal Management Breeting to outline the upgrade of Muizenbe associated outcomes and timeframes for compupdate was also given at the public Sub council</li> <li>The coastal management Branch presented and currently operating from the existing buildings or preliminary design stages.</li> </ul>

s 2 and 5 under Section B (4.4) of the draft Basic urther details on NMT related policy alignment,

ed revetment coastal protection to proactively le steps in order to maintain and preserve the otection is the landward portion of the project soft landscaping and buildings as well as the

improve the recreational and amenity facilities opular recreational and tourism destination over improve the landside public open/recreation universally accessible promenade and better uizenberg walkway as well as increased seating indigenous planted areas with irrigation.

PPE service provides, were appointed via open PROFESSIONAL SERVICES: SPATIAL PLANNING, ckage WP 118 of the term tender appointment.

the City of Cape Town: Coastal Management which included the following:

t Economists as part of the feasibility stage to ogrades of infrastructure along the Muizenberg roach. The study generated primary data from st of possible Sub council 19 provided a list of community organisations, formal businesses and I dimensions were considered, including the interactions and property sector characteristics. For the proposed upgrade on the basis of its

Branch presented at the public Subcouncil 19 berg Beachfront. Sub Council supported the apletion. On 22 August 2022 a project progress cil 19 meeting.

nd discussed the project with the various NGO's on the beachfront as part of the feasibility and

nsulted during the design process to provide

Comment by	Date received	Comments/Concerns/Questions	Responses
		<ul> <li>5. the appropriateness of the design and landscaping language; and</li> <li>6. last but not least, the lack of baseline information available that would have helped to provide more confidence in the proposals presented.</li> </ul>	applicable departments.
		The following expands briefly on each of the above.	In preparation for the statutory Environmental Impac pre-application public engagement process was unc is documented in the Section F and Appendix F of the
		<ol> <li>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</li> </ol>	Assessment Report, will be incorporated and updated
		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	Heritage (general) For formal heritage-related processes followed, please s section B (6.) of the draft Basic Assessment Report.
		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	The design of all new buildings endeavours to incorpora the existing buildings in order to maintain the sense of pla
		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	Environmental Impact Assessment A NEMA Basic Assessment procedure is being undertake proposal – Infinity Environmental (Pty) Ltd was appoint project feasibility and design have been considered, see
		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	<ul> <li>A detailed geotechnical investigation was con appropriate founding conditions. See Appendix further details.</li> </ul>
		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 guestion and between the site and is surrounds	<ul> <li>A two part study on ocean dynamics at Muizenber Engineers in order to ensure the new coastal de minimize the effects of climate change on the Mu the resultant harsh projected future ocean con Assessment Report for further details.</li> </ul>
		<ol> <li>Should inform the layout.</li> <li>Both Option A and B's proposals for the location of the</li> </ol>	• An independent consultant also conducted participation component, in order to assess
		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	report.
		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	Impact Study has being completed based on pr the draft Basic Assessment Report for further deta
		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.	Concrete revetment Following public comment, areas landward of the 3m wid surfacing to paved areas using clay segmented pavers use.
		<ol> <li>The current edge condition varies along the length of the site concerned. The edge condition differs in height above</li> </ol>	In order to sustain the harsh marine conditions and expect provide long-term robust coastal defence infrastructure must be used to provide the required strength and durab

on report was circulated for comment to all

act Assessment (Basic Assessment) process, a ndertaken. Details of the engagement process he draft Basic Assessment Report.

eing undertaken as part of the draft Basic ed in the final Basic Assessment Report.

see the "Heritage Resources" Theme under

rate the architectural language and library of place.

ken to assess the environmental impact of the nted to do this. Several studies informing the see list of studies undertaken below:

onducted toward the end of 2021 to gather ix G of the draft Basic Assessment Report for

berg beach was undertaken by PRDW Coastal defence structures are designed to effectively Muizenberg Beachfront area, and to withstand onditions. See Appendix G of the draft Basic

d a socio-economic study, with a public and understand the possible impacts of project. See Appendix G of the dBAR for the full

early project phases and an updated Traffic oreliminary design layouts. See Appendix G of tails.

vide promenade was changed from concrete s to align with existing character and material

ected increase in wave energy in future and to re (the stepped revetment portion), concrete bility for the coastal defence structure. In order

Comment by	Date received	Comments/Concerns/Questions	Responses
		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	See the "Development Proposal" and Figure 2, 3, and Assessment Report for further details.
		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	Parking The focus of the project is not to solve the parking problem Instead of trying to meet the growing parking demand, o space provision, the objective is to retain the status quo parking shortfall, pedestrian linkages to nearby parking established/enhaced and the routes highlighted.
		<ul> <li>lead to the sense of place associated to "the corner" in particular being lost.</li> <li>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</li> </ul>	By rationalising the parking layouts, approximately the sam on a reduced footprint. This frees up space for people: inf and the linking of the Muizenberg's sandy and rocky generous seating steps and soft landscaping. Locally in parking areas, buildings and infrastructure.
		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 form 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	pavers perform well in the coastal environment and result ashpalt and dark gravel parking areas. All parking will ren
		<ul> <li>offered currently by the ablution block.</li> <li>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</li> </ul>	
		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. The landscaping is also ill considered given the prevailing sea winds which prevent most vegetation from growing.	Furthermore, it is envisioned that the western portion of the projects scope area, will remain to be used as is for the m long-term public transport opportunities improved to the taxies reduce to the extent that the proposed area of parking area can be repurposed at such time. No fixed parking areas, which would prevent future repurposing of

re storm events the 3m wide promenade will promenade will be surfaced with permeable enous plants, play areas or lawns, similar to the in the coastal environment and result in lower gravel parking areas.

d coloured and exposed aggregate finish will roviding a more natural earthy gravel look and sed along the beachfront businesses and next

nd 4 under Section B (4.4) of the draft Basic

em at the beachfront.

or removing parking in lieu of additional open o with a 5% deviation margin. To mitigate the g areas and public transport facilities will be

ame number of parking bays could be retained nfrastructure retreat to ensure more dry beach y beach as well as a widened promenade, indignous vegetation will be used to soften

king area, marking out parking bays, indicating rehicle movement areas (walkways and road and surface storm water drainage. In oder to Beachfront these formalised parking areas will g bays are surfaced with. The permeable clay ult in lower local temperatures as compared to emain free of charge.

current use of the area as convenient parking is required in the medium term. Paving of the ses of the area such as those proposed by ger city has evolved toward a public transport ment be used for markets and other gatherings at the event permitting and request procedure

he larger Muizenberg beachfront precinct, this medium to long term. It is believed that if the ne point that use of personal cars, busses and if parking is not required by beach users, the ed building infrastructure is constructed in the of the area.

Comment by	Date received	Comments/Concerns/Questions	Responses
		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.	A weekday and Saturday parking demand survey was indicated a parking occupancy level of more than 50% of Saturday, the parking survey indicated a parking occup around the Beach Road roundabout and the informal gr utilized.
		<ul> <li>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: <ul> <li>The type and location of community initiatives (current and future) and businesses in the area.</li> <li>NMT desire lines through the local area</li> </ul> </li> </ul>	As such, replacement of the existing parking areas are r existing eastern and western parking areas shall be for regarding the overall number of parking bays will be mai the precinct will remain very similar, although a few parki in another.
		<ul> <li>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.</li> <li>Climatic layers</li> <li>Heritage and Urban syntax studies</li> <li>Inputs from specialists to ensure the surf break won't be affected by the new revetment.</li> </ul>	In accordance with Policy Statement 38, the measure im vehicle dependency in lieu of the use of promote public in the midst of oversubscription and increased parking de also safeguard economic activity (Objective10.2A) along public parking for their patrons. It is unrealistic to think the commute alternative to the beach for surfers who live b the GAB Muizenberg line and future MyCiti lines, not onl limitation to safely carry with abnormal luggage like Metropolitan Coastal Node will therefore remain for the parking be feasible in future, the paving could easily be li while the land is transformed into a park or other. In the
		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.	as an event space for markets, shows, film viewings etc. See the "Parking Areas" subheading along with Figures 2 Assessment Report for further details on parking. For furth see Section E (4.2).
		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.	Policy – full <u>NMT</u> The Southern Suburbs District Plan classifies Muizenberg highlights that a key concern is to retain public access to of metropolitan significance, it should be accessible to th The beach is accessed by non-motorised transport (cyc and paddling), public transport (railway, the Golden Arrow car. Although it is outside the scope of this project to imp the site, the project aims to consider the implications o enhancements as well as improving NMT movement throw facilities from the site.
			<ul> <li>The project responds to the NMT strategy's policy stateme</li> <li>People are granted reasonable access to the</li> <li>The safety of NMT users is prioritised by reducing to cyclists and pedestrians</li> <li>NMT users' needs are prioritised over that of grade and requiring vehicles to ramp up to cr</li> <li>Muizenberg is Cape Town's flagship universal made in the design to ensure that all walkway</li> </ul>

as carried out as part of the TIA. The survey during the week. During the peak period on a upancy level of more than 100%. The parking gravel parking area are well-used and is over-

not feasible in the short to medium term. The ormalised and optimised and the status quo aintained. The total number of parking bays in king bays may be lost in one area and added

implemented to systematically reduce private lic transport is retaining the parking status quo demand. Retaining the parking status quo will ing the beach as shops and restaurants rely on hat the use of public transport will be a viable beyond the catchment of the Southern Line, nly because of coverage, but also the fleet's as surfboards. The need for parking at this he foreseeable future. Should a reduction of elifted and re-used in the construction of paths e meantime, the parking area can double up.

2 and 5 under Section B (4.4) of the draft Basic rther details on NMT related policy alignment,

g Beach as a Coastal Destination Place and to the beachfront. Since Muizenberg Beach is those living throughout the Metropolitan Area. /cling, skateboards, scooters, running, walking row Bus service as well as taxis) and the private prove the NMT and public transport system to of the existing networks and potential future prough the site and access to public transport

nents in the following way: ne beach ng conflict with vehicles and giving preference

of the motorists by retaining all NMT routes at cross NMT routes al access beach and as such every attempt is ays are universally accessible.

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul> <li>The accessibility of the beach is improved fo ensuring direct links to other NMT routes as we the promenade.</li> </ul>
			The parking area (along the railway line) to be resurface a public space for the use of events such as night market
			<ul> <li>IDP</li> <li>In accordance with IDP objective 10.2.A the project will for residents across the City by</li> <li>creating safe and generous links for users from the between the bus stop and train station (IDP Object)</li> <li>ensuring that the promenade links with NMT facilit class 4 NMT facility along Atlantic Road, the You connection with the elevated promenade and the</li> <li>retaining the status quo with regard to parking.</li> <li>In accordance with IDP Objective 13.1 NMT links will incluuniversally accessible. By improving access to public trans the project aims to encourage beachgoers to use alternative beach in order for the existing parking bays to meet the policy Statement 20, NMT will be prioritised in this project accentuate the walkway, particularly where it interacts we have a status of the walkway, particularly where it interacts we have a status of the walkway.</li> </ul>
			By replacing the failing revetment along the beach wit resilience to the impact of climate change, the project specifically Objective 10.2) to 'restore and improve priorit
			<u>CIPT 2032</u> According to the City's Integrated Public Transport Netw be serviced directly by the Southern Railway Line only (ir accounted for in this plan). In line with Spatial Strategy 3 a will improve NMT linkages through the site, to public trans to the beach for those within the transport catchment provided close to the bus stop and railway station.
			<u>Train</u> The Southern Line will not be returning to fill efficiency government responsibility, however the City will "contin devolution of rail functions to ensure a quality, reliable rai
			<u>Taxi</u> According to the 2014 and 2019 STATS SA General Housek of trains as a mode of transport due to the commuter rails taxis approximately 4 times more than trains. Even if the the percentage people commuting to Muizenberg Be dramatically as the Southern line does not service the mo therefore does not offer a feasible transport alternative for The project recognizes the dominance of minibus taxi

form a pedestrian and cyclist perspective by well as continuous access to the beach along

ed will be designed as such that it doubles as ets.

ill ensure public access to Muizenberg Beach

ne beach to the train station and bus stop and ective 12.1.A);

cilities around the site, including the proposed York Road connection to the mountain, the the Coastal Walkway to St James;

lude traffic calming measures, lighting and be insport and improved linkages to NMT facilities, native modes of transport when commuting to the growing parking demand. In line with SDP ect by ensuring that pedestrian walkways are irreas or parking areas, the pedestrian walkway to ramp up and down. Paving is used to s with vehicles.

with a stepped revetment, which will improve ect responds to IDP Objective 10 (and more rity coastal infrastructure'.

work 2032, Muizenberg Beach will continue to (in addition to the taxis and GAB that are not and Policy Statement 35 in the IDP, the project insport, in order to facilitate affordable access nt area. Bicycle storage facilities will also be

ey overnight. The passenger rail is not a local tinue advocating for better services and the rail service for Cape Town".

sehold Survey, there is a reduction in the usage ill service decline, with people commuting with he reliability of the railway service is improved, Beach with the train is unlikely to change majority of Cape Town's neighbourhoods and for the majority of Capetonians to the beach. axis as mode of public transport, as per IDP

Comment by	Date received	Comments/Concerns/Questions	Responses
			Objective 12.1.C. The minibus taxis will continue to use the well as the Main Road parallel parking bays, as they are a around the site will also remain available should taxis park
			<u>Cycling</u> The CITP's vision for cycling is that "Cape Town is the premi is an accepted, accessible and popular mode of transpo effect, and in line with the Cycling Strategy's key focus a opportunity to cycle along the beach by widening the pre- reducing conflict with vehicles and giving preference to c infrastructure. Bicycle parking will be well distributed acro that a class 4 Cycling route is planned for Atlantic Road, of the site is however beyond the scope of this project.
			<u>Parking</u> In accordance with Policy Statement 38, the measure impreventicle dependency in lieu of the use of promote public in the midst of oversubscription and increased parking det also safeguard economic activity (Objective10.2A) along public parking for their patrons. It is unrealistic to think that commute alternative to the beach for surfers who live be the GAB Muizenberg line and future MyCiti lines, not only limitation to safely carry with abnormal luggage like Metropolitan Coastal Node will therefore remain for the parking be feasible in future, the paving could easily be lift while the land is transformed into a park or other. In the r as an event space for markets, shows, film viewings etc.
			See Section E (4.1 – 4.4, 10) of the draft Basic Assessment I Muizenberg Beachfront Refurbishment fits in with the appl
			Heritage (ablution) It is the Coastal Management Branches responsibility to r plan and develop effective long-term coastal infrastructu the coastal defence structure, located in the littoral acti are currently being undermined due to exposure to wave unsustainable from a coastal defence perspective. Atten current location will result in loss of beach around the dynamics around the building.
			Following the public comments received, the proposed of central shower plaza in close proximity to the existing, ne traffic zone for ease of use and to improve access. There ablution facilities. The design shall maintain existing arch toilet/family change rooms, and wheelchair accessible so building. Showers will be kept in the central area as well of on western side of beachfront. Knee level taps for feet at "Development Proposal" and Figure 2 under Section B (4 further details on the ablution building.

the bus embayment to drop off commuters as e currently doing. The parking bays within and ark and wait for commuters.

mier Cycling City in South Africa where cycling port for all – residents and visitors alike." To this areas the proposal provides people with the promenade; improves the safety of cyclists by cyclists and pedestrian and providing cycling cross the site and located conveniently. Note I, although implementation of bicycle lanes to

implemented to systematically reduce private lic transport is retaining the parking status quo demand. Retaining the parking status quo will ing the beach as shops and restaurants rely on hat the use of public transport will be a viable beyond the catchment of the Southern Line, nly because of coverage, but also the fleet's as surfboards. The need for parking at this he foreseeable future. Should a reduction of elifted and re-used in the construction of paths e meantime, the parking area can double up.

nt Report for a detailed description of how the oplicable frameworks and policies.

o manage all hard coastal infrastructure and ture. The existing ablution location seaward of ctive beach, where the buildings foundations re action and variable beach levels is deemed empting to protect the ablution building in its he building and negatively affect sediment

d ablution building is located just landward of next to the beach within the high pedestrian ere is special focus on universal access of the chitectural style and include universal access e showers with bench for seat along ablution Il as the shower at the pergola/event pavilion at ablution building are also included. See the (4.4) of the draft Basic Assessment Report for

Comment by	Date received	Comments/Concerns/Questions	Responses
			Note that the decorative elements of the ablution fac heritage value. The parts of the building that are older tha
			For formal heritage-related processes followed, please s section B (6.) of the draft Basic Assessment Report.
			Heritage (the Point) The heritage and sentimental value of the point masor current location and condition of the steps within the little direct wave impact is not deemed a long-term sustainable masonry steps have sustained serious undermining and w risk. In order construct a uniform, robust coastal defen sediment dynamics best practice to create smooth of construction of any headland type structures, which attra sediment dynamics.
			Furthermore, from a landscape and urban design motiv pedestrian flow connecting the main beachfront prome eliminates pedestrian and vehicle conflict in this area.
			Additionally, by removing the existing stone steps/point the retreats several meters landward. This allows reinstateme closer to what it historically was, connecting the two be corner steps were constructed in the 1900's as part of lan erven, currently known as the gravel parking area.
			Thus, the City acknowledges the sentiment, but regard the part of the operational requirement to provide we infrastructure as described and required in the Generor "Development Proposal" and Figure 4 under Section B (Author details.
			For formal heritage-related processes followed, please s section B (6.) of the draft Basic Assessment Report.
			<b>Character (aesthetics)</b> The City acknowledges the characteristic value of the ex the beachfront. The project endeavours to preserve the se proposed design. The buildings indicated on public ope blocks indicating the approximate footprint of buildings proposed style of the proposed buildings. This may have a
			The proposed coastal defence replacement and associa such a way to maintain the character of the place, landscape as reference.
			The character of the Muizenberg beachfront has the characteristic element consisting of but not limited to have
			<ul> <li>Panoramic views and open space</li> <li>Central beach huts / bathing boxes</li> </ul>

acility dates from the mid 80's and have no han 60 years are the walls and the hipped roof.

e see the "Heritage Resources " Theme under

sonry steps are acknowledged, however the ittoral active and inter-tidal zones, exposed to ble location for a headland structure. The stone washout of fill material, posing a public safety ence structure, it is coastal engineering and a alignments along the coast, avoiding the ract and focus wave energy and could disrupt

tivation, the proposed design creates greater nenade area with the St James walkway, and

the proposed promenade and step alignment nent and creation of more beach space here beach areas as it historically was before the and reclamation exercise to create residential

the replacement of the corner/point steps as vell designed and robust coastal defence ral background information section. See the 6 (4.4) of the draft Basic Assessment Report for

see the "Heritage Resources " Theme under

existing buildings and landscaping elements in e sense of place, heritage and aesthetics in the ben day posters where merely "place holder" ngs and did not intend to communicate the e caused unnecessary concern.

ciated landscape refurbishment will be done in e, using the existing architectural styles and

been considered and the following key ave been identified:

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul> <li>Existing buildings architectural style, which include structures and columns, hipped roofs and gables, and patterns</li> <li>Local artwork on walls</li> <li>Use of sandstone and granite in steps</li> <li>Local indigenous plants in planters, including local</li> <li>Regarding the reflection of coastal dynamics in the design to the dynamic nature of the changing beach levels.</li> </ul>
			designed to withstand the harsh False Bay climatic and w promenade in the corner area as well as playground has reference natural dune, wave run-up and tidal washup/ beach access at any beach level. The stepped structure i
			A number of design changes have been implemented for provides a summary of the changes implemented to the lo of the project:
			<ul> <li>Beach huts to be centrally located to serve as wir</li> <li>Central plaza to remain central public node with</li> <li>Use segmented paver surface landward of 3m surface. Include creative pattern design to reflect</li> <li>Incorporate decorative segmented paver patters station forecourt, pergola area and eastern end or</li> <li>Include mosaic artwork at ablution buildings, show</li> <li>Play area to be area context specific and also include as well as natural materials</li> <li>Incorporate more planters for hardy indigenous coastal environment. Storm water run-off will be dinfiltration and to include automatic irrigation where</li> </ul>
			The City believe the proposed preliminary design incorpore of the beachfront.
			See the following sections of the draft Basic Assessment R of the Muizenberg Beachfront's sense of place:
			<ul> <li>Subheading "Settlement" subheading under Section</li> <li>Subheading "City of Cape Town Integrated Coasts"</li> <li>Subheading "Historical and Cultural Aspects" under</li> </ul>
			<b>Soft landscaping</b> Following public comment more planted areas are includ harsh conditions. Locally indigenous vegetation as well planted instead. More planters for hardy indigenous vege environment will be incorporated into the design. Storm areas for watering and infiltration and to include automo combination of natural (indigenous) lawn and artificial gro

udes colour palette, plaster banding, pergola es, obelisk showers with gargoyles, clay pavers

cal initiatives to plant and maintain

gn, the stepped revetment is a direct response els. The coastal defence and promenade is a wave conditions. The layout of the steps and has been rounded and softened to mirror and up/debris lines. The steps allow for continuous re is also less reflective to wave energy.

following public consultation. The following list e landscaping, layout and artwork component

- wind shelter for central shower plaza th showers.
- m concrete promenade instead of concrete ect the surrounding landscape features.
- atterns in focal paving areas (central node, d open space)
- nowers and seating walls.
- include normal play equipment like swing and

bus vegetation suited to the harsh False Bay e directed into planted areas for watering and when run-off not available.

s to be used where applicable.

orates and reflects the character and heritage

t Report for further details on the preservation

ction E (4.1) Istal Management Policy" under Section E (4.2) Inder Section G (7.)

uded. Trees are not climatically suited to these rell as lawn for recreational purposes will be getation suited to the harsh False Bay coastal m water run-off will be directed into planted matic irrigation when run-off not available. A grass will used where applicable.

Comment by	Date received	Comments/Concerns/Questions	Responses
			Maintenance of any planted areas and maintenance importance to the project, hence only appropriate plants) will be incorporated in applicable locations.
			See the "Soft Landscaping" subheading along with Figure Assessment Report for further details.
			Wind shelter The comment regarding wind protection is noted, Muizen False Bay and dominant south easterly wind. Creating sm it creates local wind eddies where fine windblown san creating an unpleasant seating location. Large enough are not deemed feasible as such structures will obstruct public safety risk.
			The proposed eight beach huts at the central shower plaza. Surface undulations in the play area will also provid area. The existing buildings as well as proposed ablution w
			Ocean dynamics As per the PRDW Specialist Coastal Modelling reports, wooden revetment with a concrete stepped revetment influence the sediment dynamics, offshore sandbanks existing coastal protection structures. The project design in the design of the coastal protection.
			See Section G (3.5) for a summary of the specialist coorreports can be found in Appendix G.
			Please note that during construction, temporary berms wil sea wall to serve as temporary coastal protection, any effe during the construction is limited to the construction dur executed in a sequence and thus only portions of the be entire beachfront at once. Any effects are thus temporar
Peden, M.I (Dr) <u>Pedenm1@gmail.com</u> Via written comments at the Open House	07/09/2022	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. 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.	Playground         The playground has been designed to fit in to the Muizen been given to ensuring it incorporates aspects represent possible will be used for the heat and corrosion reason building will provide wind shelter to the new playground between the playground and the beach so that parents         See the "Playground" subheading along with Figure of Assessment Report for further details on the design of the         Wind shelter         The comment regarding wind protection is noted, Muizen False Bay and dominant south easterly wind. Creating smit creates local wind eddies where fine windblown sar

nce of any new infrastructure is of utmost plant species (indigenous, climatically suited

gure 8 under Section B (4.4) of the draft Basic

enberg is an exposed location subject to harsh small wind sheltered areas are not effective as sand circulates and eventually accumulates, h wind shelters to avoid the above mentioned uct views and create hiding spaces posing a

blaza will however serve as wind shelter for the vide a small amount of wind shelter in the play n will also provide some wind shelter.

ts, the proposed replacement of the existing ent as coastal protection is not expected to ks and surfing conditions differently than the gn considers climate change and sea level rise

oastal modelling studies. Additionally, the full

will likely be constructed seaward of the existing effect on the nearshore hydrodynamics caused luration and to the area of work. Work will be beach will be affected at a time and not the rary of nature.

enberg Beachfront area. Special attention has ntative of the local coastline. As little metal as sons. The existing buildings and new ablution nd. The design ensures there is a visual linkage ts can observe their children.

e 6 under Section B (4.4) of the draft Basic ne playground.

enberg is an exposed location subject to harsh small wind sheltered areas are not effective as and circulates and eventually accumulates, h wind shelters to avoid the above mentioned

Comment by	Date received	Comments/Concerns/Questions	Responses
			are not deemed feasible as such structures will obstruc public safety risk.
			The proposed eight beach huts at the central shower pla plaza. Surface undulations in the play area will also provid area. The existing buildings as well as proposed ablution w
			<b>Concrete revetment</b> Following public comment, areas landward of the 3m wid surfacing to paved areas using clay segmented pavers t use.
			In order to sustain the harsh marine conditions and expect provide long-term robust coastal defence infrastructure must be used to provide the required strength and durabit to sustain the expected wave overtopping during future also be concrete, but open spaces landward of the pr segmented clay pavers, seating wall, planters with indigen existing landward spaces. The clay pavers perform well in local temperatures as compared to ashpalt and dark gro
			To mitigate the impact of introducing concrete, a sand be used as opposed to a typical grey concrete finish, pro- feel, and tying into the exposed aggregate concrete use to the station building.
			See the "Development Proposal" and Figure 2, 3, and Assessment Report for further details.
			<b>Soft landscaping</b> Following public comment more planted areas are include harsh conditions. Locally indigenous vegetation as well planted instead. More planters for hardy indigenous veg- environment will be incorporated into the design. Storm areas for watering and infiltration and to include autom combination of natural (indigenous) lawn and artificial gr
			Maintenance of any planted areas and maintenance importance to the project, hence only appropriate pl plants) will be incorporated in applicable locations.
			See the "Soft Landscaping" subheading along with Figu Assessment Report for further details.
Peden, Moraig <u>Pedenm1@gmail.com</u> Via written comments at the Open House	07/09/2022	Areas 1+2 - This development neds 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).	<b>Soft landscaping</b> Following public comment more planted areas are includ harsh conditions. Locally indigenous vegetation as wel planted instead. More planters for hardy indigenous veg- environment will be incorporated into the design. Storm

uct views and create hiding spaces posing a

blaza will however serve as wind shelter for the vide a small amount of wind shelter in the play n will also provide some wind shelter.

wide promenade was changed from concrete is to align with existing character and material

ected increase in wave energy in future and to re (the stepped revetment portion), concrete bility for the coastal defence structure. In order ure storm events the 3m wide promenade will promenade will be surfaced with permeable genous plants, play areas or lawns, similar to the I in the coastal environment and result in lower gravel parking areas.

d coloured and exposed aggregate finish will roviding a more natural earthy gravel look and used along the beachfront businesses and next

nd 4 under Section B (4.4) of the draft Basic

uded. Trees are not climatically suited to these yell as lawn for recreational purposes will be egetation suited to the harsh False Bay coastal rm water run-off will be directed into planted omatic irrigation when run-off not available. A grass will used where applicable.

nce of any new infrastructure is of utmost plant species (indigenous, climatically suited

gure 8 under Section B (4.4) of the draft Basic

uded. Trees are not climatically suited to these vell as lawn for recreational purposes will be egetation suited to the harsh False Bay coastal rm water run-off will be directed into planted

Comment by	Date received	Comments/Concerns/Questions	Responses
		Option A – 2 new ablution blocks- block sea views. Not desirable. Option B is better.	areas for watering and infiltration and to include autom combination of natural (indigenous) lawn and artificial gr
		Loss of existing ablution block is a problem – this is a beautiful heritage building. Should be constructed if necessary.	Maintenance of any planted areas and maintenance importance to the project, hence only appropriate pl plants) will be incorporated in applicable locations.
			See the "Soft Landscaping" subheading along with Figu Assessment Report for further details.
			Wind shelter The comment regarding wind protection is noted, Muizen False Bay and dominant south easterly wind. Creating sm it creates local wind eddies where fine windblown san creating an unpleasant seating location. Large enough v are not deemed feasible as such structures will obstruct public safety risk.
			The proposed eight beach huts at the central shower pla plaza. Surface undulations in the play area will also provid area. The existing buildings as well as proposed ablution v
			<b>Beach huts</b> The City acknowledges the character value of colourful be the same number (8) of huts within the beachfront.
			Due to the setback of the proposed coastal protection proposed promenade alignment interfaces with the location time of refurbishment of the existing eight huts, the re- promenade will be set back as part of the project to where that this location is therefore only temporarily available for centrally located along the promenade where they will all area. Their arrangement will follow the historical rhythm of huts will be accessible from the shower plaza and beach si- on either side of them.
			See the "Colourful beach huts" subheading along with Fig Assessment Report for further details.
			Heritage (ablution) It is the Coastal Management Branches responsibility to plan and develop effective long-term coastal infrastructu the coastal defence structure, located in the littoral act are currently being undermined due to exposure to wave unsustainable from a coastal defence perspective. Atter current location will result in loss of beach around the dynamics around the building.
			Following the public comments received, the proposed central shower plaza in close proximity to the existing, ne

pmatic irrigation when run-off not available. A grass will used where applicable.

nce of any new infrastructure is of utmost plant species (indigenous, climatically suited

gure 8 under Section B (4.4) of the draft Basic

enberg is an exposed location subject to harsh small wind sheltered areas are not effective as and circulates and eventually accumulates, h wind shelters to avoid the above mentioned uct views and create hiding spaces posing a

blaza will however serve as wind shelter for the vide a small amount of wind shelter in the play n will also provide some wind shelter.

beach huts at Muizenberg and intend to keep

ction and promenade, the excavation and cation of the existing eight beach huts. At the e responsible persons were notified that the here the beach huts are currently located and for the position of the beach huts. They will be also act as a wind break to the central shower of small-small-large, as at St James. The beach his side in order to create an inviting environment

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

to manage all hard coastal infrastructure and cture. The existing ablution location seaward of active beach, where the buildings foundations we action and variable beach levels is deemed tempting to protect the ablution building in its the building and negatively affect sediment

d ablution building is located just landward of next to the beach within the high pedestrian

Comment by	Date received	Comments/Concerns/Questions	Responses
			traffic zone for ease of use and to improve access. The ablution facilities. The design shall maintain existing arc toilet/family change rooms, and wheelchair accessible building. Showers will be kept in the central area as well on western side of beachfront. Knee level taps for feet of "Development Proposal" and Figure 2 under Section B further details on the ablution building. Note that the decorative elements of the ablution fa- heritage value. The parts of the building that are older the For formal heritage-related processes followed, please section B (6.) of the draft Basic Assessment Report.
Pender, Jeremy	26/09/2022	Good day,	Please see page 1 for response to:
j <u>eremy@machete.co.za</u> Via Email		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. Kind regards, Jeremy Pender	COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BE
		Attached document:	
		COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN	
		Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)	
Pepper, Amanda <u>Amandapepper33@gmail.</u> <u>com</u> Via written comments at the Open House	07/09/2022	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.	Concrete revetment Following public comment, areas landward of the 3m wi surfacing to paved areas using clay segmented pavers use.
			In order to sustain the harsh marine conditions and expect provide long-term robust coastal defence infrastructures must be used to provide the required strength and durab to sustain the expected wave overtopping during future also be concrete, but open spaces landward of the p segmented clay pavers, seating wall, planters with indige existing landward spaces. The clay pavers perform well i local temperatures as compared to ashpalt and dark groups To mitigate the impact of introducing concrete, a sand
			To mitigate the impact of introducing concrete, a sand be used as opposed to a typical grey concrete finish, pro- feel, and tying into the exposed aggregate concrete use

nere is special focus on universal access of the irchitectural style and include universal access ble showers with bench for seat along ablution ell as the shower at the pergola/event pavilion t at ablution building are also included. See the B (4.4) of the draft Basic Assessment Report for

facility dates from the mid 80's and have no than 60 years are the walls and the hipped roof.

e see the "Heritage Resources " Theme under

BEACHFRONT: A CALL TO START OVER

wide promenade was changed from concrete rs to align with existing character and material

bected increase in wave energy in future and to ure (the stepped revetment portion), concrete ability for the coastal defence structure. In order ture storm events the 3m wide promenade will promenade will be surfaced with permeable genous plants, play areas or lawns, similar to the ell in the coastal environment and result in lower gravel parking areas.

nd coloured and exposed aggregate finish will providing a more natural earthy gravel look and used along the beachfront businesses and next

Comment by	Date received	Comments/Concerns/Questions	Responses
			to the station building.
			See the "Development Proposal" and Figure 2, 3, and Assessment Report for further details.
			Heritage (the Point) The heritage and sentimental value of the point masc current location and condition of the steps within the litt direct wave impact is not deemed a long-term sustainabl masonry steps have sustained serious undermining and w risk. In order construct a uniform, robust coastal defer sediment dynamics best practice to create smooth construction of any headland type structures, which attro- sediment dynamics.
			Furthermore, from a landscape and urban design motiv pedestrian flow connecting the main beachfront prome eliminates pedestrian and vehicle conflict in this area.
			Additionally, by removing the existing stone steps/point the retreats several meters landward. This allows reinstatement closer to what it historically was, connecting the two b corner steps were constructed in the 1900's as part of lan erven, currently known as the gravel parking area.
			Thus, the City acknowledges the sentiment, but regard t part of the operational requirement to provide we infrastructure as described and required in the Genero "Development Proposal" and Figure 4 under Section B ( further details.
			For formal heritage-related processes followed, please s section B (6.) of the draft Basic Assessment Report.
Piller, Elena	26/09/2022	Good morning	Soft landscaping
<u>elenapiller@gmail.com</u> Via Email		I think the premise for the upgrade is great!	Following public comment more planted areas are include harsh conditions. Locally indigenous vegetation as we
		The indigenous vegetation that was recently planted behind the ablutions is really beautiful so hopefully that can be reincorporated.	planted instead. More planters for hardy indigenous veg environment will be incorporated into the design. Storm areas for watering and infiltration and to include autom combination of natural (indigenous) lawn and artificial gr
		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.	Maintenance of any planted areas and maintenance importance to the project, hence only appropriate pl plants) will be incorporated in applicable locations.
		I don't really like the dirty sand at the current playground, so a different surface would look better there too.	See the "Soft Landscaping" subheading along with Figures Assessment Report for further details.
		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	

nd 4 under Section B (4.4) of the draft Basic

sonry steps are acknowledged, however the ittoral active and inter-tidal zones, exposed to ble location for a headland structure. The stone washout of fill material, posing a public safety ence structure, it is coastal engineering and a alignments along the coast, avoiding the tract and focus wave energy and could disrupt

tivation, the proposed design creates greater nenade area with the St James walkway, and

the proposed promenade and step alignment nent and creation of more beach space here beach areas as it historically was before the and reclamation exercise to create residential

the replacement of the corner/point steps as vell designed and robust coastal defence ral background information section. See the 6 (4.4) of the draft Basic Assessment Report for

see the "Heritage Resources " Theme under

uded. Trees are not climatically suited to these yell as lawn for recreational purposes will be egetation suited to the harsh False Bay coastal rm water run-off will be directed into planted omatic irrigation when run-off not available. A grass will used where applicable.

nce of any new infrastructure is of utmost plant species (indigenous, climatically suited

gure 8 under Section B (4.4) of the draft Basic

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Comment by	Date received	Comments/Concerns/Questions	Responses
		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. 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. Many thanks Elena Piller	Following the public comments received, the proposed of central shower plaza in close proximity to the existing, nutraffic zone for ease of use and to improve access. There ablution facilities. The design shall maintain existing arch toilet/family change rooms, and wheelchair accessible building. Showers will be kept in the central area as well on western side of beachfront. Knee level taps for feet at See the "Development Proposal" and Figure 2 under See the playground has been designed to fit in to the Muizen been given to ensuring it incorporates aspects represented possible will be used for the heat and corrosion reasor building will provide wind shelter to the new playground. between the playground and the beach so that parents. See the "Playground" subheading along with Figure of Assessment Report for further details on the design of the corr guards. It is beyond the scope of the project to address the open be no long-term impact on the car guards and they construction there will be a temporary reduction of parking the scope of the project to address the open be no long-term impact on the car guards and they construction there will be a temporary reduction of parking the scope of the project to address the open be no long-term impact on the car guards and they construction there will be a temporary reduction of parking the scope of the project to address the open be no long-term impact on the car guards and they construction there will be a temporary reduction of parking the scope of the project to address the open be no long-term impact on the car guards and they construction there will be a temporary reduction of parking the scope of the project to address the open be no long-term impact on the car guards and they construction there will be a temporary reduction of parking the scope of the project to addres
Planck, Bronwyn <u>bronwynplanck@gmail.co</u> <u>m</u> Via Email	03/09/2022	Good morning 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. 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?" Regards Bronwyn 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?"	<ul> <li>Character (aesthetics)</li> <li>The City acknowledges the characteristic value of the ext the beachfront. The project endeavours to preserve the seproposed design. The buildings indicated on public ope blocks indicating the approximate footprint of buildings proposed style of the proposed buildings. This may have a the proposed coastal defence replacement and associat such a way to maintain the character of the place, landscape as reference.</li> <li>The character of the Muizenberg beachfront has the characteristic element consisting of but not limited to have</li> <li>Panoramic views and open space</li> <li>Central beach huts / bathing boxes</li> <li>Existing buildings architectural style, which includ structures and columns, hipped roofs and gables, and patterns</li> <li>Local artwork on walls</li> <li>Use of sandstone and granite in steps</li> </ul>

d ablution building is located landward of the next to the beach within the high pedestrian ere is special focus on universal access of the chitectural style and include universal access e showers with bench for seat along ablution ell as the shower at the pergola/event pavilion at ablution building are also included.

Section B (4.4) of the draft Basic Assessment

enberg Beachfront area. Special attention has ntative of the local coastline. As little metal as sons. The existing buildings and new ablution nd. The design ensures there is a visual linkage ts can observe their children.

e 6 under Section B (4.4) of the draft Basic e playground.

perational aspects of car guards, but there will ey will be able to operate as usual. During king.

existing buildings and landscaping elements in e sense of place, heritage and aesthetics in the ben day posters where merely "place holder" ngs and did not intend to communicate the e caused unnecessary concern.

iated landscape refurbishment will be done in e, using the existing architectural styles and

been considered and the following key ave been identified:

udes colour palette, plaster banding, pergola es, obelisk showers with gargoyles, clay pavers

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul> <li>Local indigenous plants in planters, including local Regarding the reflection of coastal dynamics in the design to the dynamic nature of the changing beach levels designed to withstand the harsh False Bay climatic and v promenade in the corner area as well as playground har reference natural dune, wave run-up and tidal washup beach access at any beach level. The stepped structure A number of design changes have been implemented for provides a summary of the changes implemented to the le of the project:         <ul> <li>Beach huts to be centrally located to serve as with Central plaza to remain central public node with Use segmented paver surface landward of 3m surface. Include creative pattern design to reflect Include mosaic artwork at ablution buildings, show Play area to be area context specific and also in slide as well as natural materials</li> <li>Incorporate more planters for hardy indigenou coastal environment. Storm water run-off will be design and to include automatic irrigation where Combination of natural lawn and artificial grass the the proposed preliminary design incorporate descriptions of the beachfront.</li> </ul> </li> </ul>
			of the Muizenberg Beachfront's sense of place: - Subheading "Settlement" subheading under Sect - Subheading "City of Cape Town Integrated Coast - Subheading "Historical and Cultural Aspects" und
			Community consultation As part of the feasibility and preliminary design stages the Branch initiated the stakeholder engagement process wh • The City appointed Urban-Econ Development E- assess the potential impact of the proposed upgr beachfront in comparison to a do-nothing approx 170 survey respondents with beach users (A list of I&AP's, which included local residents, tourists, cor informal businesses). The study area's spatial of beachfront's sea level rise risk, tourism sector inter The study concludes by indicating support for potential socio-economic impacts.

## cal initiatives to plant and maintain

ign, the stepped revetment is a direct response els. The coastal defence and promenade is d wave conditions. The layout of the steps and has been rounded and softened to mirror and up/debris lines. The steps allow for continuous re is also less reflective to wave energy.

following public consultation. The following list e landscaping, layout and artwork component

- wind shelter for central shower plaza ith showers.
- m concrete promenade instead of concrete ect the surrounding landscape features.
- atterns in focal paving areas (central node, ad open space)
- howers and seating walls.
- include normal play equipment like swing and
- ous vegetation suited to the harsh False Bay e directed into planted areas for watering and when run-off not available.
- is to be used where applicable.

orates and reflects the character and heritage

t Report for further details on the preservation

ction E (4.1) astal Management Policy'' under Section E (4.2) ader Section G (7.)

the City of Cape Town: Coastal Management which included the following:

Economists as part of the feasibility stage to grades of infrastructure along the Muizenberg oach. The study generated primary data from t of possible Sub council 19 provided a list of ommunity organisations, formal businesses and dimensions were considered, including the teractions and property sector characteristics. or the proposed upgrade on the basis of its

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul> <li>On 23 March 2022, the Coastal Management Bro meeting to outline the upgrade of Muizenber associated outcomes and timeframes for compleupdate was also given at the public Sub council 1</li> </ul>
			<ul> <li>The coastal management Branch presented and currently operating from the existing buildings on preliminary design stages.</li> </ul>
			<ul> <li>The various relevant City line departs were consinsights and requirements. The feasibility design applicable departments.</li> </ul>
			In preparation for the statutory Environmental Impac pre-application public engagement process was und is documented in the Section F and Appendix F of the
			Furthermore, the current public participation bein Assessment Report, will be incorporated and updated
			Parking The focus of the project is not to solve the parking problem
			Instead of trying to meet the growing parking demand, o space provision, the objective is to retain the status quo parking shortfall, pedestrian linkages to nearby parking established/enhaced and the routes highlighted.
			By rationalising the parking layouts, approximately the sam on a reduced footprint. This frees up space for people: inf and the linking of the Muizenberg's sandy and rocky generous seating steps and soft landscaping. Locally in parking areas, buildings and infrastructure.
			'Formalising' the parking area refers to surfacing the parking one way circulation, demarcation of pedestrian and ve way) and the addition of services such as area lighting a retain and enhance the character of the Muizenberg Be be surfaced with the same material that exisitng parking pavers perform well in the coastal environment and result ashpalt and dark gravel parking areas. All parking will rem
			Alternative uses of this space are acknowledged, the cu to the beachfront is well defined in parking counts and is area does not preclude possible future alternative use commentators if the overall transport system of the large centred system. The space can in its proposed arrangement or events like any other public space in the City given that

Branch presented at the public Sub council 19 erg Beachfront. Sub Council supported the pletion. On 22 August 2022 a project progress il 19 meeting.

d discussed the project with the various NGO's on the beachfront as part of the feasibility and

nsulted during the design process to provide gn report was circulated for comment to all

act Assessment (Basic Assessment) process, a ndertaken. Details of the engagement process he draft Basic Assessment Report.

eing undertaken as part of the draft Basic ed in the final Basic Assessment Report.

lem at the beachfront.

or removing parking in lieu of additional open to with a 5% deviation margin. To mitigate the ng areas and public transport facilities will be

ame number of parking bays could be retained nfrastructure retreat to ensure more dry beach y beach as well as a widened promenade, y indignous vegetation will be used to soften

king area, marking out parking bays, indicating vehicle movement areas (walkways and road and surface storm water drainage. In oder to Beachfront these formalised parking areas will g bays are surfaced with. The permeable clay ult in lower local temperatures as compared to emain free of charge.

current use of the area as convenient parking I is required in the medium term. Paving of the uses of the area such as those proposed by ger city has evolved toward a public transport ment be used for markets and other gatherings at the event permitting and request procedure

Comment by	Date received	Comments/Concerns/Questions	Responses
			is followed for such application.
			Furthermore, it is envisioned that the western portion of the projects scope area, will remain to be used as is for the m long-term public transport opportunities improved to the taxies reduce to the extent that the proposed area of parking area can be repurposed at such time. No fixed parking areas, which would prevent future repurposing of
			A weekday and Saturday parking demand survey was indicated a parking occupancy level of more than 50% d Saturday, the parking survey indicated a parking occup around the Beach Road roundabout and the informal gr utilized.
			As such, replacement of the existing parking areas are n existing eastern and western parking areas shall be for regarding the overall number of parking bays will be main the precinct will remain very similar, although a few parkin in another.
			In accordance with Policy Statement 38, the measure im vehicle dependency in lieu of the use of promote public in the midst of oversubscription and increased parking de also safeguard economic activity (Objective10.2A) along public parking for their patrons. It is unrealistic to think the commute alternative to the beach for surfers who live b the GAB Muizenberg line and future MyCiti lines, not only limitation to safely carry with abnormal luggage like Metropolitan Coastal Node will therefore remain for the parking be feasible in future, the paving could easily be lift while the land is transformed into a park or other. In the as an event space for markets, shows, film viewings etc.
			See the "Parking Areas" subheading along with Figures 2 Assessment Report for further details on parking. For furth see Section E (4.2).
			Concrete revetment Following public comment, areas landward of the 3m wid surfacing to paved areas using clay segmented pavers t use.
			In order to sustain the harsh marine conditions and expect provide long-term robust coastal defence infrastructure must be used to provide the required strength and durabil to sustain the expected wave overtopping during future also be concrete, but open spaces landward of the pr segmented clay pavers, seating wall, planters with indiger

the larger Muizenberg beachfront precinct, this e medium to long term. It is believed that if the ne point that use of personal cars, busses and of parking is not required by beach users, the ed building infrastructure is constructed in the of the area.

as carried out as part of the TIA. The survey during the week. During the peak period on a upancy level of more than 100%. The parking gravel parking area are well-used and is over-

not feasible in the short to medium term. The ormalised and optimised and the status quo aintained. The total number of parking bays in king bays may be lost in one area and added

implemented to systematically reduce private lic transport is retaining the parking status quo demand. Retaining the parking status quo will ng the beach as shops and restaurants rely on hat the use of public transport will be a viable beyond the catchment of the Southern Line, only because of coverage, but also the fleet's ke surfboards. The need for parking at this he foreseeable future. Should a reduction of e lifted and re-used in the construction of paths e meantime, the parking area can double up .

2 and 5 under Section B (4.4) of the draft Basic rther details on NMT related policy alignment,

vide promenade was changed from concrete s to align with existing character and material

ected increase in wave energy in future and to re (the stepped revetment portion), concrete bility for the coastal defence structure. In order ure storm events the 3m wide promenade will promenade will be surfaced with permeable genous plants, play areas or lawns, similar to the

Comment by	Date received	Comments/Concerns/Questions	Responses
			existing landward spaces. The clay pavers perform well ir local temperatures as compared to ashpalt and dark gro To mitigate the impact of introducing concrete, a sand be used as opposed to a typical grey concrete finish, pro feel, and tying into the exposed aggregate concrete use to the station building. See the "Development Proposal" and Figure 2, 3, and Assessment Report for further details. <b>Beach reclamation</b> There will be no reclamation of beach area to make ner project components are placed on the existing alignme In the corner area, the degraded stone steps are rem stepped revetment and promenade is retreated several beach area. The coastal defense foundation and scour p revetment alignment, but is buried under the beach and The existing scour protection is also seaward of the wo beach, but is exposed in some locations, vulnerable to de <b>Beach huts</b> The City acknowledges the character value of colourful be the same number (8) of huts within the beachfront. Due to the setback of the proposed coastal protect proposed promenade alignment interfaces with the locat time of refurbishment of the existing eight huts, the up promenade will be set back as part of the project to whet that this location is therefore only temporarily available for centrally located along the promenade where they will a area. Their arrangement will follow the historical rhythm of huts will be accessible from the shower plaza and beach s on either side of them. See the "Colourful beach huts" subheading along with Fig Assessment Report for further details.
Pollard, Charley <u>charleyd@netactive.co.za</u> Via written comments at the Open House	07/09/2022	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. And leave the stone step please!	Parking (plan) The existing eastern and western parking areas shall be for regarding the overall number of parking bays will be main to surfacing the parking area, marking out parking bays, is of pedestrian and vehicle movement areas (walkways of such as area lighting and surface storm water drainage. F the same material that exisiting parking bays are surface well in the coastal environment and result in lower local dark gravel parking areas. Locally indignous vegetation v and infrastructure.

II in the coastal environment and result in lower gravel parking areas.

nd coloured and exposed aggregate finish will providing a more natural earthy gravel look and used along the beachfront businesses and next

nd 4 under Section B (4.4) of the draft Basic

new parking or promenade area. All proposed nents or landward of the existing infrastructure. emoved and the alignment of the proposed ral meters landward in this area, creating more ur protection is seaward of the existing wooden nd will remain buried under future scour depths. wooden revetment and also buried under the damage and is a public safety hazard.

beach huts at Muizenberg and intend to keep

ection and promenade, the excavation and ocation of the existing eight beach huts. At the e responsible persons were notified that the where the beach huts are currently located and e for the position of the beach huts. They will be II also act as a wind break to the central shower of small-small-large, as at St James. The beach h side in order to create an inviting environment

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

e formalised and optimised and the status quo aintained. 'Formalising' the parking area refers s, indicating one way circulation, demarcation rs and road way) and the addition of services . Formalised parking areas will be surfaced with ced with. The permeable clay pavers perform cal temperatures as compared to ashpalt and n will be used to soften parking areas, buildings

Comment by	Date received	Comments/Concerns/Questions	Responses
			See the "Parking Areas" subheading along with Figures 2 Assessment Report for further details.
			<b>Skatepark</b> The City has decided that the installation of a skate park of feasible, thus it has been removed from this project.
			Heritage (ablution) It is the Coastal Management Branches responsibility to plan and develop effective long-term coastal infrastructu the coastal defence structure, located in the littoral act are currently being undermined due to exposure to wave unsustainable from a coastal defence perspective. Atter current location will result in loss of beach around the dynamics around the building.
			Following the public comments received, the proposed of central shower plaza in close proximity to the existing, ne traffic zone for ease of use and to improve access. There ablution facilities. The design shall maintain existing arch toilet/family change rooms, and wheelchair accessible building. Showers will be kept in the central area as well on western side of beachfront. Knee level taps for feet at "Development Proposal" and Figure 2 under Section B (4 further details on the ablution building.
			Note that the decorative elements of the ablution fac heritage value. The parts of the building that are older tha
			For formal heritage-related processes followed, please s section B (6.) of the draft Basic Assessment Report.
			Heritage (the Point) The heritage and sentimental value of the point masor current location and condition of the steps within the little direct wave impact is not deemed a long-term sustainable masonry steps have sustained serious undermining and w risk. In order construct a uniform, robust coastal defen sediment dynamics best practice to create smooth of construction of any headland type structures, which attra sediment dynamics.
			Furthermore, from a landscape and urban design motiv pedestrian flow connecting the main beachfront prome eliminates pedestrian and vehicle conflict in this area.
			Additionally, by removing the existing stone steps/point th retreats several meters landward. This allows reinstateme closer to what it historically was, connecting the two be corner steps were constructed in the 1900's as part of land

2 and 5 under Section B (4.4) of the draft Basic

k at the Muizenberg Beachfront is not currently

to manage all hard coastal infrastructure and cture. The existing ablution location seaward of active beach, where the buildings foundations we action and variable beach levels is deemed tempting to protect the ablution building in its the building and negatively affect sediment

ed ablution building is located just landward of next to the beach within the high pedestrian ere is special focus on universal access of the rchitectural style and include universal access le showers with bench for seat along ablution ell as the shower at the pergola/event pavilion at ablution building are also included. See the 3 (4.4) of the draft Basic Assessment Report for

acility dates from the mid 80's and have no nan 60 years are the walls and the hipped roof.

e see the "Heritage Resources " Theme under

sonry steps are acknowledged, however the ittoral active and inter-tidal zones, exposed to ble location for a headland structure. The stone washout of fill material, posing a public safety ence structure, it is coastal engineering and a alignments along the coast, avoiding the ract and focus wave energy and could disrupt

tivation, the proposed design creates greater nenade area with the St James walkway, and

the proposed promenade and step alignment nent and creation of more beach space here beach areas as it historically was before the and reclamation exercise to create residential

Comment by	Date received	Comments/Concerns/Questions	Responses
			erven, currently known as the gravel parking area. Thus, the City acknowledges the sentiment, but regard to part of the operational requirement to provide we infrastructure as described and required in the Genero "Development Proposal" and Figure 4 under Section B further details. For formal heritage-related processes followed, please section B (6.) of the draft Basic Assessment Report.
Pollard, Robin robinpoll@netactive.co.za Via written comments at the Open House	07/09/2022	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.	<ul> <li>Parking (plan)</li> <li>The existing eastern and western parking areas shall be regarding the overall number of parking bays will be may to surfacing the parking area, marking out parking bays, of pedestrian and vehicle movement areas (walkways such as area lighting and surface storm water drainage. The same material that existing parking bays are surface well in the coastal environment and result in lower locadark gravel parking areas. Locally indignous vegetation and infrastructure.</li> <li>See the "Parking Areas" subheading along with Figures 2 Assessment Report for further details.</li> <li>Heritage (the Point)</li> <li>The heritage and sentimental value of the point mass current location and condition of the steps within the lit direct wave impact is not deemed a long-term sustainab masonry steps have sustained serious undermining and visk. In order construct a uniform, robust coastal defe sediment dynamics.</li> <li>Furthermore, from a landscape and urban design moti pedestrian flow connecting the main beachfront promeeliminates pedestrian and vehicle conflict in this area.</li> <li>Additionally, by removing the existing stone steps/point the retreats several meters landward. This allows reinstatement closer to what it historically was, connecting the two the corner steps were constructed in the 1900's as part of laterven, currently known as the gravel parking area.</li> </ul>

d the replacement of the corner/point steps as well designed and robust coastal defence eral background information section. See the B (4.4) of the draft Basic Assessment Report for

e see the "Heritage Resources " Theme under

e formalised and optimised and the status quo naintained. 'Formalising' the parking area refers ys, indicating one way circulation, demarcation ys and road way) and the addition of services e. Formalised parking areas will be surfaced with aced with. The permeable clay pavers perform cal temperatures as compared to ashpalt and on will be used to soften parking areas, buildings

2 and 5 under Section B (4.4) of the draft Basic

asonry steps are acknowledged, however the littoral active and inter-tidal zones, exposed to able location for a headland structure. The stone d washout of fill material, posing a public safety fence structure, it is coastal engineering and h alignments along the coast, avoiding the ttract and focus wave energy and could disrupt

otivation, the proposed design creates greater menade area with the St James walkway, and

t the proposed promenade and step alignment ment and creation of more beach space here beach areas as it historically was before the land reclamation exercise to create residential

d the replacement of the corner/point steps as well designed and robust coastal defence

Comment by	Date received	Comments/Concerns/Questions	Responses
			infrastructure as described and required in the Genera "Development Proposal" and Figure 4 under Section B (4 further details.
			For formal heritage-related processes followed, please so section B (6.) of the draft Basic Assessment Report.
			<b>Skatepark</b> The City has decided that the installation of a skate park of feasible, thus it has been removed from this project.
			Pergola Due to the alignment and setback of the proposed coa structure close to the corner will be demolished and rel design and details, conserving the heritage design and a
Postlethwayt, Cindy cindy@cpheritage.co.za Via Website	08/09/2022	Requested to be registered as an IAP.	You have been registered as an interested and affected
Via Website Postma, Roland Young Urbanists <u>youngurbanists@gmail.co</u> <u>m</u> Via Email	07/09/2022	<ul> <li>Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,</li> <li>Happy International Clean Air for Blue Skies!</li> <li>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: <ul> <li>Latest draft of the Integrated Development Plan</li> <li>Latest draft of the Municipal Spatial Development Plan</li> <li>Comprehensive Integrated Transport Plan 2019 - 2023</li> <li>Cape Towns Water Strategy</li> <li>City of Cape Town Climate Change Action Plan</li> <li>2017 Cycling Strategy</li> <li>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</li> </ul> </li> <li>We cannot afford as a city to operate in silos, we need to be transversal and holistic and think proactively, not reactively.</li> <li>Building a car park in between a public transport interchange and the ocean is at odds with the City's vision for densification and transitoriented 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.</li> </ul>	<ul> <li>Project mandate Please note that this project is being undertaken by the Branch, which is a branch of government with a define responsibilities. The scope of the project is therefore require roles and these responsibilities. Coastal Management: Spatial Area of Responsibility: <ul> <li>The Coastal Management area of jurisdiction (man Coastal Edge as per the MSDF and including the r processes or activities that may impact on this responsibility for this coastal environment. All line a within the Coastal Environment do so in terms of a Level Agreements (defined below) </li> <li>The Roles and Responsibilities of the Coastal Management <ul> <li>Coastal Planning, Upgrades and Development</li> <li>Coastal Policy and Regulation</li> <li>Coastal monitoring and Reporting</li> </ul> </li> <li>The Coastal management Branch acknowledges the v resource needs throughout the city and supports a holistic to bring forth overall progression. Thus to deliver on the Coa the primary objective of the project is the proactive of degraded stone steps, which have passed their design- revetment coastal protection in order to provide effective</li> </ul></li></ul>

eral background information section. See the 6 (4.4) of the draft Basic Assessment Report for

e see the "Heritage Resources " Theme under

k at the Muizenberg Beachfront is not currently

oastal defence and promenade, the pergola rebuilt a few meters landward to the current l aesthetic features.

ed party.

he City of Cape Town's Coastal Management fined mandate, as well as defined roles and uired to fall in the ambit of this mandate, these

nandate) is defined as the area seaward of the e near shore marine environment as well as all is space. Coastal Management has overall e departments operating or providing services f agreed operational protocols and/or Service

ent function are a combination of: and and ecosystem management

tments that have functional and service

e wide variety of other developmental and stic resource distribution across the City in order coastal managements functional requirements, e replacement of old wooden seawall and un-life and started to fail, with new a stepped tive coastal protection, public coastal access, ment now and in future to remain growing.

Comment by	Date received	Comments/Concerns/Questions	Responses
		Yours sincerely, <b>Roland Postma</b> Young Urbanists South Africa	Secondary to the coastal protection is the extension of the upgrading of the hard and soft landscaping and building area.
		Attached document:	<b>Parking</b> The focus of the project is not to solve the parking problem
		Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,	Instead of trying to meet the growing parking demand, or space provision, the objective is to retain the status quo parking shortfall, pedestrian linkages to nearby parking established/enhaced and the routes highlighted.
		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	By rationalising the parking layouts, approximately the sam on a reduced footprint. This frees up space for people: infr and the linking of the Muizenberg's sandy and rocky k generous seating steps and soft landscaping. Locally in parking areas, buildings and infrastructure.
		lot of areas. This comment includes four parts:	'Formalising' the parking area refers to surfacing the parkin one way circulation, demarcation of pedestrian and veh way) and the addition of services such as area lighting ar
		<ul> <li>I) Comments on the upgrade in general</li> <li>II) Commentary related to specific sections of the proposal</li> <li>III) Recommendations</li> <li>IV) Conclusion</li> </ul>	retain and enhance the character of the Muizenberg Bed be surfaced with the same material that exisitng parking b pavers perform well in the coastal environment and result is ashpalt and dark gravel parking areas. All parking will rem
		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.	Alternative uses of this space are acknowledged, the cur to the beachfront is well defined in parking counts and is area does not preclude possible future alternative uses commentators if the overall transport system of the larger centred system. The space can in its proposed arrangeme
		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	or events like any other public space in the City given that t is followed for such application.
		respond now to the many crises we face from economic, health, climate (that is at the heart of this coastal upgrade), biodiversity and transport.	Furthermore, it is envisioned that the western portion of the projects scope area, will remain to be used as is for the m long-term public transport opportunities improved to the taxies reduce to the extent that the proposed area of 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	parking area can be repurposed at such time. No fixed parking areas, which would prevent future repurposing of
		<ul> <li>look at the following plans and integrate them into its design and land- use output:</li> <li>I. Latest draft of the Integrated Development Plan</li> <li>II. Latest draft of the Municipal Spatial Development Plan</li> <li>III. Comprehensive Integrated Transport Plan 2019 - 2023</li> </ul>	A weekday and Saturday parking demand survey was indicated a parking occupancy level of more than 50% du Saturday, the parking survey indicated a parking occupa around the Beach Road roundabout and the informal gro utilized.
		<ul> <li>IV. Cape Towns Water Strategy</li> <li>V. City of Cape Town Climate Change Action Plan</li> <li>VI. 2017 Cycling Strategy</li> <li>VII. Latest NMT Policy and Strategy</li> </ul>	As such, replacement of the existing parking areas are no existing eastern and western parking areas shall be form regarding the overall number of parking bays will be main

the project scope landward to comprise the ings as well as the optimisation of the parking

lem at the beachfront.

or removing parking in lieu of additional open o with a 5% deviation margin. To mitigate the g areas and public transport facilities will be

ame number of parking bays could be retained nfrastructure retreat to ensure more dry beach y beach as well as a widened promenade, indignous vegetation will be used to soften

king area, marking out parking bays, indicating vehicle movement areas (walkways and road and surface storm water drainage. In oder to Beachfront these formalised parking areas will g bays are surfaced with. The permeable clay ult in lower local temperatures as compared to emain free of charge.

current use of the area as convenient parking is required in the medium term. Paving of the ses of the area such as those proposed by ger city has evolved toward a public transport nent be used for markets and other gatherings at the event permitting and request procedure

he larger Muizenberg beachfront precinct, this medium to long term. It is believed that if the ne point that use of personal cars, busses and if parking is not required by beach users, the ed building infrastructure is constructed in the of the area.

as carried out as part of the TIA. The survey during the week. During the peak period on a upancy level of more than 100%. The parking gravel parking area are well-used and is over-

not feasible in the short to medium term. The ormalised and optimised and the status quo aintained. The total number of parking bays in

Comment by Date received	Comments/Concerns/Questions	Responses
	<ul> <li>VIII. Guidelines for the Provision of Open Space in South Africa, 2017, Prepared</li> <li>IX. for the National Department of Rural Development and Land Reform, Republic of South Africa</li> <li>Comments on the upgrade in general</li> <li>The problem of less public space for people or do we want more parking</li> <li>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 definent of quality public transport, non-motorised transport (walking and cycling), the environment and quality peoplecentred public spaces that promote a pedestrian-orientated and child-friendly environment.</li> <li>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.</li> <li>The University of California, Los Angeles professor Donald Shoup (https://tww.shoupdoaga.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 (vtpicr)) and causes urban sprawl (https://theconversation.com/what-can-our-cities-do-about-sprawl-congestion-and-pollution-tip-scrap-car-parking all spatial equity (SoCR16-MainReport 02Spatial.pdf) goals when we do this?</li> <li>While we recognise we have a public transportation problem, we cannot allocate key spaces for car parking admented bilis?</li> <li>While we recognise we have a public transportation problem, we cannot allocate key spaces for car parking admented and this?</li> <li>While we recognise we have a public transportation problem, we cannot allocate key spaces for car parking admented and this?</li> <li>While we recognise to a public transportation public spaces that will st</li></ul>	<ul> <li><u>NMT</u> The Southern Suburbs District Plan classifies Muizenberg highlights that a key concern is to retain public access to of metropolitan significance, it should be accessible to th The beach is accessed by non-motorised transport (cycl and paddling), public transport (railway, the Golden Arrow car. Although it is outside the scope of this project to imp the site, the project aims to consider the implications of enhancements as well as improving NMT movement through a cilities from the site. The project responds to the NMT strategy's policy statemeted on People are granted reasonable access to the Organized and pedestrians <ul> <li>NMT users' needs are prioritised by reducing to cyclists and pedestrians</li> <li>NMT users' needs are prioritised over that of grade and requiring vehicles to ramp up to crist made in the design to ensure that all walkway <li>The accessibility of the beach is improved for ensuring direct links to other NMT routes as we the promenade.</li> </li></ul></li></ul>

#### king bays may be lost in one area and added

implemented to systematically reduce private lic transport is retaining the parking status quo demand. Retaining the parking status quo will ng the beach as shops and restaurants rely on hat the use of public transport will be a viable beyond the catchment of the Southern Line, only because of coverage, but also the fleet's ke surfboards. The need for parking at this the foreseeable future. Should a reduction of e lifted and re-used in the construction of paths e meantime, the parking area can double up .

2 and 5 under Section B (4.4) of the draft Basic rther details on NMT related policy alignment,

g Beach as a Coastal Destination Place and to the beachfront. Since Muizenberg Beach is those living throughout the Metropolitan Area. /cling, skateboards, scooters, running, walking row Bus service as well as taxis) and the private prove the NMT and public transport system to of the existing networks and potential future prough the site and access to public transport

ments in the following way:

ne beach

ng conflict with vehicles and giving preference

of the motorists by retaining all NMT routes at cross NMT routes

al access beach and as such every attempt is ays are universally accessible.

form a pedestrian and cyclist perspective by well as continuous access to the beach along

ced will be designed as such that it doubles as ets.

ill ensure public access to Muizenberg Beach

Comment by	Date received	Comments/Concerns/Questions	Responses
Comment by		Comments/Concerns/Questions Land Use Management Act (SPLUMA) but the array of policies and plans identifies above. 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. The problem of hard infrastructure to open public spaces 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. Urgent clarity is needed on "soft landscaping." This decision is deeply worrying and seeks to further exacerbate our biodiversity and water crisis. Namely, the development is at odds with these plans: I. Cape Towns Water Strategy and;	<ul> <li>Creating safe and generous links for users from the between the bus stop and train station (IDP Object ensuring that the promenade links with NMT facilitic class 4 NMT facility along Atlantic Road, the You connection with the elevated promenade and the retaining the status quo with regard to parking. In accordance with IDP Objective 13.1 NMT links will incluin universally accessible. By improving access to public transit the project aims to encourage beachgoers to use alternative beach in order for the existing parking bays to meet the beach in order for the existing parking bays to meet the Policy Statement 20, NMT will be prioritised in this project continuous and where they cross vehicular circulation are remain at the same level and vehicles are required to accentuate the walkway, particularly where it interacts with resilience to the impact of climate change, the project specifically Objective 10.2) to 'restore and improve prioritise directly by the Southern Railway Line only (ir</li> </ul>
		II. City of Cape Town Climate Change Action Plan 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. Water Sensitive Urban Design can bring the following benefits: • Reduced volume of stormwater entering waterways, leading	accounted for in this plan). In line with Spatial Strategy 3 a will improve NMT linkages through the site, to public trans to the beach for those within the transport catchment provided close to the bus stop and railway station. <u>Train</u> The Southern Line will not be returning to fill efficiency government responsibility, however the City will "contin devolution of rail functions to ensure a quality, reliable rai
		<ul> <li>to an improved aquatic environment.</li> <li>Improved stormwater quality, leading to improved water quality in rivers and bays.</li> <li>Reduced reliance on drinking water to irrigate green spaces.</li> <li>Flood mitigation by intercepting stormwater flows.</li> <li>Improved biodiversity as a result of wetlands and rain gardens.</li> <li>Decreased urban heat island effect as a result of increased green space and increased irrigation capacity.</li> <li>Increased levels of permeable or unsealed soil and soil moisture.</li> </ul>	<u>Taxi</u> According to the 2014 and 2019 STATS SA General House of trains as a mode of transport due to the commuter rail taxis approximately 4 times more than trains. Even if the the percentage people commuting to Muizenberg B dramatically as the Southern line does not service the m therefore does not offer a feasible transport alternative for The project recognizes the dominance of minibus taxi Objective 12.1.C. The minibus taxis will continue to use th well as the Main Road parallel parking bays, as they are around the site will also remain available should taxis par
		<ul> <li>Biodiversity Sensitive Urban Design can bring the following benefits</li> <li>Protect and create a habitat for local endangered species</li> <li>Help species disperse from the area.</li> <li>Minimise anthropogenic threats caused by bad urbanisation.</li> <li>Promote ecological processes of the area.</li> <li>Encourage positive human-nature interactions through a new public space (a car park does not sit well).</li> </ul>	<u>Cycling</u> The CITP's vision for cycling is that "Cape Town is the prem is an accepted, accessible and popular mode of transpo effect, and in line with the Cycling Strategy's key focus of opportunity to cycle along the beach by widening the pr reducing conflict with vehicles and giving preference to c

ne beach to the train station and bus stop and ective 12.1.A);

cilities around the site, including the proposed York Road connection to the mountain, the the Coastal Walkway to St James;

lude traffic calming measures, lighting and be insport and improved linkages to NMT facilities, native modes of transport when commuting to the growing parking demand. In line with SDP ect by ensuring that pedestrian walkways are ireas or parking areas, the pedestrian walkway d to ramp up and down. Paving is used to s with vehicles.

vith a stepped revetment, which will improve ect responds to IDP Objective 10 (and more vity coastal infrastructure'.

work 2032, Muizenberg Beach will continue to (in addition to the taxis and GAB that are not and Policy Statement 35 in the IDP, the project nsport, in order to facilitate affordable access nt area. Bicycle storage facilities will also be

y overnight. The passenger rail is not a local tinue advocating for better services and the ail service for Cape Town".

ehold Survey, there is a reduction in the usage il service decline, with people commuting with he reliability of the railway service is improved, Beach with the train is unlikely to change majority of Cape Town's neighbourhoods and for the majority of Capetonians to the beach. taxis as mode of public transport, as per IDP the bus embayment to drop off commuters as e currently doing. The parking bays within and tark and wait for commuters.

mier Cycling City in South Africa where cycling port for all – residents and visitors alike." To this s areas the proposal provides people with the promenade; improves the safety of cyclists by o cyclists and pedestrian and providing cycling

Comment by	Date received	Comments/Concerns/Questions	Responses
		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)	infrastructure. Bicycle parking will be well distributed acr that a class 4 Cycling route is planned for Atlantic Road, the site is however beyond the scope of this project.
		<ul> <li>Recommendations</li> <li>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:</li> <li>I. Use the space as a public space with mixed/multiple usesconsult the community about what they need other than resorting to a car park. Can be a public park, a public transport interchange, a skatepark, a place for a market to take place, a community library or a centre. We need to think proactively, not reactively.</li> </ul>	Parking In accordance with Policy Statement 38, the measure im vehicle dependency in lieu of the use of promote public in the midst of oversubscription and increased parking de also safeguard economic activity (Objective10.2A) along public parking for their patrons. It is unrealistic to think the commute alternative to the beach for surfers who live be the GAB Muizenberg line and future MyCiti lines, not on limitation to safely carry with abnormal luggage like Metropolitan Coastal Node will therefore remain for the parking be feasible in future, the paving could easily be live while the land is transformed into a park or other. In the as an event space for markets, shows, film viewings etc.
		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:	See Section E (4.1 – 4.4, 10) of the draft Basic Assessment Muizenberg Beachfront Refurbishment fits in with the app
		<ul> <li>A. Non-Motorised Transport like cycling and active mobility</li> <li>B. Golden Arrow Bus stop</li> <li>C. The Muizenberg Train station</li> <li>III. Add cycling and other active mobility parking facilities</li> <li>IV. Connect to a segregated cycling lane (class 1 or 2) for the area</li> <li>V. Employ BSUD and WSUD principles for the whole development</li> <li>VI. Add more Golden Arrow buses. The current frequency is poor both to Simonstown and CBD, Cape Town</li> </ul>	Soft landscaping Following public comment more planted areas are include harsh conditions. Locally indigenous vegetation as we planted instead. More planters for hardy indigenous veg environment will be incorporated into the design. Storm areas for watering and infiltration and to include autom combination of natural (indigenous) lawn and artificial gi Maintenance of any planted areas and maintenance importance to the project, hence only appropriate planted
		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.	plants) will be incorporated in applicable locations. See the "Soft Landscaping" subheading along with Figu Assessment Report for further details.
		We hope this comment hopeful both to the team and public representatives.	
		Together we can respond to the myriad of crises and be more caring through the space we produce as a city.	
		Roland Postma on behalf of the Board and Young Urbanists South Africa	
Postma, Roland <u>rolandpostma@gmail.com</u> Via Email	26/09/2022	Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,	Response to the Daily Maverick article: Project mandate
		This last submission is a response to the call for public comment on the proposed upgrade of the Muizenberg beachfront.	Please note that this project is being undertaken by the Branch, which is a branch of government with a defin

across the site and located conveniently. Note d, although implementation of bicycle lanes to

implemented to systematically reduce private blic transport is retaining the parking status quo demand. Retaining the parking status quo will ong the beach as shops and restaurants rely on that the use of public transport will be a viable beyond the catchment of the Southern Line, only because of coverage, but also the fleet's the surfboards. The need for parking at this the foreseeable future. Should a reduction of e lifted and re-used in the construction of paths ne meantime, the parking area can double up c.

ent Report for a detailed description of how the pplicable frameworks and policies.

luded. Trees are not climatically suited to these well as lawn for recreational purposes will be egetation suited to the harsh False Bay coastal orm water run-off will be directed into planted omatic irrigation when run-off not available. A I grass will used where applicable.

ance of any new infrastructure is of utmost plant species (indigenous, climatically suited

gure 8 under Section B (4.4) of the draft Basic

ne City of Cape Town's Coastal Management fined mandate, as well as defined roles and

Comment by Date received	Comments/Concerns/Questions	Responses
	<image/> <image/>	<ul> <li>responsibilities. The scope of the project is therefore requirroles and these responsibilities.</li> <li>Coastal Management: Spatial Area of Responsibility: <ul> <li>The Coastal Management area of jurisdiction (man Coastal Edge as per the MSDF and including their processes or activities that may impact on this responsibility for this coastal environment. All line of within the Coastal Environment do so in terms of a Level Agreements (defined below)</li> </ul> </li> <li>The Roles and Responsibilities of the Coastal Management <ul> <li>Coastal Planning, Upgrades and Development</li> <li>Coastal Policy and Regulation</li> <li>Coordination with the multiple line department responsibilities in the coastal environment,</li> <li>Coastal monitoring and Reporting</li> </ul> </li> <li>The Coastal management Branch acknowledges the resource needs throughout the city and supports a holistic to bring forth overall progression. Thus to deliver on the Coastal protection in order to provide effective which will support the local socio-economic environment secondary to the coastal protection is the extension of the upgrading of the hard and soft landscaping and building area.</li> </ul>
	Sincerely, Roland Postma	Concrete revetment Following public comment, areas landward of the 3m wid surfacing to paved areas using clay segmented pavers t use.
		In order to sustain the harsh marine conditions and expect provide long-term robust coastal defence infrastructure must be used to provide the required strength and durabil to sustain the expected wave overtopping during future also be concrete, but open spaces landward of the pro- segmented clay pavers, seating wall, planters with indiger existing landward spaces. The clay pavers perform well in local temperatures as compared to ashpalt and dark gra To mitigate the impact of introducing concrete, a sand be used as opposed to a typical grey concrete finish, prov- feel, and tying into the exposed aggregate concrete use

uired to fall in the ambit of this mandate, these

nandate) is defined as the area seaward of the e near shore marine environment as well as all is space. Coastal Management has overall e departments operating or providing services f agreed operational protocols and/or Service

ent function are a combination of: and and ecosystem management

tments that have functional and service

e wide variety of other developmental and tic resource distribution across the City in order oastal managements functional requirements, e replacement of old wooden seawall and n-life and started to fail, with new a stepped tive coastal protection, public coastal access, ment now and in future to remain growing. If the project scope landward to comprise the ings as well as the optimisation of the parking

vide promenade was changed from concrete s to align with existing character and material

ected increase in wave energy in future and to re (the stepped revetment portion), concrete bility for the coastal defence structure. In order are storm events the 3m wide promenade will promenade will be surfaced with permeable enous plants, play areas or lawns, similar to the in the coastal environment and result in lower gravel parking areas.

d coloured and exposed aggregate finish will roviding a more natural earthy gravel look and sed along the beachfront businesses and next

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Comment by	Date received	Comments/Concerns/Questions	Responses
			See the "Development Proposal" and Figure 2, 3, and Assessment Report for further details.
			<b>Parking</b> The focus of the project is not to solve the parking problem
			Instead of trying to meet the growing parking demand, of space provision, the objective is to retain the status quo parking shortfall, pedestrian linkages to nearby parking established/enhaced and the routes highlighted.
			By rationalising the parking layouts, approximately the sam on a reduced footprint. This frees up space for people: infu and the linking of the Muizenberg's sandy and rocky generous seating steps and soft landscaping. Locally in parking areas, buildings and infrastructure.
			'Formalising' the parking area refers to surfacing the parkin one way circulation, demarcation of pedestrian and vel way) and the addition of services such as area lighting a retain and enhance the character of the Muizenberg Be be surfaced with the same material that exisitng parking pavers perform well in the coastal environment and result ashpalt and dark gravel parking areas. All parking will rem
			Alternative uses of this space are acknowledged, the cu to the beachfront is well defined in parking counts and is area does not preclude possible future alternative use commentators if the overall transport system of the large centred system. The space can in its proposed arrangeme or events like any other public space in the City given that is followed for such application.
			Furthermore, it is envisioned that the western portion of the projects scope area, will remain to be used as is for the n long-term public transport opportunities improved to the taxies reduce to the extent that the proposed area of parking area can be repurposed at such time. No fixed parking areas, which would prevent future repurposing of
			A weekday and Saturday parking demand survey was indicated a parking occupancy level of more than 50% d Saturday, the parking survey indicated a parking occup around the Beach Road roundabout and the informal gro utilized.
			As such, replacement of the existing parking areas are n existing eastern and western parking areas shall be for regarding the overall number of parking bays will be main the precinct will remain very similar, although a few parking in another.

lem at the beachfront.

or removing parking in lieu of additional open to with a 5% deviation margin. To mitigate the ag areas and public transport facilities will be

ame number of parking bays could be retained nfrastructure retreat to ensure more dry beach y beach as well as a widened promenade, indignous vegetation will be used to soften

king area, marking out parking bays, indicating rehicle movement areas (walkways and road and surface storm water drainage. In oder to Beachfront these formalised parking areas will g bays are surfaced with. The permeable clay ult in lower local temperatures as compared to emain free of charge.

current use of the area as convenient parking is required in the medium term. Paving of the ses of the area such as those proposed by ger city has evolved toward a public transport nent be used for markets and other gatherings at the event permitting and request procedure

he larger Muizenberg beachfront precinct, this medium to long term. It is believed that if the ne point that use of personal cars, busses and of parking is not required by beach users, the ed building infrastructure is constructed in the of the area.

as carried out as part of the TIA. The survey during the week. During the peak period on a upancy level of more than 100%. The parking gravel parking area are well-used and is over-

not feasible in the short to medium term. The ormalised and optimised and the status quo aintained. The total number of parking bays in king bays may be lost in one area and added

Comment by	Date received	Comments/Concerns/Questions	Responses
			In accordance with Policy Statement 38, the measure in vehicle dependency in lieu of the use of promote public in the midst of oversubscription and increased parking de also safeguard economic activity (Objective10.2A) along public parking for their patrons. It is unrealistic to think the commute alternative to the beach for surfers who live be the GAB Muizenberg line and future MyCiti lines, not on limitation to safely carry with abnormal luggage like Metropolitan Coastal Node will therefore remain for the parking be feasible in future, the paving could easily be li- while the land is transformed into a park or other. In the as an event space for markets, shows, film viewings etc.
			See the "Parking Areas" subheading along with Figures 2 Assessment Report for further details on parking. For furth see Section E (4.2).
			Policy – NMT The Southern Suburbs District Plan classifies Muizenberg highlights that a key concern is to retain public access to of metropolitan significance, it should be accessible to the The beach is accessed by non-motorised transport (cyc and paddling), public transport (railway, the Golden Arrow car. Although it is outside the scope of this project to imp the site, the project aims to consider the implications of enhancements as well as improving NMT movement thro facilities from the site.
			<ul> <li>The project responds to the NMT strategy's policy statemed</li> <li>People are granted reasonable access to the</li> <li>The safety of NMT users is prioritised by reducing to cyclists and pedestrians</li> <li>NMT users' needs are prioritised over that of grade and requiring vehicles to ramp up to cr</li> <li>Muizenberg is Cape Town's flagship universal made in the design to ensure that all walkway</li> <li>The accessibility of the beach is improved for ensuring direct links to other NMT routes as we the promenade.</li> <li>The parking area (along the railway line) to be resurface a public space for the use of events such as night market</li> </ul>
			See subheading "Transport" under Section E (4.2 ) of the details.
			Policy – CIPT 2032 <u>CIPT 2032</u>

implemented to systematically reduce private lic transport is retaining the parking status quo demand. Retaining the parking status quo will ng the beach as shops and restaurants rely on hat the use of public transport will be a viable beyond the catchment of the Southern Line, only because of coverage, but also the fleet's ke surfboards. The need for parking at this the foreseeable future. Should a reduction of e lifted and re-used in the construction of paths e meantime, the parking area can double up .

2 and 5 under Section B (4.4) of the draft Basic rther details on NMT related policy alignment,

g Beach as a Coastal Destination Place and to the beachfront. Since Muizenberg Beach is those living throughout the Metropolitan Area. /cling, skateboards, scooters, running, walking row Bus service as well as taxis) and the private prove the NMT and public transport system to of the existing networks and potential future prough the site and access to public transport

ments in the following way:

ne beach

ng conflict with vehicles and giving preference

of the motorists by retaining all NMT routes at cross NMT routes

al access beach and as such every attempt is ays are universally accessible.

form a pedestrian and cyclist perspective by well as continuous access to the beach along

ed will be designed as such that it doubles as ets.

the draft Basic Assessment Report for further

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Comment by	Date received	Comments/Concerns/Questions	Responses
			According to the City's Integrated Public Transport Network be serviced directly by the Southern Railway Line only (in accounted for in this plan). In line with Spatial Strategy 3 and will improve NMT linkages through the site, to public trans to the beach for those within the transport catchment provided close to the bus stop and railway station.
			<u>Train</u> The Southern Line will not be returning to fill efficiency government responsibility, however the City will "contin devolution of rail functions to ensure a quality, reliable rail
			<u>Taxi</u> According to the 2014 and 2019 STATS SA General Housek of trains as a mode of transport due to the commuter rails taxis approximately 4 times more than trains. Even if the the percentage people commuting to Muizenberg Be dramatically as the Southern line does not service the mo- therefore does not offer a feasible transport alternative for The project recognizes the dominance of minibus taxis Objective 12.1.C. The minibus taxis will continue to use the well as the Main Road parallel parking bays, as they are around the site will also remain available should taxis park
			<u>Cycling</u> The CITP's vision for cycling is that "Cape Town is the prem is an accepted, accessible and popular mode of transpo- effect, and in line with the Cycling Strategy's key focus of opportunity to cycle along the beach by widening the pr reducing conflict with vehicles and giving preference to co- infrastructure. Bicycle parking will be well distributed acr that a class 4 Cycling route is planned for Atlantic Road, of the site is however beyond the scope of this project.
			See Section E (4.1 – 4.4, 10) of the draft Basic Assessment Muizenberg Beachfront Refurbishment fits in with the app
			<b>Character (aesthetics)</b> The City acknowledges the characteristic value of the ex the beachfront. The project endeavours to preserve the se proposed design. The buildings indicated on public ope blocks indicating the approximate footprint of buildings proposed style of the proposed buildings. This may have a
			The proposed coastal defence replacement and associa such a way to maintain the character of the place, landscape as reference.
			The character of the Muizenberg beachfront has t

work 2032, Muizenberg Beach will continue to (in addition to the taxis and GAB that are not and Policy Statement 35 in the IDP, the project insport, in order to facilitate affordable access nt area. Bicycle storage facilities will also be

y overnight. The passenger rail is not a local tinue advocating for better services and the ail service for Cape Town".

schold Survey, there is a reduction in the usage iil service decline, with people commuting with he reliability of the railway service is improved, Beach with the train is unlikely to change majority of Cape Town's neighbourhoods and for the majority of Capetonians to the beach. axis as mode of public transport, as per IDP the bus embayment to drop off commuters as e currently doing. The parking bays within and ark and wait for commuters.

mier Cycling City in South Africa where cycling port for all – residents and visitors alike." To this s areas the proposal provides people with the promenade; improves the safety of cyclists by o cyclists and pedestrian and providing cycling cross the site and located conveniently. Note d, although implementation of bicycle lanes to

nt Report for a detailed description of how the oplicable frameworks and policies.

existing buildings and landscaping elements in sense of place, heritage and aesthetics in the ben day posters where merely "place holder" ngs and did not intend to communicate the e caused unnecessary concern.

iated landscape refurbishment will be done in e, using the existing architectural styles and

been considered and the following key

			<ul> <li>characteristic element consisting of but not limited to have</li> <li>Panoramic views and open space</li> <li>Central beach huts / bathing boxes</li> <li>Existing buildings architectural style, which included structures and columns, hipped roofs and gables, and patterns</li> <li>Local artwork on walls</li> <li>Use of sandstone and granite in steps</li> <li>Local indigenous plants in planters, including loca</li> <li>Regarding the reflection of coastal dynamics in the design to the dynamic nature of the changing beach levels designed to withstand the harsh False Bay climatic and v promenade in the corner area as well as playground har reference natural dune, wave run-up and tidal washup beach access at any beach level. The stepped structure</li> <li>A number of design changes have been implemented for provides a summary of the changes implemented to the level of the project:</li> <li>Beach huts to be centrally located to serve as with Central plaza to remain central public node with Use segmented paver surface landward of 3m surface. Include creative pattern design to reflect</li> <li>Incorporate decorative segmented paver pathet station forecourt, pergola area and eastern end</li> <li>Include mosaic artwork at ablution buildings, show of the changes for hardy indigenou coastal environment. Storm water run-off will be a infiltration and to include automatic irrigation where Combination of natural lawn and artificial grass the combination of natural lawn and artificial grass the following sections of the draft Basic Assessment of the Muizenberg Beachfront's sense of place:</li> </ul>
Postma, Roland 0 roland@youngurbanists.co	07/09/2022	Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,	<ul> <li>Subheading "Historical and Cultural Aspects" und</li> <li>Project mandate</li> <li>Please note that this project is being undertaken by the Branch, which is a branch of government with a defin</li> </ul>

ave been identified:

udes colour palette, plaster banding, pergola es, obelisk showers with gargoyles, clay pavers

cal initiatives to plant and maintain

ign, the stepped revetment is a direct response els. The coastal defence and promenade is d wave conditions. The layout of the steps and has been rounded and softened to mirror and up/debris lines. The steps allow for continuous re is also less reflective to wave energy.

following public consultation. The following list e landscaping, layout and artwork component

- wind shelter for central shower plaza ith showers.
- m concrete promenade instead of concrete ect the surrounding landscape features.
- atterns in focal paving areas (central node, ad open space)
- nowers and seating walls.
- include normal play equipment like swing and

ous vegetation suited to the harsh False Bay e directed into planted areas for watering and when run-off not available.

s to be used where applicable.

orates and reflects the character and heritage

t Report for further details on the preservation

ction E (4.1) astal Management Policy" under Section E (4.2) nder Section G (7.)

ne City of Cape Town's Coastal Management fined mandate, as well as defined roles and uired to fall in the ambit of this mandate, these

Comment by	Date received	Comments/Concerns/Questions	Responses
Young Urbanists South Africa		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.	<ul> <li>Coastal Management: Spatial Area of Responsibility:</li> <li>The Coastal Management area of jurisdiction (mar Coastal Edge as per the MSDF and including the r processes or activities that may impact on this responsibility for this coastal environment. All line of within the Coastal Environment do so in terms of a Level Agreements (defined below)</li> </ul>
		<ul> <li>This comment includes four parts:</li> <li>I) Comments on the upgrade in general</li> <li>II) Commentary related to specific sections of the proposal</li> <li>III) Recommendations</li> <li>IV) Conclusion</li> <li>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.</li> <li>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.</li> </ul>	<ul> <li>The Roles and Responsibilities of the Coastal Management</li> <li>Coastal hard infrastructure assets and coastal land</li> <li>Coastal Planning, Upgrades and Development</li> <li>Coastal Policy and Regulation</li> <li>Coordination with the multiple line department</li> <li>Coastal monitoring and Reporting</li> </ul> The Coastal management Branch acknowledges the resource needs throughout the city and supports a holistic to bring forth overall progression. Thus to deliver on the Coastal primary objective of the project is the proactive degraded stone steps, which have passed their design-revetment coastal protection in order to provide effective which will support the local socio-economic environmed Secondary to the coastal protection is the extension of the upgrading of the hard and soft landscaping and building area.
		<ul> <li>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:</li> <li>I. Latest draft of the Integrated Development Plan</li> <li>II. Latest draft of the Municipal Spatial Development Plan</li> <li>III. Comprehensive Integrated Transport Plan 2019 - 2023</li> <li>IV. Cape Towns Water Strategy</li> <li>V. City of Cape Town Climate Change Action Plan</li> </ul>	Parking The focus of the project is not to solve the parking problem Instead of trying to meet the growing parking demand, o space provision, the objective is to retain the status quo parking shortfall, pedestrian linkages to nearby parking established/enhaced and the routes highlighted. By rationalising the parking layouts, approximately the sam on a reduced footprint. This frees up space for people: infi and the linking of the Muizenberg's sandy and rechy
		<ul> <li>VI. 2017 Cycling Strategy</li> <li>VII. Latest NMT Policy and Strategy</li> <li>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.</li> <li>Comments on the upgrade in general</li> <li>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-</li> </ul>	and the linking of the Muizenberg's sandy and rocky generous seating steps and soft landscaping. Locally in parking areas, buildings and infrastructure. 'Formalising' the parking area refers to surfacing the parking one way circulation, demarcation of pedestrian and vel way) and the addition of services such as area lighting a retain and enhance the character of the Muizenberg Be be surfaced with the same material that exisitng parking pavers perform well in the coastal environment and result ashpalt and dark gravel parking areas. All parking will ren Alternative uses of this space are acknowledged, the cu

nandate) is defined as the area seaward of the e near shore marine environment as well as all is space. Coastal Management has overall e departments operating or providing services f agreed operational protocols and/or Service

ent function are a combination of: and and ecosystem management

tments that have functional and service

e wide variety of other developmental and tic resource distribution across the City in order coastal managements functional requirements, e replacement of old wooden seawall and n-life and started to fail, with new a stepped tive coastal protection, public coastal access, ment now and in future to remain growing. If the project scope landward to comprise the ings as well as the optimisation of the parking

em at the beachfront.

or removing parking in lieu of additional open to with a 5% deviation margin. To mitigate the ag areas and public transport facilities will be

ame number of parking bays could be retained nfrastructure retreat to ensure more dry beach y beach as well as a widened promenade, indignous vegetation will be used to soften

king area, marking out parking bays, indicating vehicle movement areas (walkways and road and surface storm water drainage. In oder to Beachfront these formalised parking areas will g bays are surfaced with. The permeable clay ult in lower local temperatures as compared to emain free of charge.

current use of the area as convenient parking

Comment by	Date received	Comments/Concerns/Questions	Responses
		<ul><li>centred public spaces that promote a pedestrian-orientated and child-friendly environment.</li><li>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</li></ul>	to the beachfront is well defined in parking counts and is area does not preclude possible future alternative use commentators if the overall transport system of the large centred system. The space can in its proposed arrangeme or events like any other public space in the City given that is followed for such application.
		beachfront, commercial areas, coastal walking routes and public transportation. The University of California, Los Angeles professor Donald Shoup ( <u>https://www.shoupdogg.com/</u> ) says "parking is fertiliser for more cars" (PDF) The High Cost of Free Parking (researchgate.net). Parking bay provision increases housing prices ( <u>Parking Requirement Impacts</u> on Housing Affordability (utpi area), and aguess urban sprawd	Furthermore, it is envisioned that the western portion of the projects scope area, will remain to be used as is for the n long-term public transport opportunities improved to the taxies reduce to the extent that the proposed area of parking area can be repurposed at such time. No fixed parking areas, which would prevent future repurposing o
		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?	A weekday and Saturday parking demand survey was indicated a parking occupancy level of more than 50% of Saturday, the parking survey indicated a parking occup around the Beach Road roundabout and the informal gr utilized.
		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	As such, replacement of the existing parking areas are r existing eastern and western parking areas shall be for regarding the overall number of parking bays will be mai the precinct will remain very similar, although a few parki in another.
		economies. 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.	In accordance with Policy Statement 38, the measure im vehicle dependency in lieu of the use of promote public in the midst of oversubscription and increased parking de also safeguard economic activity (Objective10.2A) along public parking for their patrons. It is unrealistic to think the commute alternative to the beach for surfers who live be the GAB Muizenberg line and future MyCiti lines, not only
		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.	limitation to safely carry with abnormal luggage like Metropolitan Coastal Node will therefore remain for the parking be feasible in future, the paving could easily be li while the land is transformed into a park or other. In the as an event space for markets, shows, film viewings etc.
		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.	See the "Parking Areas" subheading along with Figures 2 Assessment Report for further details on parking. For furth see Section E (4.2).
		The problem of hard infrastructure to open public spaces	Policy – Full
		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.	<u>NMT</u> The Southern Suburbs District Plan classifies Muizenberg highlights that a key concern is to retain public access to of metropolitan significance, it should be accessible to th The beach is accessed by non-motorised transport (cycl
		Urgent clarity is needed on "soft landscaping."	and paddling), public transport (railway, the Golden Arrow

I is required in the medium term. Paving of the uses of the area such as those proposed by ger city has evolved toward a public transport ment be used for markets and other gatherings at the event permitting and request procedure

he larger Muizenberg beachfront precinct, this medium to long term. It is believed that if the ne point that use of personal cars, busses and of parking is not required by beach users, the ed building infrastructure is constructed in the of the area.

as carried out as part of the TIA. The survey during the week. During the peak period on a upancy level of more than 100%. The parking gravel parking area are well-used and is over-

not feasible in the short to medium term. The ormalised and optimised and the status quo aintained. The total number of parking bays in king bays may be lost in one area and added

implemented to systematically reduce private lic transport is retaining the parking status quo demand. Retaining the parking status quo will ng the beach as shops and restaurants rely on hat the use of public transport will be a viable beyond the catchment of the Southern Line, only because of coverage, but also the fleet's ke surfboards. The need for parking at this the foreseeable future. Should a reduction of e lifted and re-used in the construction of paths e meantime, the parking area can double up .

2 and 5 under Section B (4.4) of the draft Basic rther details on NMT related policy alignment,

g Beach as a Coastal Destination Place and to the beachfront. Since Muizenberg Beach is those living throughout the Metropolitan Area. vcling, skateboards, scooters, running, walking row Bus service as well as taxis) and the private

Comment by	Date received	Comments/Concerns/Questions	Responses
		This decision is deeply worrying and seeks to further exacerbate our biodiversity and water crisis. Namely, the development is at odds with these plans:	car. Although it is outside the scope of this project to impr the site, the project aims to consider the implications of enhancements as well as improving NMT movement thro facilities from the site.
		<ul> <li>I. Cape Towns Water Strategy and;</li> <li>II. City of Cape Town Climate Change Action Plan</li> <li>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.</li> <li>Water Sensitive Urban Design can bring the following benefits:</li> <li>Reduced volume of stormwater entering waterways, leading to an improved aquatic environment.</li> <li>Improved stormwater quality, leading to improved water quality in rivers and bays.</li> <li>Reduced reliance on drinking water to irrigate green spaces.</li> <li>Flood mitigation by intercepting stormwater flows.</li> <li>Improved biodiversity as a result of wetlands and rain gardens.</li> <li>Decreased urban heat island effect as a result of increased green space and increased irrigation capacity.</li> <li>Increased levels of permeable or unsealed soil and soil moisture.</li> <li>Biodiversity Sensitive Urban Design can bring the following benefits:</li> <li>Protect and create a habitat for local endangered species</li> <li>Help species disperse from the area.</li> <li>Encourage positive human-nature interactions through a new public space (a car park does not sit well).</li> <li>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 note broken at time of checking).</li> </ul>	<ul> <li>The project responds to the NMT strategy's policy stateme</li> <li>People are granted reasonable access to the</li> <li>The safety of NMT users is prioritised by reducing to cyclists and pedestrians</li> <li>NMT users' needs are prioritised over that of the grade and requiring vehicles to ramp up to cross Muizenberg is Cape Town's flagship universal of made in the design to ensure that all walkways</li> <li>The accessibility of the beach is improved for ensuring direct links to other NMT routes as we the promenade.</li> </ul> The parking area (along the railway line) to be resurfaced a public space for the use of events such as night markets IDP In accordance with IDP objective 10.2.A the project will of for residents across the City by <ul> <li>creating safe and generous links for users from the between the bus stop and train station (IDP Object)</li> <li>ensuring that the promenade links with NMT facility class 4 NMT facility along Atlantic Road, the Yo connection with the elevated promenade and the <ul> <li>retaining the status quo with regard to parking.</li> </ul> In accordance with IDP Objective 13.1 NMT links will include universally accessible. By improving access to use alternative beach in order for the existing parking bays to meet the Policy Statement 20, NMT will be prioritised in this project continuous and where they cross vehicular circulation are remain at the same level and vehicles are required to accentuate the walkway, particularly where it interacts w By replacing the failing revetment along the beach with resilience to the impact of climate change, the project specifically Objective 10.2) to 'restore and improve priority.</li></ul>
		<ul> <li>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:</li> <li>I. Use the space as a public space with mixed/multiple usesconsult the community about what they need other than resorting to a car park. Can be a public park, a public transport interchange, a close of the part of the par</li></ul>	<u>CIPT 2032</u> According to the City's Integrated Public Transport Network be serviced directly by the Southern Railway Line only (in accounted for in this plan). In line with Spatial Strategy 3 ar will improve NMT linkages through the site, to public transport to the beach for those within the transport catchment provided close to the bus stop and railway station.
		skatepark, a place for a market to take place, a community library or a centre. We need to think proactively, not reactively.	<u>Train</u>

of the existing networks and potential future arough the site and access to public transport

ments in the following way:

ne beach

ng conflict with vehicles and giving preference

of the motorists by retaining all NMT routes at cross NMT routes

al access beach and as such every attempt is ays are universally accessible.

form a pedestrian and cyclist perspective by well as continuous access to the beach along

ed will be designed as such that it doubles as ets.

ill ensure public access to Muizenberg Beach

ne beach to the train station and bus stop and ective 12.1.A);

cilities around the site, including the proposed York Road connection to the mountain, the the Coastal Walkway to St James;

lude traffic calming measures, lighting and be insport and improved linkages to NMT facilities, native modes of transport when commuting to the growing parking demand. In line with SDP ect by ensuring that pedestrian walkways are irreas or parking areas, the pedestrian walkway to ramp up and down. Paving is used to s with vehicles.

with a stepped revetment, which will improve ect responds to IDP Objective 10 (and more writy coastal infrastructure'.

work 2032, Muizenberg Beach will continue to (in addition to the taxis and GAB that are not and Policy Statement 35 in the IDP, the project nsport, in order to facilitate affordable access nt area. Bicycle storage facilities will also be

Comment by	Date received	Comments/Concerns/Questions	Responses
		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	The Southern Line will not be returning to fill efficiency of government responsibility, however the City will "continu devolution of rail functions to ensure a quality, reliable rail
		station III. Add cycling and other active mobility parking facilities	Taxi According to the 2014 and 2019 STATS SA General Househ of trains as a mode of transport due to the commuter rails taxis approximately 4 times more than trains. Even if the
		IV. Connect to a segregated cycling lane (class 1 or 2) for the area	the percentage people commuting to Muizenberg Be dramatically as the Southern line does not service the mo
		V. Employ BSUD and WSUD principles for the whole development	therefore does not offer a feasible transport alternative fo The project recognizes the dominance of minibus taxis
		VI. Add more Golden Arrow buses. The current frequency is poor both to Simonstown and CBD, Cape Town	Objective 12.1.C. The minibus taxis will continue to use the well as the Main Road parallel parking bays, as they are a around the site will also remain available should taxis park
		Conclusion	Cycling
		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.	The CITP's vision for cycling is that "Cape Town is the premi is an accepted, accessible and popular mode of transpo- effect, and in line with the Cycling Strategy's key focus of opportunity to cycle along the beach by widening the pri reducing conflict with vehicles and giving preference to of infrastructure. Bicycle parking will be well distributed across that a class 4 Cycling route is planned for Atlantic Road, of the site is however beyond the scope of this project.
			<u>Parking</u> In accordance with Policy Statement 38, the measure impreventicle dependency in lieu of the use of promote public in the midst of oversubscription and increased parking de also safeguard economic activity (Objective10.2A) along public parking for their patrons. It is unrealistic to think that commute alternative to the beach for surfers who live be the GAB Muizenberg line and future MyCiti lines, not only limitation to safely carry with abnormal luggage like Metropolitan Coastal Node will therefore remain for the parking be feasible in future, the paving could easily be lift while the land is transformed into a park or other. In the r as an event space for markets, shows, film viewings etc.
			See Section E (4.1 – 4.4, 10) of the draft Basic Assessment Muizenberg Beachfront Refurbishment fits in with the appl
			Concrete revetment Following public comment, areas landward of the 3m wic surfacing to paved areas using clay segmented pavers to use.

y overnight. The passenger rail is not a local tinue advocating for better services and the ail service for Cape Town".

ehold Survey, there is a reduction in the usage il service decline, with people commuting with e reliability of the railway service is improved, Beach with the train is unlikely to change majority of Cape Town's neighbourhoods and for the majority of Capetonians to the beach. taxis as mode of public transport, as per IDP the bus embayment to drop off commuters as e currently doing. The parking bays within and tark and wait for commuters.

mier Cycling City in South Africa where cycling port for all – residents and visitors alike." To this s areas the proposal provides people with the promenade; improves the safety of cyclists by o cyclists and pedestrian and providing cycling cross the site and located conveniently. Note d, although implementation of bicycle lanes to

mplemented to systematically reduce private lic transport is retaining the parking status quo demand. Retaining the parking status quo will ng the beach as shops and restaurants rely on hat the use of public transport will be a viable beyond the catchment of the Southern Line, nly because of coverage, but also the fleet's se surfboards. The need for parking at this he foreseeable future. Should a reduction of lifted and re-used in the construction of paths e meantime, the parking area can double up

nt Report for a detailed description of how the oplicable frameworks and policies.

vide promenade was changed from concrete s to align with existing character and material

Comment by	Date received	Comments/Concerns/Questions	Responses
			In order to sustain the harsh marine conditions and expect provide long-term robust coastal defence infrastructure must be used to provide the required strength and durab to sustain the expected wave overtopping during future also be concrete, but open spaces landward of the p segmented clay pavers, seating wall, planters with indige existing landward spaces. The clay pavers perform well in local temperatures as compared to ashpalt and dark gro To mitigate the impact of introducing concrete, a sand be used as opposed to a typical grey concrete finish, pro feel, and tying into the exposed aggregate concrete use to the station building. See the "Development Proposal" and Figure 2, 3, and Assessment Report for further details. <b>Soft landscaping</b> Following public comment more planted areas are inclu- harsh conditions. Locally indigenous vegetation as we planted instead. More planters for hardy indigenous veg- environment will be incorporated into the design. Storm areas for watering and infiltration and to include autom combination of natural (indigenous) lawn and artificial g Maintenance of any planted areas and maintenance importance to the project, hence only appropriate p plants) will be incorporated in applicable locations.
			See the "Soft Landscaping" subheading along with Figure Assessment Report for further details.
Pradier, Aurelien <u>aurelien.a.pradier@gmail.</u> <u>com</u> Via Website	29/08/2022	Requested to be added as an IAP.	You have been registered as an interested and affected
Preiser, Wolfgang preiser@sun.ac.za	28/09/2022	Requested to be registered as an IAP.	You have been registered as an interested and affected
n/a Via Website			
Prinsloo, Jakobus <u>kobus.prinsloo1990@gmail.</u> <u>com</u> Via Website	06/09/2022	Requested to be registered as an IAP.	You have been registered as an interested and affected
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	<b>Project mandate</b> Please note that this project is being undertaken by the Branch, which is a branch of government with a defin

ected increase in wave energy in future and to bre (the stepped revetment portion), concrete ability for the coastal defence structure. In order ure storm events the 3m wide promenade will promenade will be surfaced with permeable genous plants, play areas or lawns, similar to the II in the coastal environment and result in lower gravel parking areas.

nd coloured and exposed aggregate finish will providing a more natural earthy gravel look and used along the beachfront businesses and next

nd 4 under Section B (4.4) of the draft Basic

luded. Trees are not climatically suited to these well as lawn for recreational purposes will be egetation suited to the harsh False Bay coastal orm water run-off will be directed into planted omatic irrigation when run-off not available. A I grass will used where applicable.

ance of any new infrastructure is of utmost plant species (indigenous, climatically suited

gure 8 under Section B (4.4) of the draft Basic

ed party.

ed party.

ed party.

ne City of Cape Town's Coastal Management fined mandate, as well as defined roles and

Comment by	Date received	Comments/Concerns/Questions	Responses
Via written comments at the Open House		centre. Build stuff reminds that I 'am African, centres music (open air) and other entertainment areas.	responsibilities. The scope of the project is therefore require roles and these responsibilities.
		Consult me more number above.	<ul> <li>Coastal Management: Spatial Area of Responsibility:</li> <li>The Coastal Management area of jurisdiction (ma Coastal Edge as per the MSDF and including the processes or activities that may impact on this responsibility for this coastal environment. All line within the Coastal Environment do so in terms of a Level Agreements (defined below)</li> </ul>
			<ul> <li>The Roles and Responsibilities of the Coastal Management</li> <li>Coastal hard infrastructure assets and coastal lar</li> <li>Coastal Planning, Upgrades and Development</li> <li>Coastal Policy and Regulation</li> <li>Coordination with the multiple line department</li> <li>responsibilities in the coastal environment,</li> <li>Coastal monitoring and Reporting</li> </ul>
Pritihard, Mandy <u>mandyrooiels@gmail.com</u> Via written comments at the Open House	07/09/2022	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	Concrete revetment Following public comment, areas landward of the 3m wid surfacing to paved areas using clay segmented pavers to use.
		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. 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.	In order to sustain the harsh marine conditions and expect provide long-term robust coastal defence infrastructure must be used to provide the required strength and durabit to sustain the expected wave overtopping during future also be concrete, but open spaces landward of the pr segmented clay pavers, seating wall, planters with indige existing landward spaces. The clay pavers perform well ir local temperatures as compared to ashpalt and dark gro
			To mitigate the impact of introducing concrete, a sand be used as opposed to a typical grey concrete finish, pro feel, and tying into the exposed aggregate concrete use to the station building.
			See the "Development Proposal" and Figure 2, 3, a Assessment Report for further details.
			<b>Soft Landscaping</b> Following public comment more planted areas are includ harsh conditions. Locally indigenous vegetation as well planted instead. More planters for hardy indigenous veg environment will be incorporated into the design. Storm areas for watering and infiltration and to include autom combination of natural (indigenous) lawn and artificial gr

uired to fall in the ambit of this mandate, these

nandate) is defined as the area seaward of the ne near shore marine environment as well as all his space. Coastal Management has overall ne departments operating or providing services of agreed operational protocols and/or Service

nent function are a combination of: land and ecosystem management

irtments that have functional and service

wide promenade was changed from concrete rs to align with existing character and material

ected increase in wave energy in future and to bre (the stepped revetment portion), concrete ability for the coastal defence structure. In order ure storm events the 3m wide promenade will promenade will be surfaced with permeable genous plants, play areas or lawns, similar to the II in the coastal environment and result in lower gravel parking areas.

nd coloured and exposed aggregate finish will providing a more natural earthy gravel look and used along the beachfront businesses and next

nd 4 under Section B (4.4) of the draft Basic

luded. Trees are not climatically suited to these well as lawn for recreational purposes will be egetation suited to the harsh False Bay coastal orm water run-off will be directed into planted omatic irrigation when run-off not available. A l grass will used where applicable.

Comment by	Date received	Comments/Concerns/Questions	Responses
			Maintenance of any planted areas and maintenance importance to the project, hence only appropriate p plants) will be incorporated in applicable locations. See the "Soft Landscaping" subheading along with Figu Assessment Report for further details.
Proske, Walter <u>walter.proske@gmail.com</u> Via Website	29/08/2022	The solar panel lights meant to light up the beach at night don't work. Interested where the new ablutions will be built - Demolition of existing ablution facility in the wave run-up zone and construction of new ablution	Lighting Area lighting is included and will be provided for the pl eastern parking areas as well as along the promenade. T classification of lighting. New ablutions Following the public comments received, the proposed central shower plaza in close proximity to the existing, n traffic zone for ease of use and to improve access. The ablution facilities. The design shall maintain existing arcl toilet/family change rooms, and wheelchair accessible building. Showers will be kept in the central area as well on western side of beachfront. Knee level taps for feet ar See the "Development Proposal" and Figure 2 under S Report for further details on the ablution building.
Proske, Walter <u>walter.proske@gmail.com</u> Via Website Journey Planner	13/09/2022	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.	<ul> <li>Heritage (ablution)</li> <li>It is the Coastal Management Branches responsibility to plan and develop effective long-term coastal infrastruction the coastal defence structure, located in the littoral action are currently being undermined due to exposure to wave unsustainable from a coastal defence perspective. Attection will result in loss of beach around the dynamics around the building.</li> <li>Following the public comments received, the proposed central shower plaza in close proximity to the existing, in traffic zone for ease of use and to improve access. There ablution facilities. The design shall maintain existing arctitication will be kept in the central area as well on western side of beachfront. Knee level taps for feet a "Development Proposal" and Figure 2 under Section B (further details on the ablution building.</li> <li>Note that the decorative elements of the ablution factor for formal heritage-related processes followed, please section B (6.) of the draft Basic Assessment Report.</li> </ul>

ance of any new infrastructure is of utmost plant species (indigenous, climatically suited

igure 8 under Section B (4.4) of the draft Basic

play area, central shower plaza, western and . The beachfront will be lit to a minimum of a B1

ed ablution building is located landward of the , next to the beach within the high pedestrian here is special focus on universal access of the rchitectural style and include universal access he showers with bench for seat along ablution ell as the shower at the pergola/event pavilion at ablution building are also included.

r Section B (4.4) of the draft Basic Assessment

to manage all hard coastal infrastructure and cture. The existing ablution location seaward of active beach, where the buildings foundations we action and variable beach levels is deemed ttempting to protect the ablution building in its the building and negatively affect sediment

ed ablution building is located just landward of , next to the beach within the high pedestrian here is special focus on universal access of the rchitectural style and include universal access ble showers with bench for seat along ablution ell as the shower at the pergola/event pavilion to a ablution building are also included. See the B (4.4) of the draft Basic Assessment Report for

facility dates from the mid 80's and have no than 60 years are the walls and the hipped roof.

e see the "Heritage Resources " Theme under

Date received     Comments/Concerns/Questions     Responses
NGO buildings         The value of the NGO's in the beachfront is acknowledgeremain, Shark Spotters will keep operating from its current beach access and therefore the proposed design hower for Change buildings to facilitate universal beach and sur will be used to enable the large, cumbersome beach or the adaptive surfing equipment. The building will also follow and suit the existing arch beach and sure additional NGO services will continue to play an imported by the City.         The new building will also follow and suit the existing arch See the "Buildings" subheading along with Figure 2 under Report for further details.
Soft landscaping Following public comment more planted areas are includ harsh conditions. Locally indigenous vegetation as we planted instead. More planters for hardy indigenous veg environment will be incorporated into the design. Storm areas for watering and infiltration and to include autom combination of natural (indigenous) lawn and artificial g Maintenance of any planted areas and maintenand importance to the project, hence only appropriate pl plants) will be incorporated in applicable locations. See the "Soft Landscaping" subheading along with Figu
Main impo plant

edged and valued. The existing NGO buildings ent location. The City seeks to improve universal wever intends to repurpose the existing Waves surfing access and related NGO's. The building h access mats to be stored at the top of the II as storage of beach access wheel chairs and also serve as an operational base for related Waves for change will be constructed around to easy drop-off facilities and NMT routes. This es for Change. The existing NGO function and tant role in the community and are supported

chitectural language of the existing buildings.

der Section B (4.4) of the draft Basic Assessment

uded. Trees are not climatically suited to these yell as lawn for recreational purposes will be egetation suited to the harsh False Bay coastal rm water run-off will be directed into planted omatic irrigation when run-off not available. A grass will used where applicable.

nce of any new infrastructure is of utmost plant species (indigenous, climatically suited

gure 8 under Section B (4.4) of the draft Basic



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

Comment by	Date received	Comments/Concerns/Questions	Responses
Quantoi, Sandra <u>sandraquantoi16@gmail.c</u> <u>om</u> Via Email	01/09/2022	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 Quantoi 0810523249	The Coastal management Branch acknowledges the resource needs throughout the city and supports a holistic to bring forth overall progression. Thus to deliver on the Co the primary objective of the project is the proactive degraded stone steps, which have passed their design- revetment coastal protection in order to provide effective which will support the local socio-economic environm Secondary to the coastal protection is the extension of the upgrading of the hard and soft landscaping and building area.
			The Peppermint Palace is privately owned. The hou commence with construction. St James Retirement Hou Village Muizenberg offers retirement opportunities in the o
			It should be noted that the primary objective of the proprotection to proactively replace the old wooden sea maintain and preserve the Muizenberg beachfront. So landward portion of the project scope comprising of the and buildings as well as the formalising of the parking are
			<b>Project mandate</b> Please note that this project is being undertaken by the Branch, which is a branch of government with a defir responsibilities. The scope of the project is therefore requi roles and these responsibilities.
			<ul> <li>Coastal Management: Spatial Area of Responsibility:</li> <li>The Coastal Management area of jurisdiction (ma Coastal Edge as per the MSDF and including the processes or activities that may impact on this responsibility for this coastal environment. All line within the Coastal Environment do so in terms of a Level Agreements (defined below)</li> </ul>
			<ul> <li>The Roles and Responsibilities of the Coastal Managemer</li> <li>Coastal hard infrastructure assets and coastal lar</li> <li>Coastal Planning, Upgrades and Development</li> <li>Coastal Policy and Regulation</li> <li>Coordination with the multiple line department responsibilities in the coastal environment,</li> <li>Coastal monitoring and Reporting</li> </ul>

e wide variety of other developmental and stic resource distribution across the City in order Coastal managements functional requirements, re replacement of old wooden seawall and gn-life and started to fail, with new a stepped tive coastal protection, public coastal access, ment now and in future to remain growing. If the project scope landward to comprise the dings as well as the optimisation of the parking

ousing development, Wavescape, will soon lotel, CPOA Eventide and Evergreen Lifestyle e area.

project is the new stepped revetment coastal eawall and degraded stone steps in order to Secondary to the coastal protection is the ne upgrading of the hard and soft landscaping area.

he City of Cape Town's Coastal Management fined mandate, as well as defined roles and uired to fall in the ambit of this mandate, these

nandate) is defined as the area seaward of the le near shore marine environment as well as all his space. Coastal Management has overall he departments operating or providing services of agreed operational protocols and/or Service

ent function are a combination of: and and ecosystem management

rtments that have functional and service



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

Comment by	Date received	Comments/Concerns/Questions	Responses
Rabagciati, Andy <u>ANDYR@WIZZY.COM</u> 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 own jurisdiction. Any upgrades within the rail reserve must there the scope of this project. This recommendation is sup building's contribution to the character of the Muizenberg response, the Muizenberg Beachfront upgrade project w introduce and vertical elements that will compete with the to upgrade the station forecourt and pick up on the stat the building.
Rack, Kevin <u>kevin_rack@hotmail.com</u> Via Website	29/08/2022	Requested to be added as an IAP.	You have been registered as an interested and affected
Raeburn, Lee	15/09/2022	Beach zone development.	D. P
<u>lahliray@gmail.com</u> Via Email		The proposal for a beach zone refurbishment is in principle an overdue investment, adding value to one of Cape Town neglected growth points.	Rationale and background It is important to note the primary objective of the project seawall and degraded stone steps that have passed the to replace the existing coastal defences with a new step
		The civic architectural plan proposal is completely out of sync with historical, environmental and aesthetic continuity that has made Muizenberg unique and thus popular.	provide effective coastal protection and public coastal economic environment now and in future to remain gro the extension of the project scope landward to com landscaping and buildings as well as the optimisation of the
		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	avoids ongoing expensive repair or unplanned emerge been completed as part of the socio-economic study c significant benefit of completing the works as a once c
		add value.	based on coastal studies and other supporting studies th an emergency intervention or piece-meal maintenance
		This is definitely not an enhancement.	Muizenberg beachfront is a Coastal Destination Place
		The already congested entry access point to the beachfront is a complete bottleneck. There is only one small lane in and out of the	coastal beachfronts in Cape Town and it has seen signific
		proposed area, surrounded by vehicles continuously moving in and out of parking bays.	Muizenberg beachfront was identified in the Coastal Ec Cape Town, 2017 (CESSF) as one of the most universally c
		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!	recreational and social opportunities in Cape Town. <i>I</i> recreational users in Cape Town and it is also one of the t attracting an estimated 90 000 foreign visitors per year (S Standish & John White, 2016).
		Although the upgrade to the existing parking space would be most welcome.	<ul> <li>However, public coastal infrastructure and services at Mu</li> <li>Key infrastructure – such as the seawalls and revet and are beginning to fail</li> </ul>
		The limited amount of space would be safer, cleaner and greener if people walked, cycled and skated the area.	<ul> <li>Longstanding incomplete components of the pr further decline due to the high use by oversubscri</li> <li>A reduction in maintenance budgets over many</li> </ul>
		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.	and resultant underdevelopment of recreation are reduction in maintenance has been exacerbated public use of the area
		NOT the lowest common denominator of a concrete slab you have proposed.	<ul> <li>General housekeeping and sense of place is fa boxes derelict) which places the economic and s</li> </ul>

wned by PRASA and falls outside of the City's erefore be undertaken by PRASA and is outside upported particularly because of the station erg Beachfront and it's heritage significance. In will retain views to the station building and not a the architect. Moreover, the project proposes ration paving in order to improve the setting of

ed party.

act is the proactive replacement of old wooden heir design-life and started to fail. It is proposed repped revetment coastal defence in order to tal access, which will support the local sociorowing. Secondary to the coastal protection is omprise the upgrading of the hard and soft of the parking area. Completing the project now gency repair work. A cost benefit analysis has a component of the feasibility stage. It shows a e off project based on a well-considered plan than to wait for it to collapse and replace it as a work.

e and is one of the most utilised and diverse icant increase in popularity over the past years.

Economic and Spatial Strategic Framework for accessible beaches offering a wide variety of Muizenberg has the highest beach use by top 20 international attractions in Cape Town, (Source: Economic Information Services, Barry

Muizenberg are in decline as: retments – are old, have passed their design life

precinct (such as gravel parking areas) are in cribed parking needs

areas as well as the inefficient use of space. This ted by the increasing pressure of the very high

failing (vegetation missing or eroded, bathing d social value of the space at risk

Comment by Date receive	Comments/Concerns/Questions	Responses
( 'omment by	Comments/Concerns/Questions         A skate zone proposal has been on the agenda for so long and norwe have the perfect opportunity for its inclusion. The social and healt benefits speak for themselves.         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 any vibe! (see Hout Bay and the V&A Battery Park) Only bigger and better of the growth of woman surfing has exploded, this needs to be celebrated. Muizenberg is already home to and hosts one of the woman's biggers surf events in the world. Let us push on and capitalize on this potential.         Regards         Andrew Raeburn         0828224573	Additionally, due to climate change and sea level rise, in expected at the coastal defence structures of the Muiz state of the coastal defences, the existing coastal defence expected wave impacts and related scour to the toe of coastal defences and/or damage due to overtopping infrastructure, informed by coastal modelling and other beachfront is maintained and physically supported to pre Should the public coastal infrastructure and services not be and new coastal defence structures, it could result in the c gained over the years, risk to public health and safety, c emergency interventions.
		Furthermore, it is envisioned that the western portion of the projects scope area, will remain to be used as is for the m long-term public transport opportunities improved to the taxies reduce to the extent that the proposed area of parking area can be repurposed at such time. No fixed parking areas, which would prevent future repurposing of

increased water levels and wave heights are vizenberg beachfront. Given the poor current ince structure is not expected to withstand the of the structure, which will lead to failure of the ng under higher water levels. Robust coastal er site investigations, is required to ensure the preserve the precinct.

be replaced with well-planned robust upgrade complete loss of the public amenity and value as well as inappropriate and/or high costs of

em at the beachfront.

or removing parking in lieu of additional open to with a 5% deviation margin. To mitigate the ng areas and public transport facilities will be

ame number of parking bays could be retained nfrastructure retreat to ensure more dry beach y beach as well as a widened promenade, indignous vegetation will be used to soften

king area, marking out parking bays, indicating vehicle movement areas (walkways and road and surface storm water drainage. In oder to Beachfront these formalised parking areas will g bays are surfaced with. The permeable clay ult in lower local temperatures as compared to emain free of charge.

urrent use of the area as convenient parking to equired in the medium term. Paving of the area of the area such as those proposed by ger city has evolved toward a public transport ment be used for markets and other gatherings at the event permitting and request procedure

he larger Muizenberg beachfront precinct, this e medium to long term. It is believed that if the ne point that use of personal cars, busses and of parking is not required by beach users, the ed building infrastructure is constructed in the of the area.

Comment by	Date received	Comments/Concerns/Questions	Responses
			A weekday and Saturday parking demand survey was indicated a parking occupancy level of more than 50% d Saturday, the parking survey indicated a parking occup around the Beach Road roundabout and the informal gra utilized.
			As such, replacement of the existing parking areas are n existing eastern and western parking areas shall be for regarding the overall number of parking bays will be main the precinct will remain very similar, although a few parkin in another.
			In accordance with Policy Statement 38, the measure im vehicle dependency in lieu of the use of promote public t the midst of oversubscription and increased parking demo safeguard economic activity (Objective10.2A) along the b parking for their patrons. It is unrealistic to think that the use alternative to the beach for surfers who live beyond the Muizenberg line and future MyCiti lines, not only because safely carry with abnormal luggage like surfboards. The n Node will therefore remain for the foreseeable future. St future, the paving could easily be lifted and re-used in transformed into a park or other. In the meantime, the par for markets, shows, film viewings etc.
			See the "Parking Areas" subheading along with Figures 2 of Assessment Report for further details on parking. For furthesee Section E (4.2).
			<b>Character (aesthetics)</b> The City acknowledges the characteristic value of the exit the beachfront. The project endeavours to preserve the se proposed design. The buildings indicated on public oper blocks indicating the approximate footprint of buildings proposed style of the proposed buildings. This may have c
			The proposed coastal defence replacement and associa such a way to maintain the character of the place, landscape as reference.
			The character of the Muizenberg beachfront has been con element consisting of but not limited to have been identifi
			<ul> <li>Panoramic views and open space</li> <li>Central beach huts / bathing boxes</li> <li>Existing buildings architectural style, which include structures and columns, hipped roofs and gables, and patterns</li> <li>Local artwork on walls</li> </ul>

as carried out as part of the TIA. The survey during the week. During the peak period on a upancy level of more than 100%. The parking gravel parking area are well-used and is over-

not feasible in the short to medium term. The ormalised and optimised and the status quo aintained. The total number of parking bays in king bays may be lost in one area and added

implemented to systematically reduce private c transport is retaining the parking status quo in mand. Retaining the parking status quo will also e beach as shops and restaurants rely on public use of public transport will be a viable commute the catchment of the Southern Line, the GAB se of coverage, but also the fleet's limitation to e need for parking at this Metropolitan Coastal Should a reduction of parking be feasible in in the construction of paths while the land is parking area can double up as an event space

2 and 5 under Section B (4.4) of the draft Basic ther details on NMT related policy alignment,

existing buildings and landscaping elements in sense of place, heritage and aesthetics in the ben day posters where merely "place holder" ngs and did not intend to communicate the e caused unnecessary concern.

iated landscape refurbishment will be done in e, using the existing architectural styles and

considered and the following key characteristic tified:

udes colour palette, plaster banding, pergola es, obelisk showers with gargoyles, clay pavers

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul> <li>Use of sandstone and granite in steps</li> <li>Local indigenous plants in planters, including loca</li> <li>Regarding the reflection of coastal dynamics in the design to the dynamic nature of the changing beach levels. The of to withstand the harsh False Bay climatic and wave condition in the corner area as well as playground has been rour natural dune, wave run-up and tidal washup/debris lines. at any beach level. The stepped structure is also less reflection provides a summary of the changes implemented to the l of the project:</li> <li>Beach huts to be centrally located to serve as with Central plaza to remain central public node with Use segmented paver surface landward of 3m surface. Include creative pattern design to reflection Incorporate decorative segmented paver pattern station forecourt, pergola area and eastern end Include mosaic artwork at ablution buildings, sho</li> <li>Play area to be area context specific and also in slide as well as natural materials</li> <li>Incorporate more planters for hardy indigenou coastal environment. Storm water run-off will be a infiltration and to include automatic irrigation wh Combination of natural lawn and artificial grass the Muizenberg Beachfront's sense of place:</li> <li>Subheading "Settlement" subheading under Section Subheading "City of Cape Town Integrated Coast Subheading "Historical and Cultural Aspects" und</li> </ul>
			Skatepark The City has decided that the installation of a skate park of feasible, thus it has been removed from this project. The monies collected for the surf walk hall of fame statue This question should be posed to the organisation that of management Branch was not involved with the fund raisin
Rakusen, Mrs Margaret mjrakusen@gmai.com	07/09/2022	<ul> <li>Idea to refurbish the car park in good , could be done cheaply with tarmacadam if necessary.</li> </ul>	Project mandate Please note that this project is being undertaken by the Branch, which is a branch of government with a defin

#### cal initiatives to plant and maintain

ign, the stepped revetment is a direct response e coastal defence and promenade is designed ditions. The layout of the steps and promenade ounded and softened to mirror and reference as. The steps allow for continuous beach access flective to wave energy.

following public consultation. The following list e landscaping, layout and artwork component

- wind shelter for central shower plaza th showers.
- Box concrete promenade instead of concrete ect the surrounding landscape features.
- atterns in focal paving areas (central node, nd open space)
- nowers and seating walls.
- include normal play equipment like swing and

bus vegetation suited to the harsh False Bay e directed into planted areas for watering and when run-off not available.

to be used where applicable.

orates and reflects the character and heritage

Report for further details on the preservation of

ction E (4.1) astal Management Policy'' under Section E (4.2) ader Section G (7.)

k at the Muizenberg Beachfront is not currently

### е

t collected it. The City of Cape Town Coastal ising.

ne City of Cape Town's Coastal Management fined mandate, as well as defined roles and

Comment by	Date received	Comments/Concerns/Questions	Responses
Comment by		<ul> <li>Comments/Concerns/Questions</li> <li>The idea of ruining the whole beachfront this iconic &amp; charming resort is <u>absolutely appalling</u>. We have visitors who come specially for the charm, beauty, and historical interest.</li> <li>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.</li> </ul>	<ul> <li>responsibilities. The scope of the project is therefore requirer roles and these responsibilities.</li> <li>Coastal Management: Spatial Area of Responsibility: <ul> <li>The Coastal Management area of jurisdiction (mare Coastal Edge as per the MSDF and including their processes or activities that may impact on this responsibility for this coastal environment. All line of within the Coastal Environment do so in terms of a Level Agreements (defined below)</li> </ul> </li> <li>The Roles and Responsibilities of the Coastal Managemen <ul> <li>Coastal Planning, Upgrades and Development</li> <li>Coastal Policy and Regulation</li> <li>Coastal Monitoring and Reporting</li> </ul> </li> <li>The Coastal management Branch acknowledges the resource needs throughout the city and supports a holistic to bring forth overall progression. Thus to deliver on the Coastal protection in order to provide effective degraded stone steps, which have passed their design-revetment coastal protection in order to provide effective.</li> </ul>
			degraded stone steps, which have passed their design- revetment coastal protection in order to provide effective which will support the local socio-economic environme Secondary to the coastal protection is the extension of the upgrading of the hard and soft landscaping and building area. <b>Parking</b> The focus of the project is not to solve the parking problem Instead of trying to meet the growing parking demand, or space provision, the objective is to retain the status quo parking shortfall, pedestrian linkages to nearby parking established/enhaced and the routes highlighted. By rationalising the parking layouts, approximately the sam on a reduced footprint. This frees up space for people: infi
			and the linking of the Muizenberg's sandy and rocky by generous seating steps and soft landscaping. Locally in parking areas, buildings and infrastructure. 'Formalising' the parking area refers to surfacing the parking one way circulation, demarcation of pedestrian and veh way) and the addition of services such as area lighting an retain and enhance the character of the Muizenberg Be be surfaced with the same material that exisitng parking by pavers perform well in the coastal environment and result ashpalt and dark gravel parking areas. All parking will rem

vired to fall in the ambit of this mandate, these

andate) is defined as the area seaward of the e near shore marine environment as well as all is space. Coastal Management has overall e departments operating or providing services f agreed operational protocols and/or Service

ent function are a combination of: and and ecosystem management

tments that have functional and service

e wide variety of other developmental and tic resource distribution across the City in order oastal managements functional requirements, e replacement of old wooden seawall and n-life and started to fail, with new a stepped ive coastal protection, public coastal access, ment now and in future to remain growing. The project scope landward to comprise the ings as well as the optimisation of the parking

em at the beachfront.

or removing parking in lieu of additional open o with a 5% deviation margin. To mitigate the g areas and public transport facilities will be

Ime number of parking bays could be retained Infrastructure retreat to ensure more dry beach y beach as well as a widened promenade, indignous vegetation will be used to soften

king area, marking out parking bays, indicating vehicle movement areas (walkways and road and surface storm water drainage. In oder to Beachfront these formalised parking areas will g bays are surfaced with. The permeable clay ult in lower local temperatures as compared to emain free of charge.

Comment by	Date received	Comments/Concerns/Questions	Responses
			Alternative uses of this space are acknowledged, the curr the beachfront is well defined in parking counts and is req does not preclude possible future alternative uses of commentators if the overall transport system of the large centred system. The space can in its proposed arrangement or events like any other public space in the City given that is followed for such application.
			Furthermore, it is envisioned that the western portion of the projects scope area, will remain to be used as is for the n long-term public transport opportunities improved to the taxies reduce to the extent that the proposed area of parking area can be repurposed at such time. No fixed parking areas, which would prevent future repurposing of
			A weekday and Saturday parking demand survey was indicated a parking occupancy level of more than 50% d Saturday, the parking survey indicated a parking occup around the Beach Road roundabout and the informal gru utilized.
			As such, replacement of the existing parking areas are n existing eastern and western parking areas shall be for regarding the overall number of parking bays will be mai the precinct will remain very similar, although a few parking in another.
			In accordance with Policy Statement 38, the measure im vehicle dependency in lieu of the use of promote public to the midst of oversubscription and increased parking demo safeguard economic activity (Objective10.2A) along the be parking for their patrons. It is unrealistic to think that the use alternative to the beach for surfers who live beyond the Muizenberg line and future MyCiti lines, not only because safely carry with abnormal luggage like surfboards. The n Node will therefore remain for the foreseeable future. SI future, the paving could easily be lifted and re-used in transformed into a park or other. In the meantime, the par for markets, shows, film viewings etc.
			See the "Parking Areas" subheading along with Figures 2 Assessment Report for further details on parking. For furth see Section E (4.2).
			Concrete revetment Following public comment, areas landward of the 3m wid surfacing to paved areas using clay segmented pavers t use.

urrent use of the area as convenient parking to equired in the medium term. Paving of the area s of the area such as those proposed by ger city has evolved toward a public transport ment be used for markets and other gatherings hat the event permitting and request procedure

the larger Muizenberg beachfront precinct, this e medium to long term. It is believed that if the he point that use of personal cars, busses and of parking is not required by beach users, the ed building infrastructure is constructed in the of the area.

vas carried out as part of the TIA. The survey & during the week. During the peak period on a supancy level of more than 100%. The parking gravel parking area are well-used and is over-

e not feasible in the short to medium term. The formalised and optimised and the status quo naintained. The total number of parking bays in rking bays may be lost in one area and added

implemented to systematically reduce private c transport is retaining the parking status quo in mand. Retaining the parking status quo will also e beach as shops and restaurants rely on public use of public transport will be a viable commute the catchment of the Southern Line, the GAB se of coverage, but also the fleet's limitation to e need for parking at this Metropolitan Coastal . Should a reduction of parking be feasible in in the construction of paths while the land is parking area can double up as an event space

2 and 5 under Section B (4.4) of the draft Basic orther details on NMT related policy alignment,

vide promenade was changed from concrete s to align with existing character and material

Comment by	Date received	Comments/Concerns/Questions	Responses
			In order to sustain the harsh marine conditions and expect provide long-term robust coastal defence infrastructure must be used to provide the required strength and durabi- to sustain the expected wave overtopping during future s- be concrete, but open spaces landward of the pro- segmented clay pavers, seating wall, planters with indige existing landward spaces. The clay pavers perform well in local temperatures as compared to ashpalt and dark ground to mitigate the impact of introducing concrete, a sand co- used as opposed to a typical grey concrete finish, provide to the station building. See the "Development Proposal" and Figure 2, 3, and Assessment Report for further details. <b>Pavilion</b> This falls outside the scope of this project, but suggestion future of the Muizenberg Pavilion is the subject of future pro-
RalstonPaton, Samantha <u>Sammyjoralston@gmail.co</u> <u>m</u> Via Website	06/09/2022	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?	Project mandate         Please note that this project is being undertaken by the Branch, which is a branch of government with a defin responsibilities. The scope of the project is therefore requir roles and these responsibilities.         Coastal Management: Spatial Area of Responsibility:         • The Coastal Management area of jurisdiction (ma Coastal Edge as per the MSDF and including the processes or activities that may impact on this responsibility for this coastal environment. All line within the Coastal Environment do so in terms of c Level Agreements (defined below)         The Roles and Responsibilities of the Coastal Management         • Coastal Planning, Upgrades and Development         • Coastal Policy and Regulation         • Coordination with the multiple line departm responsibilities in the coastal environment,
			<ul> <li>Coastal monitoring and Reporting</li> <li>The Coastal management Branch acknowledges the resource needs throughout the city and supports a holistic to bring forth overall progression. Thus to deliver on the Co- the primary objective of the project is the proactive degraded stone steps, which have passed their design- revetment coastal protection in order to provide effective which will support the local socio-economic environme Secondary to the coastal protection is the extension of the</li> </ul>

ected increase in wave energy in future and to re (the stepped revetment portion), concrete ability for the coastal defence structure. In order e storm events the 3m wide promenade will also romenade will be surfaced with permeable genous plants, play areas or lawns, similar to the I in the coastal environment and result in lower gravel parking areas.

coloured and exposed aggregate finish will be oviding a more natural earthy gravel look and used along the beachfront businesses and next

nd 4 under Section B (4.4) of the draft Basic

ions will be send to Parks and Recreation. The planning for Muizenberg.

ne City of Cape Town's Coastal Management fined mandate, as well as defined roles and juired to fall in the ambit of this mandate, these

nandate) is defined as the area seaward of the ne near shore marine environment as well as all his space. Coastal Management has overall ne departments operating or providing services of agreed operational protocols and/or Service

ent function are a combination of: and and ecosystem management

tments that have functional and service

e wide variety of other developmental and stic resource distribution across the City in order Coastal managements functional requirements, re replacement of old wooden seawall and gn-life and started to fail, with new a stepped tive coastal protection, public coastal access, ment now and in future to remain growing. of the project scope landward to comprise the

Comment by	Date received	Comments/Concerns/Questions	Responses
			upgrading of the hard and soft landscaping and building area.
			Character (aesthetic) The City acknowledges the characteristic value of the exist the beachfront. The project endeavours to preserve the se proposed design. The buildings indicated on public oper blocks indicating the approximate footprint of buildings proposed style of the proposed buildings. This may have co
			The proposed coastal defence replacement and associat such a way to maintain the character of the place, landscape as reference.
			The character of the Muizenberg beachfront has been con element consisting of but not limited to have been identifie
			<ul> <li>Panoramic views and open space</li> <li>Central beach huts / bathing boxes</li> <li>Existing buildings architectural style, which include structures and columns, hipped roofs and gables, and patterns</li> <li>Local artwork on walls</li> <li>Use of sandstone and granite in steps</li> <li>Local indigenous plants in planters, including local indigenous plants in planters</li> </ul>
			Regarding the reflection of coastal dynamics in the design to the dynamic nature of the changing beach levels. The co to withstand the harsh False Bay climatic and wave conditi- in the corner area as well as playground has been round natural dune, wave run-up and tidal washup/debris lines. T at any beach level. The stepped structure is also less reflect
			A number of design changes have been implemented fol provides a summary of the changes implemented to the lo of the project:
			<ul> <li>Beach huts to be centrally located to serve as win</li> <li>Central plaza to remain central public node with s</li> <li>Use segmented paver surface landward of 3m a surface. Include creative pattern design to reflect</li> <li>Incorporate decorative segmented paver patter station forecourt, pergola area and eastern end c</li> <li>Include mosaic artwork at ablution buildings, show</li> <li>Play area to be area context specific and also include as well as natural materials</li> <li>Incorporate more planters for hardy indigenous coastal environment. Storm water run-off will be d infiltration and to include automatic irrigation whe</li> </ul>

ngs as well as the optimisation of the parking

existing buildings and landscaping elements in sense of place, heritage and aesthetics in the ben day posters where merely "place holder" gs and did not intend to communicate the e caused unnecessary concern.

iated landscape refurbishment will be done in e, using the existing architectural styles and

onsidered and the following key characteristic tified:

ides colour palette, plaster banding, pergola es, obelisk showers with gargoyles, clay pavers

al initiatives to plant and maintain

gn, the stepped revetment is a direct response coastal defence and promenade is designed ditions. The layout of the steps and promenade unded and softened to mirror and reference s. The steps allow for continuous beach access ective to wave energy.

following public consultation. The following list a landscaping, layout and artwork component

wind shelter for central shower plaza th showers.

m concrete promenade instead of concrete ect the surrounding landscape features.

atterns in focal paving areas (central node, d open space)

owers and seating walls.

include normal play equipment like swing and

bus vegetation suited to the harsh False Bay e directed into planted areas for watering and then run-off not available.

to be used where applicable.

Comment by	Date received	Comments/Concerns/Questions	Responses
			The City believe the proposed preliminary design incorpore of the beachfront.
			See the following sections of the draft Basic Assessment Re the Muizenberg Beachfront's sense of place:
			<ul> <li>Subheading "Settlement" subheading under Section</li> <li>Subheading "City of Cape Town Integrated Coaston</li> <li>Subheading "Historical and Cultural Aspects" under</li> </ul>
			Heritage (general) For formal heritage-related processes followed, please se section B (6.) of the draft Basic Assessment Report.
			The design of all new buildings endeavours to incorporate the existing buildings in order to maintain the sense of place
			Heritage (ablution) It is the Coastal Management Branches responsibility to r plan and develop effective long-term coastal infrastructur the coastal defence structure, located in the littoral active currently being undermined due to exposure to wave ac unsustainable from a coastal defence perspective. Atten current location will result in loss of beach around the dynamics around the building.
			Following the public comments received, the proposed of central shower plaza in close proximity to the existing, ner traffic zone for ease of use and to improve access. There ablution facilities. The design shall maintain existing archi- toilet/family change rooms, and wheelchair accessible s building. Showers will be kept in the central area as well of on western side of beachfront. Knee level taps for feet at "Development Proposal" and Figure 2 under Section B (4 further details on the ablution building.
			Note that the decorative elements of the ablution facility d value. The parts of the building that are older than 60 year
			For formal heritage-related processes followed, please se section B (6.) of the draft Basic Assessment Report.
			Heritage (the Point) The heritage and sentimental value of the point masor current location and condition of the steps within the litto direct wave impact is not deemed a long-term sustainable masonry steps have sustained serious undermining and wo risk. In order construct a uniform, robust coastal defend sediment dynamics best practice to create smooth of construction of any headland type structures, which attract

orates and reflects the character and heritage

Report for further details on the preservation of

ction E (4.1) stal Management Policy" under Section E (4.2) der Section G (7.)

see the "Heritage Resources" Theme under

rate the architectural language and library of lace.

o manage all hard coastal infrastructure and ture. The existing ablution location seaward of ve beach, where the buildings foundations are action and variable beach levels is deemed empting to protect the ablution building in its he building and negatively affect sediment

d ablution building is located just landward of next to the beach within the high pedestrian ere is special focus on universal access of the chitectural style and include universal access e showers with bench for seat along ablution II as the shower at the pergola/event pavilion at ablution building are also included. See the (4.4) of the draft Basic Assessment Report for

v dates from the mid 80's and have no heritage ears are the walls and the hipped roof.

see the "Heritage Resources" Theme under

sonry steps are acknowledged, however the ttoral active and inter-tidal zones, exposed to ole location for a headland structure. The stone washout of fill material, posing a public safety ence structure, it is coastal engineering and a alignments along the coast, avoiding the ract and focus wave energy and could disrupt

Comment by	Date received	Comments/Concerns/Questions	Responses
			sediment dynamics.
			Furthermore, from a landscape and urban design motiv pedestrian flow connecting the main beachfront prome eliminates pedestrian and vehicle conflict in this area.
			Additionally, by removing the existing stone steps/point the retreats several meters landward. This allows reinstatement closer to what it historically was, connecting the two beach steps were constructed in the 1900's as part of land rector currently known as the gravel parking area.
			Thus, the City acknowledges the sentiment, but regard the part of the operational requirement to provide well design as described and required in the General background in Proposal" and Figure 4 under Section B (4.4) of the draft B
			For formal heritage-related processes followed, please so section B (6.) of the draft Basic Assessment Report.
			<b>Soft landscaping</b> Following public comment more planted areas are include harsh conditions. Locally indigenous vegetation as well planted instead. More planters for hardy indigenous vege environment will be incorporated into the design. Storm we for watering and infiltration and to include automatic combination of natural (indigenous) lawn and artificial gro
			Maintenance of any planted areas and maintenance of a to the project, hence only appropriate plant species (in incorporated in applicable locations.
			See the "Soft Landscaping" subheading along with Figure Assessment Report for further details.
			<b>Parking</b> The focus of the project is not to solve the parking problem
			Instead of trying to meet the growing parking demand, or space provision, the objective is to retain the status quo parking shortfall, pedestrian linkages to nearby parking established/enhaced and the routes highlighted.
			By rationalising the parking layouts, approximately the sam on a reduced footprint. This frees up space for people: infr and the linking of the Muizenberg's sandy and rocky generous seating steps and soft landscaping. Locally in parking areas, buildings and infrastructure.
			'Formalising' the parking area refers to surfacing the parking one way circulation, demarcation of pedestrian and vel

tivation, the proposed design creates greater nenade area with the St James walkway, and

the proposed promenade and step alignment nent and creation of more beach space here ach areas as it historically was before the corner clamation exercise to create residential erven,

the replacement of the corner/point steps as gned and robust coastal defence infrastructure d information section. See the "Development Basic Assessment Report for further details.

see the "Heritage Resources " Theme under

uded. Trees are not climatically suited to these ell as lawn for recreational purposes will be getation suited to the harsh False Bay coastal water run-off will be directed into planted areas atic irrigation when run-off not available. A grass will used where applicable.

f any new infrastructure is of utmost importance (indigenous, climatically suited plants) will be

gure 8 under Section B (4.4) of the draft Basic

em at the beachfront.

or removing parking in lieu of additional open to with a 5% deviation margin. To mitigate the g areas and public transport facilities will be

ame number of parking bays could be retained nfrastructure retreat to ensure more dry beach y beach as well as a widened promenade, indignous vegetation will be used to soften

king area, marking out parking bays, indicating vehicle movement areas (walkways and road

Comment by	Date received	Comments/Concerns/Questions	Responses
			way) and the addition of services such as area lighting a retain and enhance the character of the Muizenberg Be be surfaced with the same material that exisitng parking pavers perform well in the coastal environment and result ashpalt and dark gravel parking areas. All parking will rem
			Alternative uses of this space are acknowledged, the curr the beachfront is well defined in parking counts and is required does not preclude possible future alternative uses of commentators if the overall transport system of the large centred system. The space can in its proposed arrangement or events like any other public space in the City given that is followed for such application.
			Furthermore, it is envisioned that the western portion of the projects scope area, will remain to be used as is for the m long-term public transport opportunities improved to the taxies reduce to the extent that the proposed area of parking area can be repurposed at such time. No fixed parking areas, which would prevent future repurposing of
			A weekday and Saturday parking demand survey was indicated a parking occupancy level of more than 50% d Saturday, the parking survey indicated a parking occup around the Beach Road roundabout and the informal gr utilized.
			As such, replacement of the existing parking areas are n existing eastern and western parking areas shall be for regarding the overall number of parking bays will be main the precinct will remain very similar, although a few parking in another.
			In accordance with Policy Statement 38, the measure im vehicle dependency in lieu of the use of promote public t the midst of oversubscription and increased parking demo safeguard economic activity (Objective10.2A) along the b parking for their patrons. It is unrealistic to think that the use alternative to the beach for surfers who live beyond the Muizenberg line and future MyCiti lines, not only because safely carry with abnormal luggage like surfboards. The n Node will therefore remain for the foreseeable future. Sh future, the paving could easily be lifted and re-used in transformed into a park or other. In the meantime, the par for markets, shows, film viewings etc.
			See the "Parking Areas" subheading along with Figures 2 of Assessment Report for further details on parking. For further see Section E (4.2).

and surface storm water drainage. In oder to Beachfront these formalised parking areas will g bays are surfaced with. The permeable clay ult in lower local temperatures as compared to emain free of charge.

urrent use of the area as convenient parking to equired in the medium term. Paving of the area of the area such as those proposed by ger city has evolved toward a public transport ment be used for markets and other gatherings at the event permitting and request procedure

he larger Muizenberg beachfront precinct, this e medium to long term. It is believed that if the ne point that use of personal cars, busses and of parking is not required by beach users, the ed building infrastructure is constructed in the of the area.

as carried out as part of the TIA. The survey during the week. During the peak period on a upancy level of more than 100%. The parking gravel parking area are well-used and is over-

not feasible in the short to medium term. The ormalised and optimised and the status quo aintained. The total number of parking bays in king bays may be lost in one area and added

implemented to systematically reduce private c transport is retaining the parking status quo in nand. Retaining the parking status quo will also e beach as shops and restaurants rely on public se of public transport will be a viable commute he catchment of the Southern Line, the GAB se of coverage, but also the fleet's limitation to need for parking at this Metropolitan Coastal Should a reduction of parking be feasible in in the construction of paths while the land is parking area can double up as an event space

2 and 5 under Section B (4.4) of the draft Basic rther details on NMT related policy alignment,

Comment by	Date received	Comments/Concerns/Questions	Responses
Raymond, Suzette <u>suzetteraymond@yahoo.c</u> <u>om</u> Via written comments at the Open House	07/09/2022	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.	Comment noted.
Read, Adrian <u>adrian@brandcollective.c</u> <u>0.za</u> Via Website	03/09/2022	It will give Muizenberg the boost it deserves. Requested to be added as an IAP.	You have been registered as an interested and affected
Redelinghuys, Samantha <u>samantha@surfemporium.</u> <u>Co.za</u> Surf Emporium Via Website	03/10/2022	<ul> <li>I support the work that needs to be done to protect necessary infrastructure cable lines and sewerage pipes.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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 to waterslides and beyond for swimmers.</li> <li>But as swimmers can't get water, food or clean, safe toilet facilities along the stretch between the pavilion and the waterslides they all congregote in the surfing area. Injuries to swimmers. Injuries to</li> </ul>	<ul> <li>Project mandate         Please note that this project is being undertaken by the         Branch, which is a branch of government with a defin         responsibilities. The scope of the project is therefore requir         roles and these responsibilities.         Coastal Management: Spatial Area of Responsibility:             <ul> <li>The Coastal Management area of jurisdiction (ma</li></ul></li></ul>

ed party.

ne City of Cape Town's Coastal Management fined mandate, as well as defined roles and juired to fall in the ambit of this mandate, these

nandate) is defined as the area seaward of the ne near shore marine environment as well as all his space. Coastal Management has overall ne departments operating or providing services of agreed operational protocols and/or Service

ent function are a combination of: and and ecosystem management

tments that have functional and service

the wide variety of other developmental and stic resource distribution across the City in order Coastal managements functional requirements, we replacement of old wooden seawall and gn-life and started to fail, with new a stepped stive coastal protection, public coastal access, ment now and in future to remain growing. of the project scope landward to comprise the dings as well as the optimisation of the parking

Economic and Spatial Strategic Framework for accessible beaches offering a wide variety of he project aims to further improve and prioritise ides a:

Comment by	Date received	Comments/Concerns/Questions	Responses
		experiences surfers who have to take emergency evasive action when swimmers pop up from underwater unexpectedly. 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.	<ul> <li>3m wide universally accessible promenade,</li> <li>Universal beach access ramp in the central area of access mats to be rolled out on a daily basis.</li> <li>Universal access ramp on western end of promenor Universal access to playground area.</li> <li>The ablution facilities in the central area include changing facilities.</li> <li>The project also incorporates easily accessible store equipment.</li> <li>The Waves for Change building on the beachfrom assistance with universal beach access and adapted access and go embayment will be provided at the end of the provided at t</li></ul>
			The entire promenade as well as ablution facilities will be project aims to further improve and prioritise universal acc facilities provided. The promenade will have wheelchair of ends as well as all other access points.
			See the "Development Proposal" subheading along with the draft Basic Assessment Report for further details.
			Heritage (ablution) It is the Coastal Management Branches responsibility to plan and develop effective long-term coastal infrastructu the coastal defence structure, located in the littoral active currently being undermined due to exposure to wave a unsustainable from a coastal defence perspective. Atter current location will result in loss of beach around the dynamics around the building.
			Following the public comments received, the proposed of central shower plaza in close proximity to the existing, no traffic zone for ease of use and to improve access. There ablution facilities. The design shall maintain existing arch toilet/family change rooms, and wheelchair accessible building. Showers will be kept in the central area as well on western side of beachfront. Knee level taps for feet at "Development Proposal" and Figure 2 under Section B (4 further details on the ablution building.
			Note that the decorative elements of the ablution facility of value. The parts of the building that are older than 60 years
			For formal heritage-related processes followed, please s section B (6.) of the draft Basic Assessment Report.
			New ablutions Following the public comments received, the proposed of central shower plaza in close proximity to the existing, ne

of the beachfront that also allows the beach

nade from parking level.

de universally accessible toilets, showers and

brage space for beach wheelchair and access

front will be repurposed for NGO's providing uptive surfing.

arcated.

e entrance circle to the beachfront.

be universally accessible by wheel chair. The access over the entire project area and for the r access from the eastern, central and western

h all associated figures under Section B (4.4) of

o manage all hard coastal infrastructure and ture. The existing ablution location seaward of ve beach, where the buildings foundations are action and variable beach levels is deemed rempting to protect the ablution building in its he building and negatively affect sediment

d ablution building is located just landward of next to the beach within the high pedestrian ere is special focus on universal access of the chitectural style and include universal access e showers with bench for seat along ablution I as the shower at the pergola/event pavilion at ablution building are also included. See the (4.4) of the draft Basic Assessment Report for

y dates from the mid 80's and have no heritage ears are the walls and the hipped roof.

see the "Heritage Resources " Theme under

d ablution building is located landward of the next to the beach within the high pedestrian

Comment by	Date received	Comments/Concerns/Questions	Responses
			traffic zone for ease of use and to improve access. The ablution facilities. The design shall maintain existing arc toilet/family change rooms, and wheelchair accessible building. Showers will be kept in the central area as well on western side of beachfront. Knee level taps for feet ar See the "Development Proposal" and Figure 2 under Sect for further details on the ablution building. <b>Pavilion</b> This falls outside the scope of this project, but suggestio
			future of the Muizenberg Pavilion is the subject of future p
Reineaco, Pandora <u>nicolettereinecke@gmail.c</u> <u>om</u> Via written comments at the Open House	07/09/2022	<ol> <li>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.</li> <li>Bait collection on Muizenberg beach should be prohibited. No one bothers to check on quantities dug up.</li> </ol>	
Reinecke, Pandola <u>nicolettereinecke@gmail.c</u> <u>om</u> 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.	Waste management Waste management for the beach will be addressed Precinct Plans.
Rennolds, Dave <u>davemanreynolds@gmail.</u> <u>com</u> 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.	The Coastal management Branch acknowledges the resource needs throughout the city and supports a holisti to bring forth overall progression. Thus to deliver on the Co the primary objective of the project is the proactive degraded stone steps, which have passed their design revetment coastal protection in order to provide effective which will support the local socio-economic environment

here is special focus on universal access of the rchitectural style and include universal access le showers with bench for seat along ablution ell as the shower at the pergola/event pavilion at ablution building are also included.

ction B (4.4) of the draft Basic Assessment Report

ions will be send to Parks and Recreation. The e planning for Muizenberg.

nowers and seating walls.

ed through Integrated Coastal Management

he wide variety of other developmental and stic resource distribution across the City in order Coastal managements functional requirements, we replacement of old wooden seawall and gn-life and started to fail, with new a stepped tive coastal protection, public coastal access, ment now and in future to remain growing. of the project scope landward to comprise the dings as well as the optimisation of the parking pensive repair or unplanned emergency repair art of the socio-economic study component of mpleting the works as a once off project based and other supporting studies than to wait for it to or piece-meal maintenance work.

g are in decline as: /etments – are old, have passed their design life

precinct (such as gravel parking areas) are in cribed parking needs

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul> <li>A reduction in maintenance budgets over many and resultant underdevelopment of recreation arreduction in maintenance has been exacerbate public use of the area</li> <li>General housekeeping and sense of place is fa boxes derelict) which places the economic and s</li> <li>Additionally, due to climate change and sea level rise, i expected at the coastal defence structures of the Muiz state of the coastal defences, the existing coastal defen expected wave impacts and related scour to the toe of coastal defences and/or damage due to overtopping infrastructure, informed by coastal modelling and other beachfront is maintained and physically supported to preveat the provide long-term robust coastal defence infrastructure must be used to provide the required strength and durab to sustain the expected wave overtopping during futures be concrete, but open spaces landward of the prosegmented clay pavers, seating wall, planters with indige existing landward spaces. The clay pavers perform well in local temperatures as compared to ashpalt and dark ground as opposed to a typical grey concrete finish, provide long the impact of introducing concrete, a sand cused as opposed to a typical grey concrete finish, provide long the impact of introducing concrete, a sand cused as opposed to a typical grey concrete finish, provide long the impact of introducing concrete, a sand cused as opposed to a typical grey concrete finish, provide long the impact of introducing concrete, a sand cused as opposed to a typical grey concrete finish, provide the station building.</li> </ul>
Reynolds, Erika <u>erika.reynolds1@gmail.co</u> <u>m</u> 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?	Heritage (ablution)         It is the Coastal Management Branches responsibility to plan and develop effective long-term coastal infrastructure the coastal defence structure, located in the littoral active currently being undermined due to exposure to wave or unsustainable from a coastal defence perspective. Atter current location will result in loss of beach around the dynamics around the building.         Following the public comments received, the proposed central shower plaza in close proximity to the existing, n traffic zone for ease of use and to improve access. Ther ablution facilities. The design shall maintain existing arch toilet/family change rooms, and wheelchair accessible

by years has seen a decline in the public space areas as well as the inefficient use of space. This ted by the increasing pressure of the very high

failing (vegetation missing or eroded, bathing d social value of the space at risk

e, increased water levels and wave heights are uizenberg beachfront. Given the poor current ence structure is not expected to withstand the of the structure, which will lead to failure of the ing under higher water levels. Robust coastal her site investigations, is required to ensure the preserve the precinct.

wide promenade was changed from concrete rs to align with existing character and material

ected increase in wave energy in future and to re (the stepped revetment portion), concrete ability for the coastal defence structure. In order e storm events the 3m wide promenade will also romenade will be surfaced with permeable genous plants, play areas or lawns, similar to the I in the coastal environment and result in lower gravel parking areas.

coloured and exposed aggregate finish will be oviding a more natural earthy gravel look and used along the beachfront businesses and next

nd 4 under Section B (4.4) of the draft Basic

to manage all hard coastal infrastructure and cture. The existing ablution location seaward of ive beach, where the buildings foundations are action and variable beach levels is deemed tempting to protect the ablution building in its the building and negatively affect sediment

ad ablution building is located just landward of next to the beach within the high pedestrian here is special focus on universal access of the rchitectural style and include universal access le showers with bench for seat along ablution

Comment by	Date received	Comments/Concerns/Questions	Responses
			building. Showers will be kept in the central area as well on western side of beachfront. Knee level taps for feet at "Development Proposal" and Figure 2 under Section B (- further details on the ablution building.
			Note that the decorative elements of the ablution facility of value. The parts of the building that are older than 60 years
			For formal heritage-related processes followed, please s section B (6.) of the draft Basic Assessment Report.
			New ablutions Following the public comments received, the proposed central shower plaza in close proximity to the existing, no traffic zone for ease of use and to improve access. There ablution facilities. The design shall maintain existing arch toilet/family change rooms, and wheelchair accessible building. Showers will be kept in the central area as well on western side of beachfront. Knee level taps for feet at
			See the "Development Proposal" and Figure 2 under Section for further details on the ablution building.
Reyskens Lutz, Marina marinareyskens@gmail.co m Via Website	21/09/2022	I am a resident of the Muizenberg area (since 2016) & amp; am encouraged by the proposal to upgrade the beachfront area, which is well overdue.	Concrete revetment Following public comment, areas landward of the 3m wid surfacing to paved areas using clay segmented pavers to use.
		Whilst there are some positive aspects (e.g. plans for a universally accessible promenade & amp; 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.	In order to sustain the harsh marine conditions and expect provide long-term robust coastal defence infrastructure must be used to provide the required strength and durabi to sustain the expected wave overtopping during future st be concrete, but open spaces landward of the prov
		The proposals are featureless & amp; severe, & amp; place too much emphasis on concrete & amp; hard paving surfaces – none of which adds to the character of this area nor contributes to enhancing nature.	segmented clay pavers, seating wall, planters with indiger existing landward spaces. The clay pavers perform well in local temperatures as compared to ashpalt and dark gro
		We should move away from hard surfaces & amp; instead use more green & amp; 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.	To mitigate the impact of introducing concrete, a sand co used as opposed to a typical grey concrete finish, provi feel, and tying into the exposed aggregate concrete use to the station building.
		Regarding transport, although indeed, the current informal, gravel parking area is not ideal & amp; upgrades here would be good, the	See the "Development Proposal" and Figure 2, 3, and Assessment Report for further details.
		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 & amp; plan for more cycle lanes, safe & amp; 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	Soft landscaping Following public comment more planted areas are includ harsh conditions. Locally indigenous vegetation as well planted instead. More planters for hardy indigenous veg environment will be incorporated into the design. Storm we

ell as the shower at the pergola/event pavilion at ablution building are also included. See the 3 (4.4) of the draft Basic Assessment Report for

y dates from the mid 80's and have no heritage ears are the walls and the hipped roof.

see the "Heritage Resources " Theme under

d ablution building is located landward of the next to the beach within the high pedestrian are is special focus on universal access of the rchitectural style and include universal access le showers with bench for seat along ablution ell as the shower at the pergola/event pavilion at ablution building are also included.

ction B (4.4) of the draft Basic Assessment Report

vide promenade was changed from concrete s to align with existing character and material

ected increase in wave energy in future and to re (the stepped revetment portion), concrete ability for the coastal defence structure. In order e storm events the 3m wide promenade will also romenade will be surfaced with permeable genous plants, play areas or lawns, similar to the I in the coastal environment and result in lower gravel parking areas.

coloured and exposed aggregate finish will be oviding a more natural earthy gravel look and used along the beachfront businesses and next

nd 4 under Section B (4.4) of the draft Basic

luded. Trees are not climatically suited to these vell as lawn for recreational purposes will be egetation suited to the harsh False Bay coastal water run-off will be directed into planted areas

Comment by	Date received	Comments/Concerns/Questions	Responses
		the restaurants (from Milk Beach on the east side until Knead Bakery on the west) should be completely pedestrianised. A great alternative	for watering and infiltration and to include automatic combination of natural (indigenous) lawn and artificial gro
		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 & amp; be healthier, as well as add character to the area. By freeing up parking bays, one can use these as alternative spaces for leisure	Maintenance of any planted areas and maintenance of a to the project, hence only appropriate plant species (in incorporated in applicable locations.
		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.	See the "Soft Landscaping" subheading along with Figure Assessment Report for further details.
		There should also be self-service lockers for water users to store their keys & amp; valuables.	Parking The focus of the project is not to solve the parking problem
		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.	Instead of trying to meet the growing parking demand, or space provision, the objective is to retain the status quo parking shortfall, pedestrian linkages to nearby parking established/enhaced and the routes highlighted.
		The building is so historic, but it is totally falling apart, rusted & amp; 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 & amp; reliable, people will choose this as their preferred mode of transport & amp; leave their cars at home.	By rationalising the parking layouts, approximately the sam on a reduced footprint. This frees up space for people: infr and the linking of the Muizenberg's sandy and rocky generous seating steps and soft landscaping. Locally in parking areas, buildings and infrastructure.
		There should be a more useable bus stop & amp; 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 & amp; emissions are reduced, traffic congestion eases & amp; the City becomes cleaner & amp; greener.	'Formalising' the parking area refers to surfacing the parking one way circulation, demarcation of pedestrian and vel- way) and the addition of services such as area lighting a retain and enhance the character of the Muizenberg Be be surfaced with the same material that exisitng parking pavers perform well in the coastal environment and result ashpalt and dark gravel parking areas. All parking will rem
		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 & amp; is a waste of money. There are so many recycled plastic options that have been used in similar settings.	Alternative uses of this space are acknowledged, the curr the beachfront is well defined in parking counts and is required does not preclude possible future alternative uses of commentators if the overall transport system of the large centred system. The space can in its proposed arrangement or events like any other public space in the City given that is followed for such application.
		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.	Furthermore, it is envisioned that the western portion of the projects scope area, will remain to be used as is for the n long-term public transport opportunities improved to the taxies reduce to the extent that the proposed area of parking area can be repurposed at such time. No fixed parking areas, which would prevent future repurposing of
		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 & amp; left to disintegrate.	A weekday and Saturday parking demand survey was indicated a parking occupancy level of more than 50% d Saturday, the parking survey indicated a parking occup

Itic irrigation when run-off not available. A grass will used where applicable.

any new infrastructure is of utmost importance (indigenous, climatically suited plants) will be

gure 8 under Section B (4.4) of the draft Basic

em at the beachfront.

or removing parking in lieu of additional open o with a 5% deviation margin. To mitigate the g areas and public transport facilities will be

Ime number of parking bays could be retained infrastructure retreat to ensure more dry beach y beach as well as a widened promenade, indignous vegetation will be used to soften

king area, marking out parking bays, indicating rehicle movement areas (walkways and road and surface storm water drainage. In oder to Beachfront these formalised parking areas will g bays are surfaced with. The permeable clay of the lower local temperatures as compared to emain free of charge.

urrent use of the area as convenient parking to equired in the medium term. Paving of the area of the area such as those proposed by ger city has evolved toward a public transport ment be used for markets and other gatherings at the event permitting and request procedure

he larger Muizenberg beachfront precinct, this medium to long term. It is believed that if the ne point that use of personal cars, busses and of parking is not required by beach users, the ed building infrastructure is constructed in the of the area.

as carried out as part of the TIA. The survey during the week. During the peak period on a upancy level of more than 100%. The parking

Comment by	Date received	Comments/Concerns/Questions	Responses
		This proposal lacks in several aspects but the above serve as implementable alternatives. I hope these will be considered.	around the Beach Road roundabout and the informal gr utilized.
		Sincerely,	As such, replacement of the existing parking areas are n existing eastern and western parking areas shall be for regarding the overall number of parking bays will be main the precinct will remain very similar, although a few parkin in another.
			In accordance with Policy Statement 38, the measure im vehicle dependency in lieu of the use of promote public t the midst of oversubscription and increased parking demo safeguard economic activity (Objective10.2A) along the b parking for their patrons. It is unrealistic to think that the use alternative to the beach for surfers who live beyond the Muizenberg line and future MyCiti lines, not only because safely carry with abnormal luggage like surfboards. The n Node will therefore remain for the foreseeable future. SI future, the paving could easily be lifted and re-used in transformed into a park or other. In the meantime, the par for markets, shows, film viewings etc.
			See the "Parking Areas" subheading along with Figures 2 a Assessment Report for further details on parking. For furth see Section E (4.2).
			Transport priorities
			<u>Train</u> The Southern Line will not be returning to fill efficiency government responsibility, however the City will "contin devolution of rail functions to ensure a quality, reliable rail
			Taxi According to the 2014 and 2019 STATS SA General Househ of trains as a mode of transport due to the commuter rail s taxis approximately 4 times more than trains. Even if the rel percentage people commuting to Muizenberg Beach with as the Southern line does not service the majority of Cape not offer a feasible transport alternative for the majority recognizes the dominance of minibus taxis as mode of p The minibus taxis will continue to use the bus embaymen Road parallel parking bays, as they are currently doing. Th also remain available should taxis park and wait for comm
			<u>Cycling</u> The CITP's vision for cycling is that "Cape Town is the prem is an accepted, accessible and popular mode of transpo effect, and in line with the Cycling Strategy's key focus of opportunity to cycle along the beach by widening the pr reducing conflict with vehicles and giving preference to c

gravel parking area are well-used and is over-

e not feasible in the short to medium term. The formalised and optimised and the status quo naintained. The total number of parking bays in rking bays may be lost in one area and added

implemented to systematically reduce private ic transport is retaining the parking status quo in mand. Retaining the parking status quo will also e beach as shops and restaurants rely on public use of public transport will be a viable commute the catchment of the Southern Line, the GAB se of coverage, but also the fleet's limitation to e need for parking at this Metropolitan Coastal . Should a reduction of parking be feasible in in the construction of paths while the land is parking area can double up as an event space

2 and 5 under Section B (4.4) of the draft Basic in ther details on NMT related policy alignment,

cy overnight. The passenger rail is not a local itinue advocating for better services and the rail service for Cape Town".

sehold Survey, there is a reduction in the usage ail service decline, with people commuting with reliability of the railway service is improved, the with the train is unlikely to change dramatically pe Town's neighbourhoods and therefore does rity of Capetonians to the beach. The project f public transport, as per IDP Objective 12.1.C. ent to drop off commuters as well as the Main The parking bays within and around the site will mmuters.

emier Cycling City in South Africa where cycling sport for all – residents and visitors alike." To this s areas the proposal provides people with the promenade; improves the safety of cyclists by o cyclists and pedestrian and providing cycling

Comment by	Date received	Comments/Concerns/Questions	Responses
			infrastructure. Bicycle parking will be well distributed acro that a class 4 Cycling route is planned for Atlantic Road, o the site is however beyond the scope of this project.
			Parking In accordance with Policy Statement 38, the measure impresented by vehicle dependency in lieu of the use of promote public that the midst of oversubscription and increased parking demands a feguard economic activity (Objective10.2A) along the bip parking for their patrons. It is unrealistic to think that the use alternative to the beach for surfers who live beyond the Muizenberg line and future MyCiti lines, not only because of safely carry with abnormal luggage like surfboards. The new Node will therefore remain for the foreseeable future. Shifture, the paving could easily be lifted and re-used in transformed into a park or other. In the meantime, the part for markets, shows, film viewings etc.
			<b>Lockers</b> This suggestion could be made to the managing authority
			<b>Beach huts</b> The City acknowledges the character value of colourful be the same number (8) of huts within the beachfront.
			Due to the setback of the proposed coastal protection and promenade alignment interfaces with the location of the refurbishment of the existing eight huts, the responsible per be set back as part of the project to where the beach hut is therefore only temporarily available for the position of the along the promenade where they will also act as a win arrangement will follow the historical rhythm of small-small accessible from the shower plaza and beach side in order side of them.
			See the "Colourful beach huts" subheading along with Fig Assessment Report for further details.
			The Station The train station and associated rail infrastructure is owned jurisdiction. Any upgrades within the rail reserve must there the scope of this project. This recommendation is supp building's contribution to the character of the Muizenberg response, the Muizenberg Beachfront upgrade project will introduce and vertical elements that will compete with the to upgrade the station forecourt and pick up on the station the building.
			See the "The Station" subheading along with Figure 5 unde Report for further details.

cross the site and located conveniently. Note I, although implementation of bicycle lanes to

implemented to systematically reduce private c transport is retaining the parking status quo in mand. Retaining the parking status quo will also be beach as shops and restaurants rely on public se of public transport will be a viable commute the catchment of the Southern Line, the GAB se of coverage, but also the fleet's limitation to e need for parking at this Metropolitan Coastal Should a reduction of parking be feasible in in the construction of paths while the land is parking area can double up as an event space

ity of the bathing boxes.

beach huts at Muizenberg and intend to keep

ind promenade, the excavation and proposed the existing eight beach huts. At the time of persons were notified that the promenade will juts are currently located and that this location the beach huts. They will be centrally located wind break to the central shower area. Their all-large, as at St James. The beach huts will be der to create an inviting environment on either

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

whed by PRASA and falls outside of the City's erefore be undertaken by PRASA and is outside upported particularly because of the station erg Beachfront and it's heritage significance. In will retain views to the station building and not the architect. Moreover, the project proposes ation paving in order to improve the setting of

der Section B (4.4) of the draft Basic Assessment

Comment by	Date received	Comments/Concerns/Questions	Responses	
Reyskens, Marina <u>marinareyskens@gmail.co</u> <u>m</u> Via Email	21/09/2022	I am a resident of the Muizenberg area (since 2016) & am encouraged by the proposal to upgrade the beachfront area, which is well overdue.	Concrete revetment Following public comment, areas landward of the 3m wic surfacing to paved areas using clay segmented pavers t use.	
via emaii		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. The proposals are featureless & severe, & place too much emphasis	In order to sustain the harsh marine conditions and expec provide long-term robust coastal defence infrastructure must be used to provide the required strength and durabil to sustain the expected wave overtopping during future st be concrete, but open spaces landward of the pror	
		on concrete & hard paving surfaces – none of which adds to the character of this area nor contributes to enhancing nature.	segmented clay pavers, seating wall, planters with indiger existing landward spaces. The clay pavers perform well in local temperatures as compared to ashpalt and dark gra	
		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.	To mitigate the impact of introducing concrete, a sand co used as opposed to a typical grey concrete finish, provi feel, and tying into the exposed aggregate concrete use to the station building.	
		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	See the "Development Proposal" and Figure 2, 3, and Assessment Report for further details.	
		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	<b>Soft landscaping</b> Following public comment more planted areas are include harsh conditions. Locally indigenous vegetation as well planted instead. More planters for hardy indigenous veg environment will be incorporated into the design. Storm we for watering and infiltration and to include automatic combination of natural (indigenous) lawn and artificial gr	
		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, &	Maintenance of any planted areas and maintenance of a to the project, hence only appropriate plant species (in incorporated in applicable locations.	
		restaurants. The options really are endless. In short, there should be less emphasis on parking spaces for cars & more emphasis on cycle parking & pedestrians.	See the "Soft Landscaping" subheading along with Figure Assessment Report for further details.	
			There should also be self-service lockers for water users to store their keys & valuables.	<b>Parking</b> The focus of the project is not to solve the parking problem
		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	Instead of trying to meet the growing parking demand, o space provision, the objective is to retain the status quo parking shortfall, pedestrian linkages to nearby parking established/enhaced and the routes highlighted.	
		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.	By rationalising the parking layouts, approximately the sam on a reduced footprint. This frees up space for people: inf and the linking of the Muizenberg's sandy and rocky generous seating steps and soft landscaping. Locally in parking areas, buildings and infrastructure.	

vide promenade was changed from concrete s to align with existing character and material

ected increase in wave energy in future and to re (the stepped revetment portion), concrete bility for the coastal defence structure. In order storm events the 3m wide promenade will also romenade will be surfaced with permeable enous plants, play areas or lawns, similar to the in the coastal environment and result in lower ravel parking areas.

coloured and exposed aggregate finish will be viding a more natural earthy gravel look and sed along the beachfront businesses and next

nd 4 under Section B (4.4) of the draft Basic

uded. Trees are not climatically suited to these ell as lawn for recreational purposes will be getation suited to the harsh False Bay coastal water run-off will be directed into planted areas atic irrigation when run-off not available. A grass will used where applicable.

any new infrastructure is of utmost importance (indigenous, climatically suited plants) will be

gure 8 under Section B (4.4) of the draft Basic

em at the beachfront.

or removing parking in lieu of additional open o with a 5% deviation margin. To mitigate the g areas and public transport facilities will be

arme number of parking bays could be retained nfrastructure retreat to ensure more dry beach y beach as well as a widened promenade, indignous vegetation will be used to soften

Comment by	Date received	Comments/Concerns/Questions	Responses
		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. 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. 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. 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.	<ul> <li>'Formalising' the parking area refers to surfacing the parking one way circulation, demarcation of pedestrian and velway) and the addition of services such as area lighting a retain and enhance the character of the Muizenberg Be be surfaced with the same material that exisiting parking pavers perform well in the coastal environment and result ashpalt and dark gravel parking areas. All parking will rem</li> <li>Alternative uses of this space are acknowledged, the curr the beachfront is well defined in parking counts and is requides not preclude possible future alternative uses of commentators if the overall transport system of the larger centred system. The space can in its proposed arrangeme or events like any other public space in the City given that is followed for such application.</li> <li>Furthermore, it is envisioned that the western portion of the projects scope area, will remain to be used as is for the mong-term public transport opportunities improved to the taxies reduce to the extent that the proposed area of parking area can be repurposed at such time. No fixed parking areas, which would prevent future repurposing of A weekday and Saturday parking demand survey was indicated a parking occupancy level of more than 50% d Saturday, the parking survey indicated a parking occup around the Beach Road roundabout and the informal grutilized.</li> <li>As such, replacement of the existing parking areas are n existing eastern and western parking areas shall be forr regarding the overall number of parking bays will be main the precinct will remain very similar, although a few parking in another.</li> <li>In accordance with Policy Statement 38, the measure im vehicle dependency in lieu of the use of promote public the midst of oversubscription and increased parking dema shall be forr regarding the other bacch for surfers who live beyond the Muizenberg line and future MyCiti lines, not only because safely carry with abnormal luggage like surfboards. Then safey carry with abnormal luggage like surfboards.</li></ul>

king area, marking out parking bays, indicating ehicle movement areas (walkways and road and surface storm water drainage. In oder to Beachfront these formalised parking areas will g bays are surfaced with. The permeable clay of the lower local temperatures as compared to emain free of charge.

urrent use of the area as convenient parking to equired in the medium term. Paving of the area of the area such as those proposed by ger city has evolved toward a public transport ment be used for markets and other gatherings at the event permitting and request procedure

he larger Muizenberg beachfront precinct, this medium to long term. It is believed that if the he point that use of personal cars, busses and of parking is not required by beach users, the ed building infrastructure is constructed in the of the area.

as carried out as part of the TIA. The survey during the week. During the peak period on a upancy level of more than 100%. The parking gravel parking area are well-used and is over-

not feasible in the short to medium term. The ormalised and optimised and the status quo aintained. The total number of parking bays in king bays may be lost in one area and added

implemented to systematically reduce private c transport is retaining the parking status quo in nand. Retaining the parking status quo will also e beach as shops and restaurants rely on public se of public transport will be a viable commute he catchment of the Southern Line, the GAB se of coverage, but also the fleet's limitation to need for parking at this Metropolitan Coastal Should a reduction of parking be feasible in in the construction of paths while the land is parking area can double up as an event space

Comment by	Date received	Comments/Concerns/Questions	Responses
			See the "Parking Areas" subheading along with Figures 2 Assessment Report for further details on parking. For furth see Section E (4.2).
			Transport priorities <u>Train</u> The Southern Line will not be returning to fill efficiency government responsibility, however the City will "contin devolution of rail functions to ensure a quality, reliable rail
			<u>Taxi</u> According to the 2014 and 2019 STATS SA General House of trains as a mode of transport due to the commuter rail taxis approximately 4 times more than trains. Even if the re- percentage people commuting to Muizenberg Beach wi as the Southern line does not service the majority of Cape not offer a feasible transport alternative for the majority recognizes the dominance of minibus taxis as mode of p The minibus taxis will continue to use the bus embaymen Road parallel parking bays, as they are currently doing. The also remain available should taxis park and wait for comm
			<u>Cycling</u> The CITP's vision for cycling is that "Cape Town is the prem is an accepted, accessible and popular mode of transpo- effect, and in line with the Cycling Strategy's key focus of opportunity to cycle along the beach by widening the p reducing conflict with vehicles and giving preference to a infrastructure. Bicycle parking will be well distributed acr that a class 4 Cycling route is planned for Atlantic Road, the site is however beyond the scope of this project.
			Parking In accordance with Policy Statement 38, the measure im vehicle dependency in lieu of the use of promote public to the midst of oversubscription and increased parking demo safeguard economic activity (Objective10.2A) along the parking for their patrons. It is unrealistic to think that the use alternative to the beach for surfers who live beyond the Muizenberg line and future MyCiti lines, not only because safely carry with abnormal luggage like surfboards. The r Node will therefore remain for the foreseeable future. S future, the paving could easily be lifted and re-used in transformed into a park or other. In the meantime, the pa for markets, shows, film viewings etc.
			Lockers This suggestion could be made to the managing authorit
			Beach huts

2 and 5 under Section B (4.4) of the draft Basic urther details on NMT related policy alignment,

cy overnight. The passenger rail is not a local atinue advocating for better services and the rail service for Cape Town".

sehold Survey, there is a reduction in the usage ail service decline, with people commuting with reliability of the railway service is improved, the with the train is unlikely to change dramatically pe Town's neighbourhoods and therefore does rity of Capetonians to the beach. The project f public transport, as per IDP Objective 12.1.C. ent to drop off commuters as well as the Main The parking bays within and around the site will mmuters.

emier Cycling City in South Africa where cycling sport for all – residents and visitors alike." To this is areas the proposal provides people with the promenade; improves the safety of cyclists by o cyclists and pedestrian and providing cycling across the site and located conveniently. Note d, although implementation of bicycle lanes to

implemented to systematically reduce private c transport is retaining the parking status quo in mand. Retaining the parking status quo will also e beach as shops and restaurants rely on public use of public transport will be a viable commute the catchment of the Southern Line, the GAB se of coverage, but also the fleet's limitation to e need for parking at this Metropolitan Coastal . Should a reduction of parking be feasible in in the construction of paths while the land is parking area can double up as an event space

rity of the bathing boxes.

Comment by	Date received	Comments/Concerns/Questions	Responses
Rhinecko, Pandora Via written comments at the Open House	07/09/2022	<ol> <li>Waves for change + the shark spotters have to be close to the beach. Could they be built on the lawn labelled in option B.</li> <li>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.</li> <li>Parking access for area next to railway needs to be improved- design is bad. You need easy flow of traffic.</li> <li>For the futuks a skateboard area where old children railway was.</li> </ol>	The City acknowledges the character value of colourful to the same number (8) of huts within the beachfront. Due to the setback of the proposed coastal protection ar promenade alignment interfaces with the location of the refurbishment of the existing eight huts, the responsible publies be set back as part of the project to where the beach hut is therefore only temporarily available for the position of the along the promenade where they will also act as a warangement will follow the historical rhythm of small-smal accessible from the shower plaza and beach side in order side of them. See the "Colourful beach huts" subheading along with Fi Assessment Report for further details. <b>The Station</b> The train station and associated rail infrastructure is own jurisdiction. Any upgrades within the rail reserve must there the scope of this project. This recommendation is sup building's contribution to the character of the Muizenberg Beachfront upgrade project wintroduce and vertical elements that will compete with to upgrade the station forecourt and pick up on the stat the building. See the "The Station" subheading along with Figure 5 und Report for further details. <b>NGO buildings</b> The value of the NGO's in the beachfront is acknowled remain, Shark Spotters will keep operating from its curren beach access and therefore the proposed design hows for Change buildings to facilitate universal beach and us will be used to enable the large, cumbersome beach access and therefore the proposed design hows for Change buildings to facilitate universal beach and us will be used to enable the large, cumbersome beach and us will be used to enable the large, cumbersome beach access and therefore the proposed design hows for Change buildings to facilitate universal beach and us will be used to enable the large, cumbersome beach access and therefore the proposed beach access from proposed beach access ramp for easy daily use as well on the adaptive surfing equipment. The building will also set A new building to facilitate the operations of

beach huts at Muizenberg and intend to keep

and promenade, the excavation and proposed the existing eight beach huts. At the time of persons were notified that the promenade will nuts are currently located and that this location f the beach huts. They will be centrally located wind break to the central shower area. Their nall-large, as at St James. The beach huts will be der to create an inviting environment on either

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

wned by PRASA and falls outside of the City's erefore be undertaken by PRASA and is outside upported particularly because of the station erg Beachfront and it's heritage significance. In will retain views to the station building and not in the architect. Moreover, the project proposes ration paving in order to improve the setting of

der Section B (4.4) of the draft Basic Assessment

edged and valued. The existing NGO buildings ent location. The City seeks to improve universal wever intends to repurpose the existing Waves surfing access and related NGO's. The building h access mats to be stored at the top of the II as storage of beach access wheel chairs and serve as an operational base for related NGO's. change will be constructed around the central op-off facilities and NMT routes. This has been nge. The existing NGO function and additional the community and are supported by the City.

chitectural language of the existing buildings.

der Section B (4.4) of the draft Basic Assessment

luded. Trees are not climatically suited to these vell as lawn for recreational purposes will be egetation suited to the harsh False Bay coastal

Comment by	Date received	Comments/Concerns/Questions	Responses
			environment will be incorporated into the design. Storm we for watering and infiltration and to include automati combination of natural (indigenous) lawn and artificial gr
			Maintenance of any planted areas and maintenance of a to the project, hence only appropriate plant species (i incorporated in applicable locations.
			See the "Soft Landscaping" subheading along with Figure Assessment Report for further details.
			<b>Skatepark</b> The City has decided that the installation of a skate park feasible, thus it has been removed from this project.
Rhodes, James <u>rhodes.james.ian@gmail.c</u> <u>om</u> Via Website	07/09/2022	Requested to be registered as an IAP.	You have been registered as an interested and affected
Rice, Lauren lauren.wilde.rice@gmail.co m Via Website Starling Child	22/09/2022	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,	
		Attached document:	
		COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN	
		Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)	
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
Roberts, Alistair <u>alistair@zsd.co.za</u> Via written comments at the Open House	07/09/2022	<ul> <li>Ensure changing: Ablution facilities for PWD's (people with disabilities) meet with international standards(Blue Flag Beach Status).</li> <li>Storage facilities for adaptive surfers, wheelchairs, prosthetics.</li> <li>Access ramp in central portion could be 'V' shaped i.e., ramp to right as well as the left. Wide access point at top.</li> <li>Drop off facility for minibus to drop and go.</li> <li>Adequate disabled parking bays.</li> </ul>	<ul> <li>Accessibility Muizenberg beachfront was identified in the Coastal Eccape Town, 2017 (CESSF) as one of the most universally a recreational and social opportunities in Cape Town. The universal access over the entire project area, and include <ul> <li>3m wide universally accessible promenade,</li> <li>Universal beach access ramp in the central area access mats to be rolled out on a daily basis.</li> <li>Universal access to playground area.</li> <li>The ablution facilities in the central area include changing facilities.</li> </ul></li></ul>

water run-off will be directed into planted areas atic irrigation when run-off not available. A grass will used where applicable.

of any new infrastructure is of utmost importance (indigenous, climatically suited plants) will be

gure 8 under Section B (4.4) of the draft Basic

rk at the Muizenberg Beachfront is not currently

ed party.

EACHFRONT: A CALL TO START OVER

ed party.

Economic and Spatial Strategic Framework for accessible beaches offering a wide variety of ne project aims to further improve and prioritise udes a:

a of the beachfront that also allows the beach

enade from parking level.

de universally accessible toilets, showers and

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul> <li>The project also incorporates easily accessible store equipment.</li> <li>The Waves for Change building on the beachfroe assistance with universal beach access and adapted additional wheelchair parking bays will be demarked. Drop and go embayment will be provided at the expression of the properties of the entire promenade as well as ablution facilities will be project aims to further improve and prioritise universal access facilities provided. The promenade will have wheelchair of ends as well as all other access points.</li> <li>See the "Development Proposal" subheading along with the draft Basic Assessment Report for further details.</li> </ul>
			New ablutions Following the public comments received, the proposed of central shower plaza in close proximity to the existing, no traffic zone for ease of use and to improve access. There ablution facilities. The design shall maintain existing arch toilet/family change rooms, and wheelchair accessible building. Showers will be kept in the central area as well on western side of beachfront. Knee level taps for feet at See the "Development Proposal" and Figure 2 under Section for further details on the ablution building.
Robinson, Peter <u>Peter.grant.robison@gmail.</u> <u>com</u> Via written comments at the Open House	07/09/2022	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.	Skatepark The City has decided that the installation of a skate park of feasible, thus it has been removed from this project. New ablutions Following the public comments received, the proposed of central shower plaza in close proximity to the existing, no traffic zone for ease of use and to improve access. There ablution facilities. The design shall maintain existing arch toilet/family change rooms, and wheelchair accessible building. Showers will be kept in the central area as well on western side of beachfront. Knee level taps for feet at See the "Development Proposal" and Figure 2 under Section for further details on the ablution building.
			Ocean dynamics As per the PRDW Specialist Coastal Modelling reports, wooden revetment with a concrete stepped revetmen influence the sediment dynamics, offshore sandbanks existing coastal protection structures. The project design in the design of the coastal protection.

orage space for beach wheelchair and access

front will be repurposed for NGO's providing aptive surfing.

arcated.

e entrance circle to the beachfront.

be universally accessible by wheel chair. The access over the entire project area and for the r access from the eastern, central and western

th all associated figures under Section B (4.4) of

d ablution building is located landward of the next to the beach within the high pedestrian pere is special focus on universal access of the rchitectural style and include universal access le showers with bench for seat along ablution ell as the shower at the pergola/event pavilion at ablution building are also included.

tion B (4.4) of the draft Basic Assessment Report

k at the Muizenberg Beachfront is not currently

d ablution building is located landward of the next to the beach within the high pedestrian iere is special focus on universal access of the rchitectural style and include universal access le showers with bench for seat along ablution ell as the shower at the pergola/event pavilion at ablution building are also included.

ction B (4.4) of the draft Basic Assessment Report

ts, the proposed replacement of the existing ent as coastal protection is not expected to ks and surfing conditions differently than the gn considers climate change and sea level rise

Comment by	Date received	Comments/Concerns/Questions	Responses
			See Section G (3.5) for a summary of the specialist coastal is can be found in Appendix G. Please note that during construction, temporary berms will sea wall to serve as temporary coastal protection, any effer during the construction is limited to the construction dur executed in a sequence and thus only portions of the be entire beachfront at once. Any effects are thus temporary
			<ul> <li>Beach huts</li> <li>The City acknowledges the character value of colourful b the same number (8) of huts within the beachfront.</li> <li>Due to the setback of the proposed coastal protection and promenade alignment interfaces with the location of the refurbishment of the existing eight huts, the responsible per be set back as part of the project to where the beach hut is therefore only temporarily available for the position of the along the promenade where they will also act as a wi arrangement will follow the historical rhythm of small-small accessible from the shower plaza and beach side in order side of them.</li> </ul>
Romyn, Michael <u>mike@revenuered.com</u> Via Email	28/09/2022	Hi, As a director on False Bay Tourism and Business Association, I support	Assessment Report for further details. Your comment of support is noted.
		MID's submission with regards to the planned Muizenberg development. Regards Michael Romyn 082 888 8879	
Ross, Rebecca <u>becsmetz@gmail.com</u> Via written comments at the Open House	07/09/2022	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.	<b>Soft landscaping</b> Following public comment more planted areas are includ harsh conditions. Locally indigenous vegetation as wel planted instead. More planters for hardy indigenous vege environment will be incorporated into the design. Storm we for watering and infiltration and to include automatic combination of natural (indigenous) lawn and artificial gra Maintenance of any planted areas and maintenance of c
			to the project, hence only appropriate plant species (ir incorporated in applicable locations.

al modelling studies. Additionally, the full reports

will likely be constructed seaward of the existing effect on the nearshore hydrodynamics caused duration and to the area of work. Work will be beach will be affected at a time and not the rary of nature.

beach huts at Muizenberg and intend to keep

and promenade, the excavation and proposed the existing eight beach huts. At the time of persons were notified that the promenade will nuts are currently located and that this location f the beach huts. They will be centrally located wind break to the central shower area. Their nall-large, as at St James. The beach huts will be der to create an inviting environment on either

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

uded. Trees are not climatically suited to these yell as lawn for recreational purposes will be egetation suited to the harsh False Bay coastal water run-off will be directed into planted areas atic irrigation when run-off not available. A grass will used where applicable.

f any new infrastructure is of utmost importance (indigenous, climatically suited plants) will be

Comment by	Date received	Comments/Concerns/Questions	Responses
			See the "Soft Landscaping" subheading along with Figu Assessment Report for further details.
			<b>Playground</b> The playground has been designed to fit in to the Muizen been given to ensuring it incorporates aspects represente possible will be used for the heat and corrosion reasons. The will provide wind shelter to the new playground. The desi the playground and the beach so that parents can obser
			See the "Playground" subheading along with Figure & Assessment Report for further details on the design of the
Rossouw, Bobbie "Bobcat"	25/10/	Proposal in a file	Received, the file has been issued to the City of Cape Tow
(079) 913-6191 Via hand delivered comments	2022		<b>Project mandate</b> Please note that this project is being undertaken by the Branch, which is a branch of government with a defin responsibilities. The scope of the project is therefore requir roles and these responsibilities.
			<ul> <li>Coastal Management: Spatial Area of Responsibility:</li> <li>The Coastal Management area of jurisdiction (ma Coastal Edge as per the MSDF and including the processes or activities that may impact on this responsibility for this coastal environment. All line within the Coastal Environment do so in terms of a Level Agreements (defined below)</li> </ul>
			<ul> <li>The Roles and Responsibilities of the Coastal Management</li> <li>Coastal hard infrastructure assets and coastal lan</li> <li>Coastal Planning, Upgrades and Development</li> <li>Coastal Policy and Regulation</li> <li>Coordination with the multiple line department responsibilities in the coastal environment,</li> <li>Coastal monitoring and Reporting</li> </ul>
			The Coastal management Branch acknowledges the resource needs throughout the city and supports a holistic to bring forth overall progression. Thus to deliver on the Coa the primary objective of the project is the proactive degraded stone steps, which have passed their design- revetment coastal protection in order to provide effective which will support the local socio-economic environme Secondary to the coastal protection is the extension of the upgrading of the hard and soft landscaping and building area.

gure 8 under Section B (4.4) of the draft Basic

enberg Beachfront area. Special attention has ntative of the local coastline. As little metal as The existing buildings and new ablution building esign ensures there is a visual linkage between erve their children.

6 under Section B (4.4) of the draft Basic e playground.

own.

e City of Cape Town's Coastal Management ined mandate, as well as defined roles and uired to fall in the ambit of this mandate, these

nandate) is defined as the area seaward of the e near shore marine environment as well as all is space. Coastal Management has overall e departments operating or providing services f agreed operational protocols and/or Service

ent function are a combination of: and and ecosystem management

tments that have functional and service

e wide variety of other developmental and tic resource distribution across the City in order coastal managements functional requirements, e replacement of old wooden seawall and n-life and started to fail, with new a stepped tive coastal protection, public coastal access, ment now and in future to remain growing. the project scope landward` to comprise the ings as well as the optimisation of the parking

Comment by	Date received	Comments/Concerns/Questions	Responses
Rousseau, Nicky rousseau.nicky@gmail.co	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", pa
m Via Website			

page 1 of the comments and response table.

