

Comments and Response Table

This document serves as part of Appendix F of the draft Basic Assessment Report.

It contains comments and responses for the **other (“CALL TO START OVER” and anonymous)** comments.

The call to start over (pages 1 – 17) and anonymous comments (pages 17 – 33)

Comment by	Date received	Comments/Concerns/Questions	Responses
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Before making comment there are a few questions that need to be raised about the process.</p> <ul style="list-style-type: none"> • While it is indicated that an environmental authorization will be applied for the works, there is no indication that a heritage impact assessment will be undertaken. Given that Muizenberg is a Heritage Protection Overlay Zone, what consultation is happening with heritage bodies, especially with regard to the demolition of the ablutions building? Is a Heritage Impact Assessment being undertaken and what has the local Heritage Association had to say about the proposal so far? • Where are the background documents which specify the problem and identify the environmental concerns which the proposal is supposedly addressing? These were verbally conveyed in the open session as the below (but no documentation backing up these claims is available): <ul style="list-style-type: none"> o rising sea level necessitating demolition of ablutions building o structural weakness in the "point" with steps at the southern end of the beach requiring it to be demolished, thus straightening out the beachfront • What are the environmental implications for the wave patterns and the flow of sand and are the surfers fully informed about possible implications? • How were the architects and landscape architects appointed? Was there a tender process, if not, what was the process? What role have urban designers or town planners had in this process so far? • What brief were the architects and landscape architects working to? Is this available for the public to see? • What consultation with the community and wider stakeholders took place prior to the design, if any? <p>Lack of situating of proposal in relation to wider needs for development of area</p>	<p>Project mandate</p> <p>Please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>Coastal Management: Spatial Area of Responsibility:</p> <ul style="list-style-type: none"> • The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDF and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so in terms of agreed operational protocols and/or Service Level Agreements (defined below) <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> • Coastal hard infrastructure assets and coastal land and ecosystem management • Coastal Planning, Upgrades and Development • Coastal Policy and Regulation • Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, • Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Rationale and background</p> <p>It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise</p>

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The proposal is therefore not situated in relation to wider needs, like the need to upgrade the really messy, dangerous and derelict area to the north-east of Bailey's Cottage (and also at the start of the catwalk), nor of the northern section beyond the elevated walkway and at the banks of the entrance to the Vlei, nor of the station entrance and access to the adjacent vibrant shopping strip. Even though these areas are beyond the remit of this project, the proposal should be situated in relation to adjacent proposed projects and changes in the immediate locality (even if they are longer term). These adjacent areas are of enormous value. For example, a possible walkway round to the entrance to the Vlei and linking through to the Vlei area to the northwest of the bridge could have implications for the current proposal and how these might integrate. In addition, the area between Bailey's and the current 'point' is of tremendous significance for people in the wider surroundings, in particular those connected with the recreational fishing in that spot. There is zero recognition of this crucial activity right on the edge of the proposal area. Acknowledging the station and the railway line is important and promoting access through to the shopping areas could help stimulate local businesses and increase safety through increased pedestrianization. The fact that these major issues are not considered is indicative of the patchy, superficial and piecemeal approach to the design.</p> <p>Lack of prior consultation with existing users and local community (or evidence of this)</p> <p>There is no indication that an assessment of current uses of the area was done, nor of current users' experiences and wishes i.e. the public participation is starting once a proposal is already in place. Public participation is already therefore pre-empted by the architects' ideas. The problem with this is as follows. It means that the proposal is presented as an 'expert solution' removed from the needs of real people and provides them with 'visuals' which they then get locked into i.e. a 'top-down' approach rather than the badly needed 'bottom-up' approach. The reality is that Muizenberg beachfront brings together incredibly diverse groups of people. The surrounding area is filled with exciting local initiatives that bring life to the area, promote creativity and small business development and are community-orientated. The proposal pays zero attention to this sense of community and place through its lack of engagement and responsiveness to the social initiatives that have taken hold in the surrounding built environment. The proposal is 'tone-deaf' to the Muizenberg 'aesthetic' A further way in which the proposal is 'tone-deaf' to the locality, is the fact that it is absolutely lacking in any response to what could be called the Muizenberg 'aesthetic', which involves not just the social fabric but also the actual built environment. This is characterized by a rich and to some extent cohesive set of buildings of the art-deco style which bring character to the area, provide scale to the beachfront and contain it on the north-west side. This aesthetic is continued in the two small NGO</p>	<p>the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>All background information and project motivation document (i.e. Project Charter and Project Scoping documents) were presented to subcouncil, who support the proposed project. Following completion of the feasibility stage, the outcome was presented to Subcouncil 19 and the technical report circulated to all relevant line departments for comment.</p> <p>Tender and architect appointment All professional service, including architect and landscape service provides, were appointed via open term tender process - 375C/2018/2019: PROVISION OF PROFESSIONAL SERVICES: SPATIAL PLANNING, ENVIRONMENT AND TRANSPORT, this project is works package WP 118 of the term tender appointment.</p> <p>Architect brief The architect and landscape architect were initially appointed for inception and preliminary design for the following:</p> <ul style="list-style-type: none"> o 2 x new facilities (ablution and NGO building). All buildings to reference the

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		<p>buildings and the ablutions building which provide a 'core' or centre to the stretch and some buffering from the wind. The current proposal pays no recognition to this aesthetic and in fact, draws on a sort of 'theme-park' aesthetic, with its curvy, undulating park edge, skateboard and supposed children's coral reef inspired playground. These look somewhat appealing on paper, but nothing more than that.</p> <p>Currently, the mix of uses in this central area is something that contributes to the charm of the area – people change and shower and strip off their wetsuits, the toilet attendants sit outside in the sun and sheltered from the wind, and chat to everyone, everything is coming and going and the nitty-gritty of everyday life takes place in full view. This is an element of 'character' that can so easily be overlooked and then lost.</p> <p>No information is provided on the status and heritage value of the current ablutions block</p> <p>So far in public debate, there seems to be little objection to the ablutions building being demolished. In many countries this would be an outrage – its aesthetic, its positioning, its history – should not just be wished away. It is a deeply atmospheric structure, reminiscent of a past period and resonating with decades worth of people's experiences and memories. If it has to be demolished (no clear rationale for this is provided, neither environmentally nor economically) then perhaps it could be rebuilt as is, in order to preserve the art-deco aesthetic of this core area.</p> <p>While there are two proposals about where to locate a new ablutions block, neither address the issues of the Heritage value of the current block. The proposal to remove it from the central area and position it along the railway line means that it is quite far for people to walk to, when coming out of the sea and they have to walk through the parking lot!</p> <p>Incoherence of proposed mix of activities and vision of central area</p> <p>Putting a skateboard rink right in that central area seems quite crazy. Why have something so busy, something that is not currently a key aspect of user experience of the space, placed centrally? Undoubtedly a skateboard park would be great, but could that not be put to the side and somewhat removed from an area that is filled with families, old people, young children and so on? The 'coral reef' children's playground seems gimmicky and plastic. There are no coral reefs in this area. Kelp forests, yes; melkbos groves, yes; littoral zones, yes. But to import a 'coral reef' is indicative of the theme-park aesthetic with its cheap commercialisation. There is absolutely no recognition of the local botanical environment. While Green Point Park has done a fantastic job of engaging people in experiencing and learning about the unique botany of the Cape, this proposal mentions nothing about this and in fact suggests that 'irrigated lawns' will be provided! A close</p>	<p>existing heritage architectural language.</p> <ul style="list-style-type: none"> o Recreational areas including play park, skating area and walkways; o Site wide lighting layout plan; o All hard and soft landscaping, excluding concrete promenade. o Vegetated areas and irrigation requirements <p>These include the relevant drawings, reports and cost estimates.</p> <p>A detailed scope of work document was issued to the abovementioned consultants, which also includes a concept sketch plan layout of the proposed project to communicate the design intent.</p> <p>Community consultation</p> <p>As part of the feasibility and preliminary design stages the City of Cape Town: Coastal Management Branch initiated the stakeholder engagement process which included the following:</p> <ul style="list-style-type: none"> o The City appointed Urban-Econ Development Economists as part of the feasibility stage to assess the potential impact of the proposed upgrades of infrastructure along the Muizenberg beachfront in comparison to a do-nothing approach. The study generated primary data from 170 survey respondents with beach users (A list of possible Subcouncil 19 provided a list of I&AP's, which included local residents, tourists, community organisations, formal businesses and informal businesses). The study area's spatial dimensions were considered, including the beachfront's sea level rise risk, tourism sector interactions and property sector characteristics. The study concludes by indicating support for the proposed upgrade on the basis of its potential socio-economic impacts. o On 23 March 2022, the Coastal Management Branch presented at the public Subcouncil 19 meeting to outline the upgrade of Muizenberg Beachfront. SubCouncil supported the associated outcomes and timeframes for completion. On 22 August 2022 a project progress update was also given at the public Subcouncil 19 meeting. o The coastal management Branch presented and discussed the project with the various NGO's currently operating from the existing buildings on the beachfront as part of the feasibility and preliminary design stages. o The various relevant City line departments were consulted during the design process to provide insights and requirements. The feasibility design report was circulated for comment to all applicable departments. <p>In preparation for the statutory Environmental Impact Assessment (Basic Assessment) process, a pre-application public engagement process was undertaken. Details of the engagement process is documented in the Section F and Appendix F of the draft Basic Assessment Report.</p>

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		<p>engagement with local trees, shrubs and bushes could provide excellent ideas about how the sandy areas could grow, how windbreaks could be formed and how locals and visitors could learn from such informed and researched ideas.</p> <p>The proposal is 'tone-deaf' to the unique natural environment</p> <p>This point about the botany of the local environment is a bigger one. While awareness of the importance of planting locally and using water-wise ways has grown massively. The proposal makes no acknowledgement of this. The only planted areas visible on the plan are 'irrigated lawns'. An organization working in this area is Fynbos Life - https://www.fynboslife.com/ - a quick look at their website shows what can be done.</p> <p>The stepped walkway along the beach</p> <p>No rationale is provided for why the current gumpole and plank revetments along the length of the beach need to be replaced with the concrete or paved steps. It is understood that sand builds up along the revetment, the planks are rotting and the walkway will soon become uneven as a result. Instead, the proposal envisages angled geometric steps all along the length of the beachfront. These angled geometric steps are of a completely different aesthetic to the art deco beachfront and are more suited to the theme-park aesthetic. There is no reason why they should be angled. The sand will continue to blow up the steps and they will have to be shovelled to be cleared every day or after higher tides and winds (with budgetary implications - as is the case with the steps at St James pool and at Fish Hoek). The low-level flow of blowing sand due to the south-easter may well increase up the shallow steps and across the walking area and into the wider area. The steps will be too shallow for people to sit on comfortably (as they currently can on the little wall to the north west side of the current walkway or as they can when they sit on the sand with their backs to the revetment). The steps are absolutely uniform for the whole length, apart from their angled geometry (which adds nothing but only looks good in the most simplistic sense on paper). The area of concrete/paving is huge! This will reflect in the sun, making the area hotter in summer. At a time when we need to be deeply mindful of how much we are increasing reflected sunlight and heat through hard paved surfaces, this proposal is again tone-deaf to our environmental crisis.</p> <p>The proposal makes no suggestions for sections which could have small raised sections or natural windbreaks or areas to shelter (such as those provided by the bathing houses). It seems that the overall 'flatness' of the proposal aims at preventing homeless people from setting up in the area (this was mentioned in the open session). If this was a design feature, then it needs further consideration.</p> <p>'They paved paradise and put up a parking lot'</p>	<p>Furthermore, the current public participation being undertaken as part of the draft Basic Assessment Report, will be incorporated and updated in the final Basic Assessment Report.</p> <p>Heritage (general) For formal heritage-related processes followed, please see the "Heritage Resources" under section B (6.) of the draft Basic Assessment Report.</p> <p>The Section 34 application is currently being undertaken by the City of Cape Town for the demolition of the ablution facility.</p> <p>The design of all new buildings endeavours to incorporate the architectural language and library of the existing buildings in order to maintain the sense of place.</p> <p>Heritage (ablutions) It is the Coastal Management Branches responsibility to manage all hard coastal infrastructure and plan and develop effective long-term coastal infrastructure. The existing ablution location seaward of the coastal defence structure, located in the littoral active beach, where the buildings foundations are currently being undermined due to exposure to wave action and variable beach levels is deemed unsustainable from a coastal defence perspective. Attempting to protect the ablution building in its current location will result in loss of beach around the building and negatively affect sediment dynamics around the building.</p> <p>Following the public comments received, the proposed ablution building is located just landward of central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included. See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>Note that the decorative elements of the ablution facility dates from the mid 80's and have no heritage value. The parts of the building that are older than 60 years are the walls and the hipped roof.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources" Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>New ablutions Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. 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		<p>In the famous lyrics of Joni Mitchell's song, the work on the parking lot seems to be the main reason for this proposal and the pivot around which the other items are simply added on. While no one would argue that the parking lot needs attention, this parking lot looks like it has been imported from the largest shopping mall in Africa. While congestion is a serious problem in the immediate area, it doesn't take a rocket scientist to see that adding parking in that area is simply going to increase congestion in the access road along the beachfront buildings, as there is no real through route. So, unless there is restricted access through a boom or through payment (which may well, sadly, become inevitable when longer term planning is not done), repaving and possibly increasing the parking area is not going to help. Again, environmental concerns and proposals for the wider area should be taken into account, otherwise we will have another piecemeal solution. Is there any bigger vision for traffic and for parking in the wider area (which is already becoming close to untenable for visitors in peak times)? Is there possible space for a cycle track to avoid cyclists riding through major congested areas? If there was a wider picture and proposal, the need to dedicate this huge area of our priceless beachfront and of unparalleled beauty to cars that sit empty for hours, might be mitigated and freed up for creative and local initiatives that could take into account the need for a wider diversity of uses that can provide shelter from the wind and for possible cheaper commercial and NGO activity in the area - for example, small workshops along the railway line for designers and maker-spaces, market stalls, NGOs.</p> <p>Furthermore, there is no differentiation of the space between the paved walkway and the parking lot other than the painted lines for cars. Differentiation of activities through careful design adds to a sense of place and characterizes places that are attractive to visit.</p> <p>Access to the area by train and the beauty and Heritage value of the station (and the access it provides to the shopping area behind) seems to have been forgotten by the designers. There are no considerations of the small and thriving area around the Empire café and the Muizenberg kitchen on Main Road, which could so benefit from greater integration. We all know the problems with our railway system, but ignoring it in favour of private car parking is unforgivable.</p> <p>There is a point to the "Point"</p> <p>The final point to be made concerns the proposed demolition of the "Point" on the southern end of the beach and the straightening out of the beach and the increasing of the stepped walkway along towards the rocky part of the beach. It is understood that the construction of this Point is unstable. While the construction issues need to be addressed, it is not clear what the rationale of demolishing the Point is, and what possible impacts it might have. These need to be considered both environmentally and socially. From the environmental point, will the demolition of the Point change the wave and sand patterns? It is recognized that the Point was not a natural feature of the area and</p>	<p>building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>Environmental impact assessment A NEMA Basic Assessment procedure is being undertaken to assess the environmental impact of the proposal – Infinity Environmental (Pty) Ltd was appointed to do this. Several studies informing the project feasibility and design have been considered, see list of studies undertaken below.</p> <p>Background studies</p> <ul style="list-style-type: none"> o A detailed geotechnical investigation was conducted toward the end of 2021 to gather appropriate founding conditions. See Appendix G of the draft Basic Assessment Report for further details. o A two part study on ocean dynamics at Muizenberg beach was undertaken by PRDW Coastal Engineers in order to ensure the new coastal defence structures are designed to effectively minimize the effects of climate change on the Muizenberg Beachfront area, and to withstand the resultant harsh projected future ocean conditions. See Appendix G of the draft Basic Assessment Report for further details. o An independent consultant also conducted a socio-economic study, with a public participation component, in order to assess and understand the possible impacts of completing and not completing the proposed project. See Appendix G of the dBAR for the full report. o A traffic impact study was conducted during early project phases and an updated Traffic Impact Study has being completed based on preliminary design layouts. See Appendix G of the draft Basic Assessment Report for further details. <p>Concrete revetment Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p>

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		<p>must have been constructed many decades ago, but does it play a role in the current wave patterns of the area increasing the waves at that point and making them more attractive to surfers? Have surfers been consulted?</p> <p>Aesthetically and socially, the Point provides a visual sense of containment to an otherwise lengthy and undifferentiated stretch of coastline on the northern side, and a visual ending to the walkway on the southern side. It is a 'place' where people stop to 'take their breath' and get lost in the varied wave patterns created there. One can look out along the beach with a sideways view of the waves (which is not the view one usually gets of beachfronts like Muizenberg – which are usually front-on). This gives it a special quality and makes it a place for contemplation and for 'looking out' over the beauty of the bay as a whole. People gather along the wall, eat on the steps, sit contemplatively in their cars and watch the ocean (if they're lucky enough to get a place). In the proposal, this very, very special spot with all of its associations simply goes and one is faced with undifferentiated concrete geometrical steps stretching out along a straight beach. This area also marks the spot where there are no further cars going in the southern direction and is the doorway to the fishing section of the walkway and is thus a sort of portal. The proposal is tone-deaf to such transitions. It is recognized that this area is currently unkempt and needs work, but is it necessary for such a significant change to be made? What provision has been made for the user group of fisherman and their families who view this area (going south) as a huge part of their heritage?</p> <p>Conclusion: A call to start over again</p> <p>The above arguments, which could possibly be mitigated were more information made available, suggest that the proposal is deeply flawed, lacking in imagination and responsiveness and may have very unpleasant unintended consequences for a place that represents much about what is wonderful, beautiful, diverse, characterful and hopeful about South Africa as a whole. This commentary is therefore a strong call to start the process all over again.</p>	<p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Ocean dynamics As per the PRDW Specialist Coastal Modelling reports, the proposed replacement of the existing wooden revetment with a concrete stepped revetment as coastal protection is not expected to influence the sediment dynamics, offshore sandbanks and surfing conditions differently than the existing coastal protection structures. The project design considers climate change and sea level rise in the design of the coastal protection.</p> <p>See Section G (3.5) for a summary of the specialist coastal modelling studies. Additionally, the full reports can be found in Appendix G.</p> <p>Please note that during construction, temporary berms will likely be constructed seaward of the existing sea wall to serve as temporary coastal protection, any effect on the nearshore hydrodynamics caused during the construction is limited to the construction duration and to the area of work. Work will be executed in a sequence and thus only portions of the beach will be affected at a time and not the entire beachfront at once. Any effects are thus temporary of nature.</p> <p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p>

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

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			<p>The train station and associated rail infrastructure is owned by PRASA and falls outside of the City's jurisdiction. Any upgrades within the rail reserve must therefore be undertaken by PRASA and is outside the scope of this project. This recommendation is supported particularly because of the station building's contribution to the character of the Muizenberg Beachfront and its heritage significance. In response, the Muizenberg Beachfront upgrade project will retain views to the station building and not introduce and vertical elements that will compete with the architect. Moreover, the project proposes to upgrade the station forecourt and pick up on the station paving in order to improve the setting of the building.</p> <p>See the "The Station" subheading along with Figure 5 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Heritage (the Point) The heritage and sentimental value of the point masonry steps are acknowledged, however the current location and condition of the steps within the littoral active and inter-tidal zones, exposed to direct wave impact is not deemed a long-term sustainable location for a headland structure. The stone masonry steps have sustained serious undermining and washout of fill material, posing a public safety risk. In order construct a uniform, robust coastal defence structure, it is coastal engineering and sediment dynamics best practice to create smooth alignments along the coast, avoiding the construction of any headland type structures, which attract and focus wave energy and could disrupt sediment dynamics.</p> <p>Furthermore, from a landscape and urban design motivation, the proposed design creates greater pedestrian flow connecting the main beachfront promenade area with the St James walkway, and eliminates pedestrian and vehicle conflict in this area.</p> <p>Additionally, by removing the existing stone steps/point the proposed promenade and step alignment retreats several meters landward. This allows reinstatement and creation of more beach space here closer to what it historically was, connecting the two beach areas as it historically was before the corner steps were constructed in the 1900's as part of land reclamation exercise to create residential erven, currently known as the gravel parking area.</p> <p>Thus, the City acknowledges the sentiment, but regard the replacement of the corner/point steps as part of the operational requirement to provide well designed and robust coastal defence infrastructure as described and required in the General background information section. See the "Development Proposal" and Figure 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>Heritage (ablutions) It is the Coastal Management Branches responsibility to manage all hard coastal infrastructure and plan and develop effective long-term coastal infrastructure. The existing ablution location seaward of the coastal defence structure, located in the littoral active beach, where the buildings foundations are currently being undermined due to exposure to wave action and variable beach levels is deemed</p>

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			<p>unsustainable from a coastal defence perspective. Attempting to protect the abluion building in its current location will result in loss of beach around the building and negatively affect sediment dynamics around the building.</p> <p>Following the public comments received, the proposed abluion building is located just landward of central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the abluion facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along abluion building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at abluion building are also included. See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the abluion building.</p> <p>Note that the decorative elements of the abluion facility dates from the mid 80's and have no heritage value. The parts of the building that are older than 60 years are the walls and the hipped roof.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>New ablutions</p> <p>Following the public comments received, the proposed abluion building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the abluion facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along abluion building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at abluion building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the abluion building.</p> <p>Character (aesthetic)</p> <p>The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following</p>

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

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			<ul style="list-style-type: none"> - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.) <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Playground The playground has been designed to fit in to the Muizenberg Beachfront area. Special attention has been given to ensuring it incorporates aspects representative of the local coastline. As little metal as possible will be used for the heat and corrosion reasons. The existing buildings and new ablution building will provide wind shelter to the new playground. The design ensures there is a visual linkage between the playground and the beach so that parents can observe their children.</p> <p>See the "Playground" subheading along with Figure 6 under Section B (4.4) of the draft Basic Assessment Report for further details on the design of the playground.</p> <p>Skatepark The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project</p>
<p>Young Urbanist</p> <p>Bloy, Cindy-Lee cindyleebloy@gmail.com</p> <p>Ferreira, Stefan stefan@cthechange.com</p> <p>Joubert, Marc marcjcapetown@gmail.com</p> <p>Postma, Roland Young Urbanists youngurbanists@gmail.com</p>		<p>Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,</p> <p>This submission is a response to the call for public comment on the proposed upgrade of the Muizenberg beachfront.</p> <p>I recognise and appreciate the efforts made by the City of Cape Town to restore degraded and vulnerable public coastal infrastructure, such as the Muizenberg beachfront, to protect it and the town, from rising sea levels, however, the proposal in its current form falls disappointingly short in many areas.</p> <p>The beachfront upgrade is a unique opportunity to explore and implement global best practices that cut across climate resilience and people-and-pedestrian first planning and urban design. Upgrades like these should add value to both their context, as well as residents and visitors for generations to come.</p>	<p>Mandate Please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>Coastal Management: Spatial Area of Responsibility:</p> <ul style="list-style-type: none"> • The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDF and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so in terms of agreed operational protocols and/or Service Level Agreements (defined below)

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<p>van Zyl, Jacqui jacquivzyl@gmail.com</p>		<p>My primary point of concern is the replacement of the existing gravel parking area with paving bricks.</p> <p>This comment includes four parts:</p> <ol style="list-style-type: none"> I. Comments on the upgrade in general II. Commentary related to specific sections of the proposal III. Recommendations IV. Conclusion <p>The current plan is indifferent to many of the existing policies and plans from the City of Town. As a citizen, I seek to bring solutions to the table to ensure that any upgrade to public infrastructure takes a holistic, ethical and traversal approach.</p> <p>As the City continues to grow rapidly, we cannot afford to operate in silos to other departments and plans. This is critical for the city to respond now to the many crises we face from economic, health, climate (that is at the heart of this coastal upgrade), biodiversity and transport.</p> <p>As such, dedicating a large part of any upgrade to parking and the use of hard infrastructure is not only indifferent to the existing plans, but exacerbates a crisis it is trying to mitigate. We implore the project team to consider the following plans and integrate them into its design and land-use output:</p> <ol style="list-style-type: none"> I. The latest draft of the Integrated Development Plan II. The latest draft of the Municipal Spatial Development Plan III. Comprehensive Integrated Transport Plan 2019 – 2023 IV. Cape Town's Water Strategy V. City of Cape Town Climate Change Action Plan VI. 2017 Cycling Strategy VII. Latest NMT Policy and Strategy VIII. Guidelines for the Provision of Open Space in South Africa, 2017, Prepared for the National Department of Rural Development and Land Reform, Republic of South Africa <p>Comments on the upgrade in general</p> <p><u>Which do we value more: public space for people, or more parking?</u></p> <p>When it comes to urban planning, many South African municipalities, including the City of Cape Town, have taken a very car-centred approach. Adopting policies that not only prioritise the private vehicle but which also come at the detriment of quality public transport, non-motorised transport (walking and cycling), the environment and quality people-centred public spaces that promote a pedestrian-orientated and child-friendly environment.</p>	<p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> • Coastal hard infrastructure assets and coastal land and ecosystem management • Coastal Planning, Upgrades and Development • Coastal Policy and Regulation • Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, • Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus, to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Parking</p> <p>The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as</p>

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		<p>Parking is a negative outcome of this and the main driver of a litany of crises. This upgrade seeks to reinforce our dependency on cars and does not integrate the area's many qualities, such as the popular beachfront, commercial areas, coastal walking routes and public transportation.</p> <p>The University of California, Los Angeles professor Donald Shoup (https://www.shoupdogg.com/) says "parking is fertiliser for more cars" (PDF) The High Cost of Free Parking (researchgate.net). Parking bay provision increases housing prices (Parking Requirement Impacts on Housing Affordability (vtpi.org)) and causes urban sprawl (https://theconversation.com/what-can-our-cities-do-about-sprawl-congestion-and-pollution-tip-scrap-car-parking-118393) - causing environmental degradation via land change as well as increasing travel distances. How can we meet our climate (South Africa pledges more ambitious climate targets AP News) and spatial equity goals (SoCR16-MainReport_02Spatial.pdf) when we do this?</p> <p>While I recognise that we have a public transportation problem, we cannot allocate key spaces for car parking adjacent to a public transport interchange and the ocean but rather seek to strengthen NMT and improve public transportation, public spaces that will strengthen our local (and endangered) ecological ecosystems and commercial economies.</p> <p>The proposed upgrade sits next to a public transport interchange and constructing a sea of car parking is a significant setback for the area to meet the City of Cape Town's vision for densification and transit-oriented development.</p> <p>With the Southern Line returning, this development contradicts not only the National Department of Transport and the Spatial Planning and Land Use Management Act (SPLUMA), but the array of policies and plans identifies above.</p> <p>There is an excellent opportunity to use this space to bring communities together around quality public space that integrates with the ocean and the public transport interchange; in a way that speaks to the multitude of interconnected crises that we face from economic, biodiversity, transport, and climate to health.</p> <p><u>Uncomfortable concrete: the issue of hard infrastructure in open public spaces</u></p> <p>The proposal seeks to use hard infrastructure, only. I recognise the use of these material choices as part of the defence against the rising sea level, however, the parts of the upgrade positioned further inland show only concrete being employed with no visible urban landscaping.</p> <p>Urgent clarity is needed on "soft landscaping."</p>	<p>convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Policy - Full <u>NMT</u></p>


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		<p>This decision is deeply concerning and seeks to further exacerbate our biodiversity and water crisis. Namely, the development is at odds with these plans:</p> <ol style="list-style-type: none"> I. Cape Towns Water Strategy and; II. City of Cape Town Climate Change Action Plan <p>Every redevelopment or development the city undertakes needs to be consistent with the above plans where Water Sensitive Urban Design (WSUD) (Water Sensitive Design Future Water (uct.ac.za)) and Biodiversity Sensitive Urban Design (BSUD) (Here's how to design cities where people and nature can both flourish (theconversation.com)) are employed.</p> <p>Water Sensitive Urban Design can bring the following benefits:</p> <ul style="list-style-type: none"> • Reduced volume of stormwater entering waterways, leading to an improved aquatic environment. • Improved stormwater quality, leading to improved water quality in rivers and bays. • Reduced reliance on drinking water to irrigate green spaces. • Flood mitigation by intercepting stormwater flows. • Improved biodiversity as a result of wetlands and rain gardens. • Decreased urban heat island effect as a result of increased green space and increased irrigation capacity. • Increased levels of permeable or unsealed soil and soil moisture. <p>Biodiversity Sensitive Urban Design can bring the following benefits:</p> <ul style="list-style-type: none"> • Protect and create a habitat for local endangered species • Help species disperse from the area. • Minimise anthropogenic threats caused by bad urbanisation. • Promote ecological processes of the area. • Encourage positive human-nature interactions through a new public space (a car park does not sit well). <p>Please read and consider this briefing note* on how to employ WSUD and BSUD principles for car parking if my comment will be ignored. (*Link to briefing note broken at time of checking)</p> <p>Recommendations</p> <p>I hope the City of Cape Town and the project team take the following recommendations into account and revise their approach, methodology and design outcomes:</p> <ol style="list-style-type: none"> I. Use the space as a public space with mixed/multiple uses—consult the community about what they need other than resorting to a car park. It may be a public park, a public transport interchange, a skatepark or basketball court, a place for a market to take place, a community library, or centre. We need to think proactively, not reactively. 	<p>The Southern Suburbs District Plan classifies Muizenberg Beach as a Coastal Destination Place and highlights that a key concern is to retain public access to the beachfront. Since Muizenberg Beach is of metropolitan significance, it should be accessible to those living throughout the Metropolitan Area. The beach is accessed by non-motorised transport (cycling, skateboards, scooters, running, walking and paddling), public transport (railway, the Golden Arrow Bus service as well as taxis) and the private car. Although it is outside the scope of this project to improve the NMT and public transport system to the site, the project aims to consider the implications of the existing networks and potential future enhancements as well as improving NMT movement through the site and access to public transport facilities from the site.</p> <p>The project responds to the NMT strategy's policy statements in the following way:</p> <ul style="list-style-type: none"> ○ People are granted reasonable access to the beach ○ The safety of NMT users is prioritised by reducing conflict with vehicles and giving preference to cyclists and pedestrians ○ NMT users' needs are prioritised over that of the motorists by retaining all NMT routes at grade and requiring vehicles to ramp up to cross NMT routes ○ Muizenberg is Cape Town's flagship universal access beach and as such every attempt is made in the design to ensure that all walkways are universally accessible. ○ The accessibility of the beach is improved from a pedestrian and cyclist perspective by ensuring direct links to other NMT routes as well as continuous access to the beach along the promenade. <p>The parking area (along the railway line) to be resurfaced will be designed as such that it doubles as a public space for the use of events such as night markets.</p> <p><u>IDP</u></p> <p>In accordance with IDP objective 10.2.A the project will ensure public access to Muizenberg Beach for residents across the City by</p> <ul style="list-style-type: none"> • creating safe and generous links for users from the beach to the train station and bus stop and between the bus stop and train station (IDP Objective 12.1.A); • ensuring that the promenade links with NMT facilities around the site, including the proposed class 4 NMT facility along Atlantic Road, the York Road connection to the mountain, the connection with the elevated promenade and the Coastal Walkway to St James; • retaining the status quo with regard to parking. <p>In accordance with IDP Objective 13.1 NMT links will include traffic calming measures, lighting and be universally accessible. By improving access to public transport and improved linkages to NMT facilities, the project aims to encourage beachgoers to use alternative modes of transport when commuting to the beach in order for the existing parking bays to meet the growing parking demand. In line with SDP Policy Statement 20, NMT will be prioritised in this project by ensuring that pedestrian walkways are continuous and where they cross vehicular circulation areas or parking areas, the pedestrian walkway remain at the same level and vehicles are required to ramp up and down. Paving is used to accentuate the walkway, particularly where it interacts with vehicles.</p>

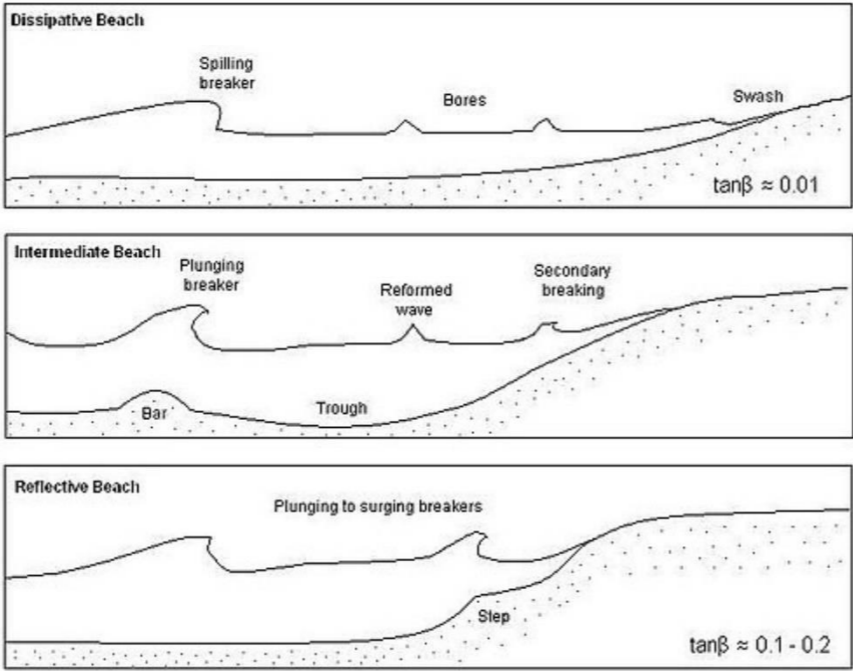
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		<p>II. Integrate and improve the public transport interchange into the new space. Use this area to tie the area together by integrating the space with the following in mind: A. Non-Motorised Transport like cycling and active mobility B. Golden Arrow Bus stop C. The Muizenberg Train station</p> <p>III. Add cycling and other active mobility parking facilities</p> <p>IV. Connect to a segregated cycling lane (class 1 or 2) for the area</p> <p>V. Employ BSUD and WSUD principles for the whole development</p> <p>VI. Add more Golden Arrow buses. The current frequency is poor both to Simonstown and CBD, Cape Town</p> <p>Conclusion</p> <p>This new development can either adhere to best practices and show the vision for the City of Cape Town or it can succumb to silo thinking and reinforce our car dependency and use of hard infrastructure.</p> <p>I hope this comment hopeful both to the team and public representatives.</p> <p>Together we can respond to the myriad of crises and be more caring and ethical through the spaces we produce as a city.</p>	<p>By replacing the failing revetment along the beach with a stepped revetment, which will improve resilience to the impact of climate change, the project responds to IDP Objective 10 (and more specifically Objective 10.2) to 'restore and improve priority coastal infrastructure'.</p> <p><u>CIPT 2032</u> According to the City's Integrated Public Transport Network 2032, Muizenberg Beach will continue to be serviced directly by the Southern Railway Line only (in addition to the taxis and GAB that are not accounted for in this plan). In line with Spatial Strategy 3 and Policy Statement 35 in the IDP, the project will improve NMT linkages through the site, to public transport, in order to facilitate affordable access to the beach for those within the transport catchment area. Bicycle storage facilities will also be provided close to the bus stop and railway station.</p> <p><u>Train</u> The Southern Line will not be returning to full efficiency overnight. The passenger rail is not a local government responsibility, however the City will "continue advocating for better services and the devolution of rail functions to ensure a quality, reliable rail service for Cape Town".</p> <p><u>Taxi</u> According to the 2014 and 2019 STATS SA General Household Survey, there is a reduction in the usage of taxis as a mode of transport due to the commuter rail service decline, with people commuting with taxis approximately 4 times more than trains. Even if the reliability of the railway service is improved, the percentage people commuting to Muizenberg Beach with the train is unlikely to change dramatically as the Southern line does not service the majority of Cape Town's neighbourhoods and therefore does not offer a feasible transport alternative for the majority of Capetonians to the beach. The project recognizes the dominance of minibus taxis as mode of public transport, as per IDP Objective 12.1.C. The minibus taxis will continue to use the bus embayment to drop off commuters as well as the Main Road parallel parking bays, as they are currently doing. The parking bays within and around the site will also remain available should taxis park and wait for commuters.</p> <p><u>Cycling</u> The CIP's vision for cycling is that "Cape Town is the premier Cycling City in South Africa where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike." To this effect, and in line with the Cycling Strategy's key focus areas the proposal provides people with the opportunity to cycle along the beach by widening the promenade; improves the safety of cyclists by reducing conflict with vehicles and giving preference to cyclists and pedestrian and providing cycling infrastructure. Bicycle parking will be well distributed across the site and located conveniently. Note that a class 4 Cycling route is planned for Atlantic Road, although implementation of bicycle lanes to the site is however beyond the scope of this project.</p> <p><u>Parking</u> In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased</p>

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			<p>parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See Section E (4.1 – 4.4, 10) of the draft Basic Assessment Report for a detailed description of how the Muizenberg Beachfront Refurbishment fits in with the applicable frameworks and policies.</p> <p>Concrete revetment Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will be used where applicable.</p>

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			<p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
#, a powers powersinc@mweb.co.za	08/09/2022	<p>I am not sure what the word "application" refers to: whether to IE's "application" to redevelop Muizenberg, or my "application" to provide public comment.</p> <p>I will write up my comments and submit asap</p>	An application for environmental authorisation has been made to the environmental authorities. An opportunity to comment on the draft BAR is now available.
#, Alan +27 67 302 1499	06/09/2021	<p>Hi, it's really very disappointing to see that there is development planned for surfers corner when sunrise beach, sunrise circle and the area from surfers towards it including the raised promenade is in dire need of improvement.</p> <p>Sunrise circle is an abomination. The beach a dangerous derelict shambles.</p> <p>Why is the city doing this?</p> <p>Why do the perfect fancy areas which don't need any work always get more work eg. Sea point promenade. Why does the city hate the poor and middle class! This will bite them. This attitude is not sustainable.</p>	<p>Rationale and background</p> <p>It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Sunrise circle</p> <p>This falls outside the scope of this project. The City is aware of the current condition of the area.</p>
#, Alan +27 67 302 1499	16/11/2022	What about the Sunrise beach upgrade. This is a racist farce.	<p>Rationale and background</p> <p>It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been



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			<p>exacerbated by the increasing pressure of the very high public use of the area</p> <ul style="list-style-type: none"> • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Sunrise circle This falls outside the scope of this project. The City is aware of the current condition of the area.</p>
#, Information not provided	07/09/2022	The current ablution block is easy on the eyes, I hope it can be replaced with something as beautiful, in a style which pays homage to the architecture at the neighbourhood.	<p>Ablution facility The proposal is for the new ablution facility to maintain the the existing architectural style and include universal access toilets/family changing rooms.</p>
#, Information not provided	07/09/2022	Have communities not living in Muizenberg, but who make use of the beach and built environment been consulted in the same way that the Muizenberg residents have. Considering the beach and spatial segregation that may and has led to communities removed from the beach, also ending up using it.	<p>Community consultation Several site notices have been placed during the initial pre-application consultation informing beach-goers of the project and proposal inviting the all interested and affected parties to provide comment on the project.</p>
#, Information not provided	07/09/2022	Chess board	Comment acknowledged but further clarity would be required to provide a comprehensive response.
#, Information not provided	07/09/2022	More strand veld less concrete.	<p>Concrete revetment Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas</p>

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			<p>for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will be used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>#, Janine theodore@telkomsa.net</p>	<p>29/09/2022 ; 30/09/2022 ; 03/10/2022</p>	 <p>TO WHOME IT MAY CONCERN.</p> <p>In principle we can all agree that maintenance and upgrading of the infrastructure along the Muizenberg beachfront is essential and long overdue.</p> <p>The Muizenberg Pavilion and walkways is badly neglected.</p> <p>I would urge the architects and planners of the present project to PLEASE take a step back and look at the bigger picture. I have deliberately posted this old photo of Muizenberg beach for your consideration. Look at any photo of Muizenberg and you will see it's all about the people not the cars.</p> <p>1) The first item listed: A new stepped revetment coastal protection structure to replace the wooden seawall and old stone steps.</p> <p>Definitely repair the BREAKWATER and infrastructure. BUT to flatten the whole Surfers Corner coastline is a HUGE mistake. The False bay is a long stretch of coastline with unique sea and wind conditions.</p>	<p>Rationale and background It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Concrete revetment Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>

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		<p>Why would you want to introduce a whole stretch of cemented coastline steps and walkways? This proposed structure is far too invasive not taking into account Swash, or forewash. Swash, or forewash which is the seas continual throwing up of sand along the coastline : We all know that access and parking is one of the city's most crucial ongoing problems especially in the Southern Suburbs BUT this is absolutely no reason to turn the whole Surfers Corner into a parking area.</p> <p>The TIDES need to be factored in as well, Hight tide, Low tide, and Spring tides. My concern is that this design has flattened Surfers Corner extending the flatness of the False bay coastline and may change the movement of the wave action permantly.</p> <p>Swash, or forewash in geography, is a <u>turbulent</u> layer of water that washes up on the <u>beach</u> after an incoming <u>wave</u> has broken. The swash action can move beach materials up and down the beach, which results in the cross-shore sediment exchange.^[1] The time-scale of swash motion varies from seconds to minutes depending on the type of beach (see Figure 1 for beach types). Greater swash generally occurs on flatter beaches.^[2] The swash motion plays the primary role in the formation of morphological features and their changes in the swash zone. The swash action also plays an important role as one of the instantaneous processes in wider coastal morphodynamics.</p>  <p>Figure 1. Beach classification by Wright and Short (1983) showing dissipative, intermediate, and reflective beaches.</p>	<p>Ocean dynamics As per the PRDW Specialist Coastal Modelling reports, the proposed replacement of the existing wooden revetment with a concrete stepped revetment as coastal protection is not expected to influence the sediment dynamics, offshore sandbanks and surfing conditions differently than the existing coastal protection structures. The project design considers climate change and sea level rise in the design of the coastal protection.</p> <p>See Section G (3.5) for a summary of the specialist coastal modelling studies. Additionally, the full reports can be found in Appendix G.</p> <p>Please note that during construction, temporary berms will likely be constructed seaward of the existing sea wall to serve as temporary coastal protection, any effect on the nearshore hydrodynamics caused during the construction is limited to the construction duration and to the area of work. Work will be executed in a sequence and thus only portions of the beach will be affected at a time and not the entire beachfront at once. Any effects are thus temporary of nature.</p> <p>Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhaced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indignous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In oder to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that exisiting parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or</p>

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		<p>There are two approaches that describe swash motions: (1) swash resulting from the collapse of high-frequency bores ($f > 0.05$ Hz) on the beachface; and (2) swash characterised by standing, low-frequency ($f < 0.05$ Hz) motions. Which type of swash motion prevails is dependent on the wave conditions and the beach morphology and this can be predicted by calculating the surf similarity parameter ϵ_b (Guza & Inman 1975)</p> <p>2) One of the most prevailing factors along the coastline is WIND.</p> <p>The wind blowing onshore has not been factored into this design. There is always a wind blowing either offshore or onshore and this needs to be factored into the design.</p> <p>As it is with the proposed design the sand is going to be blown right onto the parking areas, into shops, into the village and main streets.</p> <p>There is no shelter or protection from these elements. The design has no consideration for the people coming to the beach. No comfortable place to relax, no place for children to play or seating areas.</p> <p>No decent ablution or proper integration with the public use of the space. Decent ablutions areas are essential and areas to just clear off the beach sand from your feet.</p> <p>3) PARKING...YES PLEASE!</p> <p>The parking area alongside the Muizenberg Station area is in desperate need of UPGRADE. BUT, there is also the parking area along the estuary at the Slide Pools that is a gravel area and desperately needs upgrading as well.</p> <p>The other side of the estuary also has ample parking plus Sunrise Circle. Strength the public transport system, a system of trains and buses would be far more user friendly. Make this experience safe.</p> <p>It's not all about a neat and tidy array of parked cars... Already people come by bus, train and foot and want to sit, picnic, and relax.</p> <p>4) Integrating ST James walkway, the priority should be to not encroach, change or remove the natural coastal rock layout. The Sealife and sea action is a natural phenomenon, and any manmade reconstruction is not to be encourage. Removing existing coastal rocks and tidal pools is definitely not an option.</p> <p>The Main Road upgrade was done very tastefully and with great expense to the City and business along the way. A system of paving was introduced all along the Main road coastline.</p> <p>A lot of Muizenberg and Surfers Corner area has already been upgraded and the paving in place. So much time and money has already been spent on the paving and walkways designs around the area and these do look great.</p> <p>In Summary; Please reconsider the functional layout for this design. Definitely upgrade the two main parking areas at station and sliding pools.</p>	<p>events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Wind shelter The comment regarding wind protection is noted, Muizenberg is an exposed location subject to harsh False Bay and dominant south easterly wind. Creating small wind sheltered areas are not effective as it creates local wind eddies where fine windblown sand circulates and eventually accumulates, creating an unpleasant seating location. Large enough wind shelters to avoid the above mentioned are not deemed feasible as such structures will obstruct views and create hiding spaces</p>

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		<p>The Muizenberg Pavilion and walkways is badly neglected.</p> <p>THIS AREA IS A DESTINATION FOR THOUSANDS OF PEOPLE COMING TO RELAX AND ENJOY THE DAY</p> <p>People come her to relax the cement and paving gets too hot in summer. Mothers and schools bring children to explore the sand and areas. When the weather is unpleasant which is a large portion of the year, they want a measure of protection from the elements, a place to sit and look at the sea.</p> <p>Look at the area near the Mini Golf area and swimming pools, have you noticed how user friendly that area is?</p> <p>Children are playing, people are relaxing, and everyone is appreciating the environment.</p> <p>In my view the intended upgrade for Muizenberg Surfer's Corner is so very impersonal and totally not user friendly.</p> <p style="padding-left: 40px;">If Mr. Gregg Oelofse manager of coastal management "has personally been visiting the beach for years, to surf and spend time with his family and says he aims to "make Surfers Corner better, safer, nicer and more accessible while maintaining the look, feel and sense of place in Muizenberg" then one would assume he has taken the local conditions into consideration.</p> <p style="padding-left: 40px;">The proposed new plan leaves the whole Surfers Corner area totally exposed to the elements and is not user friendly at all. It has no shelters from the elements, especially the wind. No play or recreation areas.</p> <p>I agree with Mr Wright an longstanding business person living in Muizenberg when he says: " Wright said the addition of an "uncharacteristic" concrete walkway and steps did not fit well. More thought should be put into the project to make the beachfront a place people wanted to visit,"</p> <p>Thanking you for your hands on approach and commitment.</p> <p>Kind Regards. Janine.</p> <p>Look at any photo of Muizenberg and you will see it's all about the people not the cars.</p> <p>Look again at the people enjoying their day at the beach and what do you see? The necessity for shade and protection from the elements.</p>	<p>posing a public safety risk.</p> <p>The proposed eight beach huts at the central shower plaza will however serve as wind shelter for the plaza. Surface undulations in the play area will also provide a small amount of wind shelter in the play area. The existing buildings as well as proposed ablution will also provide some wind shelter.</p> <p>Heritage (ablutions)</p> <p>It is the Coastal Management Branches responsibility to manage all hard coastal infrastructure and plan and develop effective long-term coastal infrastructure. The existing ablution location seaward of the coastal defence structure, located in the littoral active beach, where the buildings foundations are currently being undermined due to exposure to wave action and variable beach levels is deemed unsustainable from a coastal defence perspective. Attempting to protect the ablution building in its current location will result in loss of beach around the building and negatively affect sediment dynamics around the building.</p> <p>Following the public comments received, the proposed ablution building is located just landward of central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included. See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>Note that the decorative elements of the ablution facility dates from the mid 80's and have no heritage value. The parts of the building that are older than 60 years are the walls and the hipped roof.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>Character (aesthetic)</p> <p>The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p>

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		  <p data-bbox="706 1318 1602 1407">Proposed: Muizenberg Beach Upgrade, as suggested by the City of Cape Town. (Image: Supplied) According to the project proposal, upgrades include:</p>	<ul style="list-style-type: none"> • Panoramic views and open space • Central beach huts / bathing boxes • Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns • Local artwork on walls • Use of sandstone and granite in steps • Local indigenous plants in planters, including local initiatives to plant and maintain <p data-bbox="1656 579 2677 823">Regarding the reflection of coastal dynamics in the design, the stepped revetment is a direct response to the dynamic nature of the changing beach levels. The coastal defence and promenade is designed to withstand the harsh False Bay climatic and wave conditions. The layout of the steps and promenade in the corner area as well as playground has been rounded and softened to mirror and reference natural dune, wave run-up and tidal washup/debris lines. The steps allow for continuous beach access at any beach level. The stepped structure is also less reflective to wave energy.</p> <p data-bbox="1656 856 2677 945">A number of design changes have been implemented following public consultation. The following list provides a summary of the changes implemented to the landscaping, layout and artwork component of the project:</p> <ul style="list-style-type: none"> ○ Beach huts to be centrally located to serve as wind shelter for central shower plaza ○ Central plaza to remain central public node with showers. ○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. ○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space) ○ Include mosaic artwork at ablution buildings, showers and seating walls. ○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials ○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. ○ Combination of natural lawn and artificial grass to be used where applicable. <p data-bbox="1656 1528 2677 1587">The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p data-bbox="1656 1621 2677 1680">See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.)

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			<p>Heritage (the Point) The heritage and sentimental value of the point masonry steps are acknowledged, however the current location and condition of the steps within the littoral active and inter-tidal zones, exposed to direct wave impact is not deemed a long-term sustainable location for a headland structure. The stone masonry steps have sustained serious undermining and washout of fill material, posing a public safety risk. In order construct a uniform, robust coastal defence structure, it is coastal engineering and sediment dynamics best practice to create smooth alignments along the coast, avoiding the construction of any headland type structures, which attract and focus wave energy and could disrupt sediment dynamics.</p> <p>Furthermore, from a landscape and urban design motivation, the proposed design creates greater pedestrian flow connecting the main beachfront promenade area with the St James walkway, and eliminates pedestrian and vehicle conflict in this area.</p> <p>Additionally, by removing the existing stone steps/point the proposed promenade and step alignment retreats several meters landward. This allows reinstatement and creation of more beach space here closer to what it historically was, connecting the two beach areas as it historically was before the corner steps were constructed in the 1900's as part of land reclamation exercise to create residential erven, currently known as the gravel parking area.</p> <p>Thus, the City acknowledges the sentiment, but regard the replacement of the corner/point steps as part of the operational requirement to provide well designed and robust coastal defence infrastructure as described and required in the General background information section. See the "Development Proposal" and Figure 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>Policy – Full <u>NMT</u> The Southern Suburbs District Plan classifies Muizenberg Beach as a Coastal Destination Place and highlights that a key concern is to retain public access to the beachfront. Since Muizenberg Beach is of metropolitan significance, it should be accessible to those living throughout the Metropolitan Area. The beach is accessed by non-motorised transport (cycling, skateboards, scooters, running, walking and paddling), public transport (railway, the Golden Arrow Bus service as well as taxis) and the private car. Although it is outside the scope of this project to improve the NMT and public transport system to the site, the project aims to consider the implications of the existing networks and potential future enhancements as well as improving NMT movement through the site and access to public transport facilities from the site.</p> <p>The project responds to the NMT strategy's policy statements in the following way:</p> <ul style="list-style-type: none"> o People are granted reasonable access to the beach o The safety of NMT users is prioritised by reducing conflict with vehicles and giving preference to cyclists and pedestrians

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

Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>better services and the devolution of rail functions to ensure a quality, reliable rail service for Cape Town".</p> <p><u>Taxi</u> According to the 2014 and 2019 STATS SA General Household Survey, there is a reduction in the usage of trains as a mode of transport due to the commuter rail service decline, with people commuting with taxis approximately 4 times more than trains. Even if the reliability of the railway service is improved, the percentage people commuting to Muizenberg Beach with the train is unlikely to change dramatically as the Southern line does not service the majority of Cape Town's neighbourhoods and therefore does not offer a feasible transport alternative for the majority of Capetonians to the beach. The project recognizes the dominance of minibus taxis as mode of public transport, as per IDP Objective 12.1.C. The minibus taxis will continue to use the bus embayment to drop off commuters as well as the Main Road parallel parking bays, as they are currently doing. The parking bays within and around the site will also remain available should taxis park and wait for commuters.</p> <p><u>Cycling</u> The CITP's vision for cycling is that "Cape Town is the premier Cycling City in South Africa where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike." To this effect, and in line with the Cycling Strategy's key focus areas the proposal provides people with the opportunity to cycle along the beach by widening the promenade; improves the safety of cyclists by reducing conflict with vehicles and giving preference to cyclists and pedestrian and providing cycling infrastructure. Bicycle parking will be well distributed across the site and located conveniently. Note that a class 4 Cycling route is planned for Atlantic Road, although implementation of bicycle lanes to the site is however beyond the scope of this project.</p> <p><u>Parking</u> In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See Section E (4.1 – 4.4, 10) of the draft Basic Assessment Report for a detailed description of how the Muizenberg Beachfront Refurbishment fits in with the applicable frameworks and policies.</p>

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			<p>Playground The playground has been designed to fit in to the Muizenberg Beachfront area. Special attention has been given to ensuring it incorporates aspects representative of the local coastline. As little metal as possible will be used for the heat and corrosion reasons. The existing buildings and new ablution building will provide wind shelter to the new playground. The design ensures there is a visual linkage between the playground and the beach so that parents can observe their children.</p> <p>See the "Playground" subheading along with Figure 6 under Section B (4.4) of the draft Basic Assessment Report for further details on the design of the playground.</p>
<p>#, Jonathan Jonathan.a@sothcbysrealtyfb.co.za</p>	<p>07/09/2022</p>	<ul style="list-style-type: none"> • Consideration of rubbish disposal needs to be taken into account as people will sit on the steps & leave their rubbish behind. • Consider more greenery if possible. • Toilets to remain in central position for children, elderly & wheelchair bounds. • Consider food truck positions next to fence at railway line opposite striped house. 	<p>Waste management Waste management for the beach will be addressed through Integrated Coastal Management Precinct Plans.</p> <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Heritage (ablution) It is the Coastal Management Branches responsibility to manage all hard coastal infrastructure and plan and develop effective long-term coastal infrastructure. The existing ablution location seaward of the coastal defence structure, located in the littoral active beach, where the buildings foundations are currently being undermined due to exposure to wave action and variable beach levels is deemed unsustainable from a coastal defence perspective. Attempting to protect the ablution building in its current location will result in loss of beach around the building and negatively affect sediment dynamics around the building.</p> <p>Following the public comments received, the proposed ablution building is located just landward of central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included. See the "Development Proposal" and Figure 2</p>

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			<p>under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>Note that the decorative elements of the ablution facility dates from the mid 80's and have no heritage value. The parts of the building that are older than 60 years are the walls and the hipped roof.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>Parking (west side) Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p>
#, M&T Trust mikev@faircape.co.za	29/08/2022	I am the owner of several properties along Surfers Corner.	You have been registered as an interested and affected party.
#, No name No contact details	29/08/2022	<p>I think an upgrade is necessary but wonder whether current projections around climate change have been taken into account in relation to set-back lines and sea level rise e.g. placement of new ablution facilities.</p> <p>I think the development should make sure that the beach front is accessible for everyone and that those with compromised mobility can still enjoy the beach e.g. can assisted surfing/ wheelchair users access the beach</p> <p>It will be wonderful to include public art into the re-design and have local artists commissioned to paint walls with locally relevant information on marine issues (e.g. the sea-level rise painting in Fishhoek or Meet the locals in St James)- these could be linked to QR codes linked to the city resilience/ environmental plan or to NGOs so people can learn about key issues and opportunities around sustainability</p> <p>There should be much more signage for understanding marine issues- could collaborate with local NGOs. There need to be many more ways for people to dispose of litter- including recycling bins- at peak times the bins cannot handle the volume of waste and this enters into the ocean.</p> <p>I think there needs to be thought into re-using some of the existing parking areas for other use e.g. skate board ramps- there is a tiny area near the railroad crossing for skaters to use, but it would be wonderful for beach goers to also enjoy other facilities even basketball hoop etc I know the Pavilion is not included in this upgrade but that building is a total missed opportunity to create inclusive public spaces that work for residents and visitors and this upgrade could be thought of in relation to upgrading the pavilion as a mixed community space and the adjacent walkway and</p>	<p>Sea level rise The project cannot fully mitigate the impact of climate change with the proposed alignment in the long term as it is a large scale global problem, however the design is such that the revetment units can be reused and moved back when if required in future. Sea level rise is a driving factor behind this proposed development, and it has been taken into account in all design stages of the project. See subheadings "Scour protection" and "Coastal protection" under Section G (3.5) for further details on the contribution of the specialist coastal modelling studies on the coastal protection infrastructure design.</p> <p>Concrete revetment Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate</p>

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		<p>underground rooms near the slides as spaces for unhomed community members or for NGOs to store things/ workshop spaces.</p>	<p>concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Accessibility Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. The project aims to further improve and prioritise universal access over the entire project area, and includes a:</p> <ul style="list-style-type: none"> • 3m wide universally accessible promenade, • Universal beach access ramp in the central area of the beachfront that also allows the beach access mats to be rolled out on a daily basis. • Universal access ramp on western end of promenade from parking level. • Universal access to playground area. • The ablution facilities in the central area include universally accessible toilets, showers and changing facilities. • The project also incorporates easily accessible storage space for beach wheelchair and access equipment. • The Waves for Change building on the beachfront will be repurposed for NGO's providing assistance with universal beach access and adaptive surfing. • Additional wheelchair parking bays will be demarcated. • Drop and go embayment will be provided at the entrance circle to the beachfront. <p>The entire promenade as well as ablution facilities will be universally accessible by wheel chair. The project aims to further improve and prioritise universal access over the entire project area and for the facilities provided. The promenade will have wheelchair access from the eastern, central and western ends as well as all other access points.</p> <p>See the "Development Proposal" subheading along with all associated figures under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Character (aesthetics) The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p>

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

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			<ul style="list-style-type: none"> - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.) <p>NGO buildings The value of the NGO's in the beachfront is acknowledged and valued. The existing NGO buildings remain, Shark Spotters will keep operating from its current location. The City seeks to improve universal beach access and therefore the proposed design however intends to repurpose the existing Waves for Change buildings to facilitate universal beach and surfing access and related NGO's. The building will be used to enable the large, cumbersome beach access mats to be stored at the top of the proposed beach access ramp for easy daily use as well as storage of beach access wheel chairs and other adaptive surfing equipment. The building will also serve as an operational base for related NGO's. A new building to facilitate the operations of Waves for change will be constructed around the central circle area providing similar facilities close to easy drop-off facilities and NMT routes. This has been discussed with and agreed on with the Waves for Change. The existing NGO function and additional NGO services will continue to play an important role in the community and are supported by the City.</p> <p>The new building will also follow and suit the existing architectural language of the existing buildings.</p> <p>See the "Buildings" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Skatepark The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project Parking The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The</p>

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

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			See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).
#, No Name etiennec@clubadvocates.co.za	06/09/2022	My residence at 266 Main Road	Noted, you will be informed of the public participation to be undertaken on this draft BAR.
#, No name No contact details	21/09/2022	I surf regularly at Muizenberg. <i>Attached document:</i> 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)	Please see page 1 for response to: COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER
#, No name tanyaa@mweb.co.za	27/09/2022	<i>Attached document:</i> 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)	Please see page 1 for response to: COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER
#, Simon +27 76 600 5339	19/10/2022	I'm looking for any information on the Muizenberg beach front proposal. When should we (interested and affected parties) expect the next update in terms of the proposal (showing that the concerns raised at the open house in September have been taken into account)	Environmental Impact Assessment A NEMA Basic Assessment procedure is being undertaken to assess the environmental impact of the proposal – Infinity Environmental (Pty) Ltd was appointed to do this. Several studies informing the project feasibility and design have been considered, see list of studies undertaken below.
#, No name No contact details	20/09/2022	https://www.dailymaverick.co.za/opinionista/2022-09-19-upgrade-of-muizenberg-corner-beachfront-a-once-in-a-generation-opportunity-to-create-a-great-public-space https://www.dailymaverick.co.za/opinionista/2022-09-19-upgrade-of-muizenberg-corner-beachfront-a-once-in-a-generation-opportunity-to-create-a-great-public-space/a	No comment needed.
#			A number of spam or phishing comments were also received.