

## Comments and Response Table

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

It contains comments and responses from interested and affected parties with surnames starting **with S - Y**.

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Comments by interested and affected parties with surnames starting with S (pages 1 – 27)

Comment by	Date received	Comments/Concerns/Questions	Responses
<p>Saffer, Michelle  <a href="mailto:workingwithwords10@gmail.com">workingwithwords10@gmail.com</a>                      Via Website</p>	<p>11/09/2022</p>	<p>1, I am a local and that seems to me that I have a direct personal interest in the proposal, but assume this is not what is meant.                      2. The drawings do not give enough detail - although I am aware they are concept drawings only. In particular, I cannot tell how much of the beach area is proposed to be taken up by the stepped area, especially along surfers' corner. None of the beach should be used for this. I trust the EIA will confirm this.                      3. As far as the concept of the stepped areas goes, Eddie Andrews was quoted as saying they would be similar to those in Fish Hoek which are ghastly. Swathes of concrete are not attractive and hard surfaces along a beachfront are more suitable for a cityscape. This is not suited to the relaxed Muizenberg vibe. Muizenberg is not Fish Hoek - or Sea Point.                      I take the point about coastal defences but I would be sorry to see the wooden look go in favour of hard concrete surfaces. I would not like to see a sculpted beach front, rather a soft one, more in line with nature than the city.                      3. The demolition of the toilet etc: what are the ages of the buildings? Are they not protected?                      4. The concept drawings show a minimal scattering of beach huts. Muizenberg used to be known for its lines of beach huts and theoretically it would be nice to recreate this, but this goes with needing upkeep and looking after which hasn't happened in the recent past.</p> <p>I am frustrated not being able to comment specifically as I find the drawings problematic, not being able to judge exactly where everything (conceptually) is to go. I may add to these comments.</p> <p>Regards                      Michelle Saffer</p>	<p><b>Environmental Impact Assessment</b>                      A NEMA Basic Assessment procedure has been undertaken to assess the environmental impact of the proposal – Infinity Environmental (Pty) Ltd was appointed to do this. Several studies informing the project feasibility and design have been considered, see list of studies undertaken below:</p> <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ A traffic impact study was conducted during early project phases and an updated Traffic Impact Study has been completed based on preliminary design layouts. See Appendix G of the draft Basic Assessment Report for further details.</li> </ul> <p><b>Beach Reclamation</b>                      There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard.</p> <p><b>Concrete Revetment</b>                      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</p>

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			<p>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><b>Heritage (Ablutions)</b>  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><b>Beach Huts</b>  The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront.</p> <p>Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the</p>

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			<p>beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p> <p>See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Saffer, Zoe  <a href="mailto:19972792@sun.ac.za">19972792@sun.ac.za</a></p> <p>Via Website</p>	<p>11/09/2022</p>	<p>I am a local and enjoy visiting Muizenberg beach. In that sense, I have a personal interest in the project.</p> <p>General concerns:</p> <ol style="list-style-type: none"> <li>1. Metres and metres of concrete is unattractive. In particular when it comes to the steps on the beach itself. I understand it is more durable than the current wooden wall, but my fear is that the area will be made to feel bleak and industrial instead of the laid-back Muizenberg atmosphere that is so appealing.</li> <li>2. The ablution block building has a beautiful facade that works thematically with the other two buildings, rounding it out. I understand the desire to open up the beach, but demolishing a pretty building to build a different building seems overboard.</li> <li>3. New buildings built should be in keeping with the retro buildings that are currently at the beachfront.</li> </ol> <p>Option A:  The proposed replacement buildings for the demolished ablution block are ugly. Option B's solution is better.  Muizenberg has a very particular look and atmosphere that makes it special. I'd like it to be preserved.</p>	<p><b>Concrete Revetment</b>  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><b>Ablutions</b>  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</p>

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			<p>"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>San, Ger <a href="mailto:poifly6@hotmail.com">poifly6@hotmail.com</a></p> <p>Via Email</p>	<p>03/09/2022</p>	<p>This likely won't be read but I think you should rather budget to improving the sewerage and sanitation problems that exist. The sewerage is getting worse and this is a real problem not a cosmetic one</p>	<p>Comment noted, but that is beyond the scope of this project.</p>
<p>Sandler, Eve <a href="mailto:Eve.jessie1@gmail.com">Eve.jessie1@gmail.com</a></p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Please renovate the walkway bridge over to river towards sunrise beach. It should be re-paved, paved, painted, planted up (think New York's Hiine walk). This could integrate the vlei with the beach. Don't demolish the ablution blocks (Iconic part of beach with a deco feel). Rather re-furb and install new plumbing the budget is limited. Think about re-furbing the brightly painted bathing boxes in such aa way that they can be used for small businesses. Try to revisit the huge pavilion building.</p>	<p><b>Ablutions</b> The new ablutions will be built in the same architectural style as the current ablution facility. There is a need to relocate them because they are currently in the littoral active zone and their foundations are being undermined by wave action.</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>The ablutions need to be relocated as they are currently located in the littoral active zone and their foundations are being undermined by wave action.</p> <p><b>Beach huts</b> The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront.</p> <p>Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p> <p>See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p><b>Sunrise Beach and Circle</b> This falls outside the scope of this project. The City is aware of the current condition of the area.</p> <p><b>Pavilion</b> This falls outside the scope of this project, but suggestions will be send to Parks and Recreation. The future of the Muizenberg Pavilion is the subject of future planning for Muizenberg.</p>

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Saunders, Tracey <a href="mailto:Traceyksaunders@gmail.com">Traceyksaunders@gmail.com</a>  Via Website	05/09/2022	Requested to be registered as an IAP.	You have been registered as an interested and affected party.
Schmidt, Nicky <a href="mailto:info@parkscape.org.za">info@parkscape.org.za</a>  Via Email	26/09/2022	<p>Dear Sir/Madam</p> <p>The plan for the Muizenberg Beachfront upgrade falls short on several points.</p> <ol style="list-style-type: none"> <li>1. It creates a significantly large area of hard landscaping, which is unsuitable in a climate changing landscape and increases the urban heat island effect.</li> <li>2. The design is sterile and lifeless.</li> <li>3. It is unsympathetic to the character of Muizenberg and the surrounding area, which carries a sense of old world charm, diversity and warmth.</li> <li>4. It eradicates a sense of place and ignores the inclusivity of the cultural landscape of Surfer's Corner</li> <li>5. It eradicates the old steps and sea wall, which create part of that sense of place.</li> <li>6. It encourages an increase in motor vehicles which will create additional pressures to roads already congested, and without providing for alternative modes of transport.</li> <li>7. Provision for increased parking for motor vehicles discourages the use of other forms of transport, including the rail system.</li> <li>8. The single use purposing of the area – for parking - lacks imagination and fosters exclusivity and misplaced "gentrification".</li> <li>9. It lacks any form of greenspace that can break up the hard landscaping and provide shade (including mitigating the urban heat island impact and drainage issues of so much hard landscaping) - such as coastal plantings in the form of milkwoods, candlewoods, wild olives, coastal silver oaks, buddleja saligna and Cape Flats Dune Strandveld species, which would go some way to softening, colouring and balancing the large tract of paving.</li> <li>10. Retention and creation of lawns requires considerable watering as grasses currently used are battered by the sea air and wind. More creative thinking by way of creating green surface space is required – consider using coastal grasses that will tolerate the conditions.</li> <li>11. At a time when it is recognised that urban dwellers are in critical need of green and blue space, the extent of the hard landscaping flies in the face of global urban landscape management trends of blue and blue-green spaces.</li> </ol> <p>There is an opportunity with the Muizenberg Beachfront upgrade to adhere to global best practice and showcase the City of Cape Town as visionary in its municipal and leisure planning.</p> <p>I hope this comment hopeful both to the team and public representatives.</p> <p>Kind regards</p>	<p><b>Concrete Revetment</b></p> <p>Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p><b>Character (Aesthetic)</b></p> <p>The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> <li>• Panoramic views and open space</li> <li>• Central beach huts / bathing boxes</li> <li>• 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</li> <li>• Local artwork on walls</li> </ul>

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		<p>Nicky Schmidt</p>	<ul style="list-style-type: none"> <li>• Use of sandstone and granite in steps</li> <li>• Local indigenous plants in planters, including local initiatives to plant and maintain</li> </ul> <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"> <li>○ Beach huts to be centrally located to serve as wind shelter for central shower plaza</li> <li>○ Central plaza to remain central public node with showers.</li> <li>○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features.</li> <li>○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space)</li> <li>○ Include mosaic artwork at ablution buildings, showers and seating walls.</li> <li>○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials</li> <li>○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available.</li> <li>○ Combination of natural lawn and artificial grass to be used where applicable.</li> </ul> <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"> <li>- Subheading "Settlement" subheading under Section E (4.1)</li> <li>- Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2)</li> <li>- Subheading "Historical and Cultural Aspects" under Section G (7.)</li> </ul> <p><b>Parking</b> The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p>

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



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			<p>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><b>Soft Landscaping</b> 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>Schofield, Amy <a href="mailto:Amy.schofield@gmail.com">Amy.schofield@gmail.com</a></p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Option A is better than option Homeless people will overtake the ablutions if placed here and too far away from anything so won't be used.</p> <p>I think the edge condition needs to be refined and softened. The grass is going to be covered in sand most of the time- provide another solution.</p>	<p>Comment noted. The new ablution facility will be located in the central plaza.</p> <p><b>Concrete revetment</b> 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</p>

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			<p>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>.</p>
<p>Schubert, Tina  <a href="mailto:tina@90by2030.org.za">tina@90by2030.org.za</a></p> <p>On behalf of Project 90</p> <p>Via Email</p>	<p>26/09/2022</p>	<p>Good day,</p> <p>Please find attached the comments made by Project 90 by 2030 on the proposed upgrade of the Muizenberg beachfront.</p> <p>Kind regards</p> <p>Tina Schubert</p> <p><i>Attached document:</i></p> <p>Infinity Environmental Attention: Tarryn Solomon</p> <p><a href="mailto:comments@infinityenv.co.za">comments@infinityenv.co.za</a></p> <p>Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,</p> <p>Project 90 by 2030's submission in response to the proposed upgrade of the Muizenberg beachfront.</p> <p style="text-align: center;"><b>1. Introduction</b></p> <p>Project 90 by 2030 ('Project 90') is a social and environmental justice organisation inspiring and mobilising South African society towards a sustainably developed and equitable low-carbon future. We work with stakeholders and decision makers to identify policies and actions that support climate justice; with a specific focus on developing environmental leadership in our youth, and increasing people's ability to engage government – through active public participation – to address climate change, energy poverty, and the social injustices that intersect in their communities.</p> <p>This submission is in response to the call for public comments on the proposed upgrade of the Muizenberg beachfront and represents the views of the staff of Project 90 by 2030. Our organisation is based in Muizenberg close to Surfer's Corner and we make use of that area every work day. We love being based in Muizenberg because it is one of Cape Town's areas that is truly diverse and puts a lot of effort into creating a community.</p> <p style="text-align: center;"><b>2. Comments on the proposed upgrade and design</b></p>	<p><b>Concrete Reveitment</b></p> <p>Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p><b>Parking</b></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/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</p>

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		<p>We appreciate the efforts made by the City of Cape Town to restore and protect our public coastal infrastructure such as the Muizenberg beachfront, however the current proposal falls short in some very important areas.</p> <p>When we first heard about the upgrade of the beachfront we got very excited and thought about all the opportunities this could create. We thought the City together with Muizenberg and other interested residents would put forward their priorities and joint suggestions to improve Surfer's Corner that will make it safer, greener, more accessible and enjoyable for everyone. But looking at the plans we were really disappointed.</p> <p>While we as an organisation expected that the ocean, the surrounding natural habitat and its diverse people would be put at the centre of the plan, it seems the City has only thought about protecting its infrastructure and creating more space for private cars.</p> <p><b>Objective 1 of the proposed upgrade: Protection of infrastructure</b></p> <p>We understand that the wooden seawall structure is degrading and that the plan is to replace it with a new stepped revetment coastal protection structure and a 3-m wide accessible promenade. Both are made of hard and homogeneous substrate of concrete and leave no space for intertidal habitats. Has the City considered "soft landscaping" options that factor in water sensitive urban designs as well as biodiversity sensitive urban designs?</p> <p><u>In summary: We do not support a proposal that only seeks to use hard infrastructure</u></p> <p><b>Objective 2 of the proposed upgrade: More parking bays for more private cars</b></p> <p>Another big part of the proposal is the aim to pave the existing gravel and potholed parking area that is already being used by cars. Like many municipalities the City of Cape Town has taken a very car centred approach. By choosing this strategy, a much needed focus on quality public transport, nonmotorised transport, the environment and quality people-centred public spaces that promote a pedestrian-oriented and child-friendly environment falls away.</p> <p>If more parking space is really needed, why doesn't the city upgrade the parking close to the swimming beach and the water slides and Sunrise Circle? This would also help to decrease congestion around Surfer's corner. If safer beach space is needed why doesn't the city redevelop Strandfontein and Monwabisi beach further down the shore line? If the City wants to make Surfer's corner more accessible, why isn't the rail and train station revamped, why doesn't the city create more cycling lanes and other public transport options. Surfer's Corner does not need more space for more cars but rather an integrated transport system, so that everyone can make use of the Muizenberg beach.</p> <p><u>In summary: We do not support replacing the existing gravel parking area with paving bricks.</u></p> <p><b>3. Our recommendations</b></p>	<p>surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (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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<p>Schubert, Tina tina@90by2030.org.za</p> <p>Project 90 by 2030</p> <p>Via Website</p>	<p>26/09/2022</p>	<p>Contacts: Tina Schubert (tina@90by2030.org.za ) Lorna Fuller (Lorna@90by2030.org.za ) Daniel Robinson (Daniel@90by2030.org.za )</p> <p>26 September 2022 Infinity Environmental Attention: Tarryn Solomon</p> <p><a href="mailto:comments@infinityenv.co.za">comments@infinityenv.co.za</a></p> <p>Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,</p> <p><b>Project 90 by 2030's submission in response to the proposed upgrade of the Muizenberg beachfront.</b></p> <p><b><u>1. Introduction</u></b></p>	<p><b>Concrete Revetment</b></p> <p>Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a</p>

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Like many municipalities</p>	<p>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>The proposed refurbishment will not occur below the low water mark, and is not anticipated to impact on marine biology.</p> <p><b>Parking</b></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. 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The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p>

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Surfer's Corner does not need more space for more cars but rather an integrated transport system, so that everyone can make use of the Muizenberg beach.</p> <p><u>In summary: We do not support replacing the existing gravel parking area with paving bricks.</u></p> <p><b>3. Our recommendations</b></p> <p>Muizenberg is an amazing surf spot but it is also a very diverse place that attracts people from all walks of life. Locals, national and international guests don't only come for the surf or swim at Muizenberg beach, they come for the vibe, to experience the sense of community Muizenberg offers.</p> <p>The revamp is a golden opportunity to amplify community and engage with locals and hear their suggestions for the beachfront. We would love to see the gravel parking turning into a communal area with green spaces and shade that offers room to exercise such as fitness or skating, room to rest, to have a picnic and just to get together and celebrate community. 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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><b>Policy alignment – NMT</b></p> <p>The Southern Suburbs District Plan classifies Muizenberg Beach as a Coastal Destination Place and highlights that a key concern is to retain public access to the beachfront. Since Muizenberg Beach is of metropolitan significance, it should be accessible to those living throughout the Metropolitan Area. The beach is accessed by non-motorised transport (cycling, skateboards, scooters, running, walking and paddling), public transport (railway, the Golden Arrow Bus service as well as taxis) and the private car. Although it is outside the scope of this project to improve the NMT and public transport system to the site, the project aims to consider the implications of the existing networks and potential future enhancements as well as improving NMT movement through the site and access to public transport facilities from the site.</p> <p>The project responds to the NMT strategy's policy statements in the following way:</p> <ul style="list-style-type: none"> <li>o People are granted reasonable access to the beach</li> <li>o The safety of NMT users is prioritised by reducing conflict with vehicles and giving preference to cyclists and pedestrians</li> <li>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</li> </ul>

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<p>Scott, Carole  <a href="mailto:vulamanzi@icloud.com">vulamanzi@icloud.com</a></p> <p>Via Email</p>	<p>26/09/2022</p>	<p>To whom it may concern,</p> <p>The general upgrade looks well thought out. I would implore the designers to come up with a better solution to the concreted over car parking area. That does not seem very climate crisis savvy and just adds to the heat effect, nevermind the really horrendous look of an airport parking lot. Awful. The Vlei garden was recently created- couldn't something like that work as a "green" space for families - use tree stumps as seats and fynbos as ground cover? There is so much parking on the Civic centre side and behind- can this not be upgraded? My biggest fantasy would be for the COCT to offer special trains during the festive season. More people on the trains means safer trains. Make it special with a lot of publicity and an emphasis on security. Have people leave their cars at home!</p> <p>Thanks,  Carole Scott  Muizenberg resident.</p>	<p><b>Parking</b></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>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>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><b>Train</b></p> <p>The comment regarding the train is noted, but it is regrettably beyond the scope of this project.</p>
<p>Seriku, Hannah Titilayo  <a href="mailto:layo.seriki@cielarko.biz">layo.seriki@cielarko.biz</a></p> <p>Via Website</p>	<p>23/09/2022</p>	<p>I endorse the call to start over again written by Catherine Kell with Karl von Holdt and Judy Favish.</p> <p><i>Attached document:</i></p>	<p>Please see page 1 for response to:</p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEACHFRONT: A CALL TO START OVER</p>

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		<p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN</p> <p>Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)</p>	
<p>Seymour, Colleen <a href="mailto:ziziphus01@gmail.com">ziziphus01@gmail.com</a></p> <p>Via Website</p>	05/09/2022	I see that the toilet block is going to be demolished. I feel that whatever replaces it should maintain the Victorian character of the existing buildings, as this is part of everyone's heritage.	<p><b>Heritage (Ablutions)</b> The new abluion facility will be built in the same architectural style as the current abluion facility.</p>
<p>Seymour, Colleen <a href="mailto:C.Seymour@sanbi.org.za">C.Seymour@sanbi.org.za</a></p> <p>Via Email</p>	05/09/2022	<p>I am a resident of Muizenberg and live near surfers' corner. I understand that the redevelopment plans for the beachfront includes the toilet block. I would like to understand what this will entail – the victorian character of the buildings there is a key part of the beachfront's heritage. I'd appreciate information on what is envisaged for those buildings.</p> <p>All the best</p>	<p><b>New Ablutions</b> 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><b>Victorian Character</b> There are no Victorian buildings on the beachfront, the existing abluion building dates from 1935. Note that the pergolas and arches on the abluion and NGO buildings were added in the late 1980's and not part of the original design. The two existing NGO buildings remain as is and will remain for use of NGO's.</p> <p><b>Heritage</b> For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>The design of all new buildings endeavours to incorporate the architectural language and library of the existing buildings in order to maintain the sense of place.</p>
<p>Seymour, Nicky <a href="mailto:Nikseymour@gmail.com">Nikseymour@gmail.com</a></p> <p>Via Website</p>	25/09/2022	<p><i>Attached document:</i></p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN</p> <p>Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)</p>	<p>Please see page 1 for response to:</p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEACHFRONT: A CALL TO START OVER</p>
<p>Shade, Deen <a href="mailto:deenshade689@gmail.com">deenshade689@gmail.com</a></p>	04/10/2022	<p>Dear Infinity Environment,</p> <p>My name is Deen Shade, a registered interested and affected party for the Muizenberg Beachfront upgrade. I have submitted an online response to this</p>	<p>Please see this entire document (Comment and Response Table) for all responded submissions.</p>

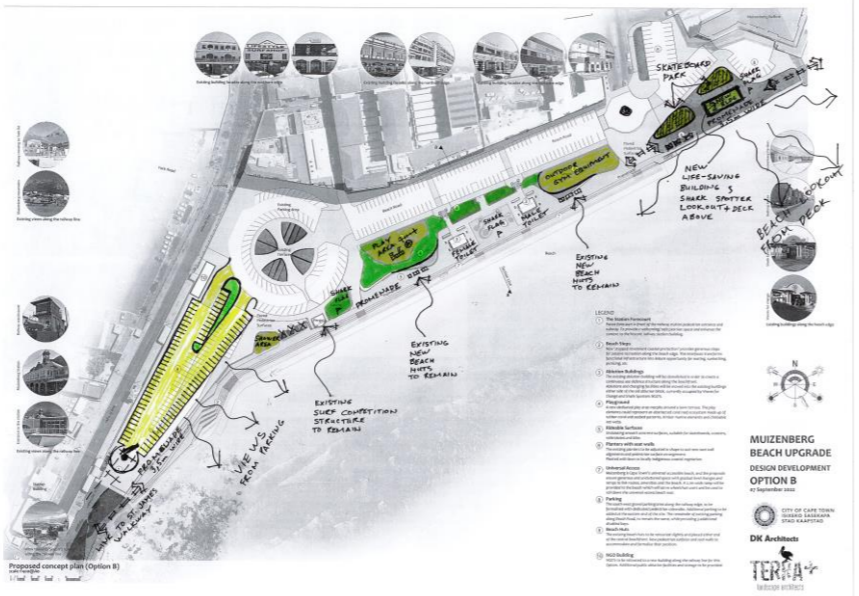


Comment by	Date received	Comments/Concerns/Questions	Responses
Via Email		<p>project and have attended the meeting that took place at the Muizenberg Civic Centre on Wednesday, 7 September 2022.</p> <p>As a registered interest and affected party, I would please like to request a copy of all responded submissions (including my own) to this proposed development.</p> <p>Warm regards, Deen</p>	
Shade, Deen Brand Collective <a href="mailto:deenshade689@gmail.com">deenshade689@gmail.com</a> Via Website	03/09/2022	<p>To whom this may concern,</p> <p>My name is Deen Shade, an environmentally concerned citizen residing in Cape Town. I have seen the proposed Muizenberg beachfront upgrade and would like to register as an interested and affected party (I&amp;AP) for this project. While on the topic, I would also like to add that I am very much for this upgrade as I have noticed that the coastal infrastructure and services are very much in decline especially as the higher tides largely contribute to coastal erosion on the landscape. I have also noticed that the entire Muizenberg Beach has constructive rather than destructive waves, meaning that the wave energy is low and tend to be smaller in height, however have a strong swash (deposit of sediment/sand) than backwash (removal of sediment/sand). This is important to understand because of this coastal process, it causes the large sediment/sand build up found in the parking area and promenade. Solutions that the City of Cape Town might want to consider would be to not increase or create a seawall that might be too high as this may result in complaints coming from the beach users that the beach will not be visible. A good suggestion would be to have the seawall remained at its current height but rather create a concave design to the wall. This would not only aid in dissipating the high tide waves but also prevent these waves from over-topping the wall and essentially redirect most of the incident wave energy.</p> <p>I really hope this comment brings fourth light to innovative designs to the Muizenberg beach front.</p> <p>I really hope to hear more about this project and would love to contribute to it in any way. I will definitely be attending the open day for this project on the 7th September</p>	<p>You have been registered as an interested and affected party.</p> <p><b>Ocean Dynamics</b> 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>
Shade, Deen <a href="mailto:deenshade689@gmail.com">deenshade689@gmail.com</a> Via Email	06/09/2022	<p>Hi Tarryn,</p> <p>My name is Deen Shade, an environmentally concerned citizen residing in the City of Cape Town. Last week, I applied as an I&amp;AP for the Muizenberg proposed promenade project and submitted a comment on the website. I would please like to know if there is any feedback on whether I was successfully registered and if the comment was sent through.</p>	<p>You have been registered as an interested and affected party. Your other comments have been responded to above.</p>
Shapiro, Caron <a href="mailto:caronshap@gmail.com">caronshap@gmail.com</a> Via Website	05/09/2022	<p>Please extend to the vlei</p>	<p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing.</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
			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. Extending the project of the vlei is beyond the project scope.
Shapiro, David <a href="mailto:ds@shaplax.co.za">ds@shaplax.co.za</a>  TRUSTEE ROYAL GARDENS  Via Website	05/09/2022	Requested to be registered as an IAP.	You have been registered as an interested and affected party.
Shapiro, Yvonne <a href="mailto:yvonne.t.shapiro@gmail.com">yvonne.t.shapiro@gmail.com</a>  Via Email	26/09/2022	To Whom It May Concern  Below my signature in this email message, I have pasted, verbatim, the comment submitted to you by Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident), as I agree with everything they have said.  Kind regards  Yvonne Shapiro (Marina da Gama resident)  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 MUIZENBEG BEACHFRONT: A CALL TO START OVER
Shapiro, Yvonne <a href="mailto:yvonne.t.shapiro@gmail.com">yvonne.t.shapiro@gmail.com</a>  N/A  Via Website	26/09/2022	I have emailed my comment.	Comment received.
Shefer, Donna <a href="mailto:donnashefer@gmail.com">donnashefer@gmail.com</a>  Via Website	26/09/2022	comments and inputs into the design of the Muizenberg beachfront Upgrade:  1. the need for grassy lawn (indigenous plans) that is universally accessible. People living in apartments on the beachfront use the lawn every day for their pets to relieve themselves. Dog owners staying in apartments need easy access to grassy areas for their pets. increasing the amount of grass would be advantageous, as well as ensuring that the grass (soft open space) is accessible to many differently abled bodies.  2. Ensure that the position of the toilets does not obstruct the view of people sitting in restaurants on street level nor obstruct the view for pedestrians.  3. improve the design of the beach from to allow for more Non-motorised transport options to move through the space (bicycles)	<b>Soft Landscaping</b> 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.  Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.  See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.

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		<p>4. connect the green open space vlei area with the Beachfront (make it safer to walk from the vlei to the beach)</p> <p>5. space for informal businesses to sell products at the beachfront</p> <p>6. Place surf board racks near the showers. 7. Ideally keep the showers where they are (perhaps improving them). there is a need to have something to rest surfboards on while using the showers.</p>	<p><b>New Ablutions</b> 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><b>Cycling</b> 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><b>Informal traders</b> Once the project is completed informal traders will be able to operate as usual, disruption will be temporary during construction. Trading locations would be adjusted temporarily during construction duration; such locations may need to be shifted as the construction progresses.</p> <p><b>Vlei</b> This is beyond the scope of this project.</p>
<p>Siwclair, Kerine <a href="mailto:kerime@cybersmart.co.za">kerime@cybersmart.co.za</a></p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>It is most refreshing to see Muizenberg in the list of Council Priorities at last. Well done! All the foreigners will be happy and delighted this upgrade. No matter what we have done previously Muizenberg has never escaped "LOOKING SHABBY". This will enhance the overall appearance of the beach.</p> <p>But I am very disappointed to note the pavilion where we are in the present -A horrific eye sore is being ignored. Please do something about this building as a matter of great agency.</p>	<p><b>Pavilion</b> This falls outside the scope of this project, but suggestions will be send to Parks and Recreation. The future of the Muizenberg Pavilion is the subject of future planning for Muizenberg.</p>
<p>Smith, Helen <a href="mailto:helen@intermail.co.za">helen@intermail.co.za</a></p> <p>Via Email</p>	<p>25/09/2022</p>	<p>Good Day</p> <p>Please I did not manage to get to the Open Day presentation, but would like to know whether the City will be paying the developers? Or will local businesses pay?</p> <p>If it is that the City will pay, where can I voice my objections? My objections are that we more desperately need an improved sewage plant system, with the recent pump station failure at Raapkraal. Every time there is loadshedding the pump stations are compromised and then there is a buildup of pressure on the</p>	<p>The City of Cape Town will fund the project as part of the Coastal Management branch current CAPEX programme.</p> <p>An improved sewage plant system is beyond the scope of this project.</p>

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		<p>mechanics resulting in disaster. We cannot blame this on Escom, "lie back and die", that is defeatist and victim mentality.</p> <p>While I understand that Muizenberg beach attracts customers for local business, however first priority ecological sustainability.</p> <p>Kind regards Helen Smith</p>	
<p>Smith, Helen <a href="mailto:helen@intermail.co.za">helen@intermail.co.za</a></p> <p>Via Email</p>	27/09/2022	<p>Hi</p> <p>I will take it up with my ward councillor seeing that you have not been able to answer my question. You probably represent the developer?</p> <p>Kind regards Helen Smith</p>	Your previous comment has been responded to separately.
<p>Snyman, Sean <a href="mailto:Malgwyn.Snyman@capetown.gov.za">Malgwyn.Snyman@capetown.gov.za</a></p> <p>Via Email</p>	19/09/2022	<p>Dear Infinity team</p> <p>See my attached proposals.</p> <p>My proposals are as follows:</p> <ul style="list-style-type: none"> <li>The promenade should be as wide as possible, to allow plenty of activity to take place, i.e. 3,5m wide. It should link up on one side with the St James walkway and on the otherside, link up with the ramp to the overhead promenade. The current LED street lighting in the parking area should be included into the promenade. Various paving options should be considered. Keep the entire promenade at the current level of the street pavement level.</li> <li>The screen walls below the overhead promenade should be removed, to provide a visual link from the putt-putt / Atlantic Road, to the ocean.</li> <li>Remove the current toilet block as proposed and convert the 2 smaller / shark spotter buildings into male / female toilets / changing rooms. This will provide another link between the shops / restaurants and the sea.</li> <li>The new parking area at the train station side should have a row of parking bays, offering views of the ocean, similar to the parking area at 3 Anchor Bay. Its great to at times, sit in your car and look at the sea.</li> <li>Add an improved shower area next to the new parking area. The current grassed area does not work, as the sea sand blows on to the grass and kills the grass.</li> <li>The current surfing pergola roofed structure is used extensively during surfing competitions. It must be retained. Muizenberg is a worldwide surfing mecca. Flag poles can be added next to the structure, for both the shark spotters and for surfing competitions.</li> <li>The new revamped beach huts must remain in the current positions. If you remove them and reposition them, the Auditor General will see it as wasteful expenditure for the City of Cape Town.</li> <li>A new and bigger play area can be included in your proposal.</li> <li>A outdoor gym should be considered, similar to Sea Point.</li> <li>A new lifesaving / shark spotter building can be constructed next to the Civic Centre, as it can be tucked away in the corner and will not impact</li> </ul>	<p><b>Concrete revetment</b> 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>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><b>New Ablutions</b> Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p><b>NGO buildings</b> 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</p>

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		<p>the area and view from the neighbouring flats / shops. It can have a lifesaving / shark spotter tower above.</p> <ul style="list-style-type: none"> <li>The beach steps is a great proposal.</li> </ul> <p>Attached document (this is included in the appendix as well for full size viewing):</p> 	<p>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><b>Parking (plan)</b> The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. 'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. Formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p><b>Beach Huts</b> The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront.</p> <p>Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p> <p>See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p><b>Playground</b> 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</p>

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			<p>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>Sole, Kelwyn Kelwyn.Sole@uct.ac.za</p> <p>Retired (UCT Emeritus Professor)</p> <p>Via Website</p>	<p>22/09/2022</p>	<p>I am a Lakeside resident of 10 years standing. I STRONGLY endorse the call below.</p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN</p> <p>Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)</p>	<p>Please see page 1 for response to:</p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER</p>
<p>Solomons, Irene <a href="mailto:irenesol100@gmail.com">irenesol100@gmail.com</a></p> <p>Via Website</p>	<p>05/09/2022</p>	<p>Leave Muizenberg Beach alone. Go and spend money where infrastructure is needed. Muizenberg works as it is.</p>	<p><b>Rational</b></p> <p>It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> <li>• Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail</li> <li>• Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs</li> <li>• 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</li> <li>• 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</li> </ul> <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>

Comment by	Date received	Comments/Concerns/Questions	Responses
<p>Stark, Vicky  <a href="mailto:vickystarkinc@gmail.com">vickystarkinc@gmail.com</a>  Via Email</p>	<p>06/09/2022</p>	<p>Hi</p> <p>I object to any plan you have that may affect the Muizenberg to St James walkway along the railway line. Muizenberg is pretty awesome as it is. Why don't you just tar the gravel parking area and demarcate the parking bays clearly?</p> <p>Don't mess with the look and feel of Surfer's Corner. It is perfect as it is!</p>	<p><b>Rationale for the project</b></p> <p>It should be noted that the primary objective of the project is the new stepped revetment coastal protection to proactively replace the old wooden seawall and degraded stone steps in order to maintain and preserve the Muizenberg beachfront. Secondary to the coastal protection is the landward portion of the project scope comprising of the upgrading of the hard and soft landscaping and buildings as well as the formalising of the parking area.</p> <p>Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Muizenberg beachfront is a Coastal Destination Place and is one of the most utilised and diverse coastal beachfronts in Cape Town and it has seen significant increase in popularity over the past years.</p> <p>Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. Muizenberg has the highest beach use by recreational users in Cape Town and it is also one of the top 20 international attractions in Cape Town, attracting an estimated 90 000 foreign visitors per year (Source: Economic Information Services, Barry Standish &amp; John White, 2016).</p> <p>However, public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> <li>• Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail</li> <li>• Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs</li> <li>• 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</li> <li>• 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</li> </ul> <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defense structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defense structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity and value gained over the years, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p> <p><b>St James Walkway</b> The St James walkway will be directly linked to the new promenade spanning the entire length of the Muizenberg Beachfront (from the western side of the pavilion to Surfer's Corner where the promenade and St James walkway will join).</p>
<p>Stephens, Jill <a href="mailto:jillandmarke@gmail.com">jillandmarke@gmail.com</a></p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>I like everything in the proposal Perhaps less grass + more indigenous grasses + benches. I like more seating along beach way (steps) Definitely keep small beach in front of station. Ablution blocks ...current one should move. But new one does need to be accessible... if too far , children are at risk, or leaving shiy on beach is at risk to accompany children /friend /alone. Like wider walkway. Like skateboard+ activity ideas.</p>	<p><b>Soft landscaping</b> 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><b>New Ablutions</b> Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p><b>Skatepark</b> The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project.</p>
<p>Sterling, Carol <a href="mailto:carol.sterlingtherapy@gmail.com">carol.sterlingtherapy@gmail.com</a></p> <p>Via Email</p>	<p>19/09/2022</p>	<p>Good morning</p> <p>I would like to object to the proposed development of Muizenberg beachfront. We do not need more concrete and parking. We need to respect nature and the area's character - more green spaces and more trees, and perhaps a shuttle service so that the Muizenberg beachfront isn't just a giant concrete parking lot. It's a beautiful beach - leave it that way!</p>	<p><b>Rationale for the Project</b> 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</p>



Comment by	Date received	Comments/Concerns/Questions	Responses
		<p>A concerned local resident. Carol Sterling</p>	<p>buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Muizenberg beachfront is a Coastal Destination Place and is one of the most utilised and diverse coastal beachfronts in Cape Town and it has seen significant increase in popularity over the past years.</p> <p>Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. Muizenberg has the highest beach use by recreational users in Cape Town and it is also one of the top 20 international attractions in Cape Town, attracting an estimated 90 000 foreign visitors per year (Source: Economic Information Services, Barry Standish &amp; John White, 2016).</p> <p>However, public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> <li>• Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail</li> <li>• Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs</li> <li>• 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</li> <li>• 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</li> </ul> <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity and value gained over the years, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p> <p><b>Character (Aesthetics)</b> 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</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>day posters where merely “place holder” blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> <li>• Panoramic views and open space</li> <li>• Central beach huts / bathing boxes</li> <li>• 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</li> <li>• Local artwork on walls</li> <li>• Use of sandstone and granite in steps</li> <li>• Local indigenous plants in planters, including local initiatives to plant and maintain</li> </ul> <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"> <li>○ Beach huts to be centrally located to serve as wind shelter for central shower plaza</li> <li>○ Central plaza to remain central public node with showers.</li> <li>○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features.</li> <li>○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space)</li> <li>○ Include mosaic artwork at ablution buildings, showers and seating walls.</li> <li>○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials</li> <li>○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available.</li> <li>○ Combination of natural lawn and artificial grass to be used where applicable.</li> </ul> <p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<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"> <li>- Subheading "Settlement" subheading under Section E (4.1)</li> <li>- Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2)</li> <li>- Subheading "Historical and Cultural Aspects" under Section G (7.)</li> </ul> <p><b>Soft Landscaping</b> 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>Surfboards, Pigasus <a href="mailto:pigasussurfboards@gmail.com">pigasussurfboards@gmail.com</a>  Via Email</p>	<p>22/09/2022</p>	<p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN</p> <p>Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)</p>	<p>Please see page 1 for response to:</p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER</p>
<p>Sweijd, Neville 0822968660  Via written comments at the Open House</p>	<p>07/09/2022</p>	<ol style="list-style-type: none"> <li>1. Thanks for the opportunity and congrats on the plan.</li> <li>2. I prefer option B (modified)</li> <li>3. I think shark spotters +WUC should use the beach boxes &amp; remain on the beach front.</li> <li>4. I think the skate park should be constructed on the old dawning green</li> <li>5. Beach volleyball on the bowling club green or on the lawn behind the Promenade.</li> </ol> <p>Thanks.</p>	<p>Comments noted.</p> <p><b>NGO buildings</b> 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>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<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><b>Skatepark</b> The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project.</p> <p><b>Volleyball</b> A volleyball court is beyond the scope of this project.</p>

Comments by interested and affected parties with surnames starting with T (pages 28 – 37)

Comment by	Date received	Comments/Concerns/Questions	Responses
Tait, Rob <a href="mailto:rotait360@hotmail.com">rotait360@hotmail.com</a>	08/09/2022	<p>To Taryn Solomon and Muizenberg beach upgrade team,</p> <p>Great job with the plans and it looks great. Uplifting this area will make a big difference to the recreational users and to the local economy as more people will come to experience the nicer facilities.</p> <p>Concern - Traffic Muizenberg is already bustling most weekends. The increased traffic this new upgrade will bring will cause a huge headache and further parking problems over and above the new parking spots being built.</p> <p>A traffic circle at the beach/main road entrance is a must as well as a M3/M5 link road that will redirect traffic. Furthermore, Prince George Drive will need to be uplifted to make it more appealing/safer with regular road markings, signage and lighting upgrades.</p> <p>Lastly, I hope a stage 2 and 3 upgrade plan is also already in the works before stage 1 is approved and further upgrades down towards Sunrise Circle beach should be planned. Imagine a lovely cycle path/running path all the way to Sunrise Circle to a much upgraded beach down there too. Could be one of the best kite surfing hot spots to go along with Muizenberg's reputation as a surfer spot. Oh the economy boom to the area! Dream big! Then it would truly be one of the best spots in all of SA.</p> <p>Keep up the great work.</p> <p>Rob Tait Marina Da Gama resident</p>	<p><b>Traffic</b> 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> <p><b>Sunrise beach</b> This falls outside the scope of this project. The City is aware of the current condition of the area.</p>
Theron, Nadine <a href="mailto:theron.nadine@gmail.com">theron.nadine@gmail.com</a>  Via written comments at the Open House	07/09/2022	<ul style="list-style-type: none"> <li>• Please expand on skateboarding section and try to include a skate park independently.</li> <li>• Public toilets proposed location with a proper skate park for local kids.</li> </ul>	<p><b>Skatepark</b> The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project.</p> <p><b>New Ablutions</b> Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p>
Thompson, Stuart	24/09/2022	TO WHOM IT MAY CONCERN,	<b>Background Information</b>

Comment by	Date received	Comments/Concerns/Questions	Responses
<p>on behalf of Muizenberg &amp; Lakeside Residents Association</p> <p><a href="mailto:stuart@starc.co.za">stuart@starc.co.za</a></p> <p>Via Email</p>		<p>Please receive our comments attached for the Muizenberg beachfront upgrade proposal.</p> <p>Regards, Muizenberg &amp; Lakeside Residents Association</p> <p><b>Stuart Thompson</b> Ex-co: Building Portfolio</p> <p><i>Attached comments:</i></p> <p>Muizenberg Beachfront Upgrade 23 September 2022 Comments from the MLRA, Muizenberg and Lakeside Residents Association</p> <p>Thank you for the opportunity to comment on the Muizenberg Beachfront Upgrade proposal. We are very excited that the City of Cape Town is taking the issue of sea level rise linked to climate change seriously and a proactive approach has been adopted. As ratepayers the views of this committee, all of whom are users of this space – also reflect the views of many of the local residents, not able to comment.</p> <p>The Muizenberg Beachfront is a beloved, unique, and key public beach and tourist destination easily accessible to most by train, bus, and private transport, making it within reach of most inhabitants of the city. It has a rich and bumpy history that reminds us to take care with its development in order to retain its character, charm, and its broad appeal.</p> <p>It is with this in mind that we are concerned about the following aspects of the Muizenberg beach front upgrade proposal:-</p> <p>A. Parking:- the proposal seems overly concerned with the provision of extra parking,</p> <p>B. Ablutions:- the cursory removal and replacement of amenities – new ablutions and showers positioned without sufficient consideration</p> <p>C. Variation:- opening up the corner and levelling out of the promenade down the length of the beach, misses the opportunity to introduce some variation. The current “sense of place” seems lost by the proposed removal of the main ablution block and SW corner gazebo structure, and the old sinking corner – to be replaced with a fairly homogenous set of revetment steps and levels all down the beach and corner right up to the start of the St. James walkway</p> <p>D. Landscaping:- The central spaces need a sober approach to landscaping, both hard and soft elements need to survive heavy traffic and salt burn</p> <p>E. Background info:- no sign of any reference or background information supporting the logic and generation of the design principals of the proposal</p> <p>Further to the notes above:-</p> <p>A. PARKING:- Whilst we appreciate the need for extra parking, providing it often does little to alleviate the issue. The proposal for extra parking along</p>	<p>It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> <li>• Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail</li> <li>• Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs</li> <li>• 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</li> <li>• 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</li> </ul> <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>Please see the draft Basic Assessment Report for more detail.</p> <p><b>Parking</b> 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</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
		<p>the station wall offers little in the way of improved leisure and recreation, which should be a core offering of the proposal. Perhaps parking can be offered further afield with clearly articulated pedestrian routes linking these areas to and from the beach front. This moves vehicles away from the beachfront to reserve this premium space for pedestrians, strollers, cyclists, skaters, and related activities – all of which are more important ingredients to space making and character of place (than parking).</p> <p>B. ABLUTIONS:- Is removing the main ablution block completely necessary? The central location of the current main block is accessible to most sides of the beach and is an important form that functions to screen the wind and spatially contain the shower plaza. The art deco building facades and chunky pergolas are well loved signals that you have arrived for that great surf. The two proposed new locations for the main ablutions block fall short of recreating these attributes of accessibility, wind screening and place making. Can the existing ablutions block not just be shored up and reinforced in position by the new revetement? If so, it may even be more affordable than building a new ablution block? If it has to go – can the two flanking buildings work to provide his and her ablutions, keeping the shower plaza central, and screened with a landscaped wavelike element...</p> <p>C. VARIATION:- Variations present on the current edge condition offers a range of spaces and experiences all down the walkway, including nodal spots such as the sinking corner which at high tide has a bow like quality where beachgoers can enjoy the waves breaking around them and lovers can kiss on this romantic evening platform. Analysing pedestrian movement routes from Beach road and through the site highlight several nodal positions and thresholds - from the Station turnaround, where the old sinking corner serves as a lookout, to the circle with its Sidmouth tangent, to the shower plaza and on to the small circle at the Pavilion, which are all opportunities to create spaces with functions and character. The proposed station Forecourt holds some of this promise and is a welcome gesture. The grassed area between the start of the catwalk and Baileys Cottage offers amazing opportunities to terrace and landscape the grass banks, which could be ideal new spaces for larger family gatherings and kids parties. It is appreciated that the new revetement steps are central to the upgrade and serve to replace the old gum pole revetement with a stronger longer lasting beach edge. The stepped edge will provide great spaces for beach goers to sit and watch the beach and the passers-by, but too much of the same cross sectional treatment here could rob the beach edge of its current "down the line" character. Care should be taken to consider variations, perhaps in the form of smaller platforms; that recall aspects of the old sinking corner, and access steps such as the those evident in the corner of the new composition. The universal access element is applauded.</p> <p>D. Landscaping:- The organic reef shaped landscaped and play areas are less akin to the M'berg urban fabric and perhaps not better suited than the current classically shaped areas. The skatepark aspect will be extremely well received but may be practically better situated off to one</p>	<p>as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future.</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
		<p>side, closer to the pavilion, or in the centre of the large circle, leaving the central focus to family activities and shower plaza. Planting that can survive the salty wind can also be protected from heavy foot traffic with elevated platforms, as the current vygie and dune bush areas attest to this. Planting solutions need research, to be rooted in proven practical approaches that work under continuous harsh conditions. While everyone wants trees – it may be that only clever hard landscaping elements will work to soften any new areas of parking, where water is scarce, wind is salty and vandalism occurs. Moving the beach huts to either side could work to create new flanking areas with a sense of space, while adding a few huts on either side will bolster the presence of these beloved boxes.</p> <p>E. BACKGROUND INFO:- There is a more basic concern that the proposal is missing the traditional "background" urban design sketches which tease out the layers of reference and serve to convey the underlying thinking of the design team. Typically serving to analyse context and establish patterns of logical approach, they also convey that thinking to a discerning public. It would be most helpful if the public could see the design teams background thinking and responses to the important design parameters:-</p> <ul style="list-style-type: none"> <li>• Climate response, to seasonal winds, sun track, microclimate cycles</li> <li>• Heritage and Urban design studies, past structure plans, is a HIA needed?</li> <li>• Pedestrian movement and traffic lines through and from the local area</li> <li>• Type and location of beach front businesses and their impact on the area o café seating, kiosk trading and informal traders</li> <li>• Community initiatives, do the car guards play a role? o Muizenberg festival, how does it use/move through this space?</li> <li>• Areas of existing beachfront activities, dog-walking, skating, cycling, etc. any space for volleyball, beach soccer?</li> <li>• Inputs from specialists on any expected effect the upgrades might have on the wave /surf break in the corner</li> </ul> <p><u>Conclusion:</u> -We very much appreciate the thrust of the proposal and the opportunity to comment and participate. We would like to see the proposal make progress and to show real signs of integrating the views and feedback from the local and broader public. Conveying the background thinking will install confidence - to see the layers of analysis and design informants in the next round of presentations.</p>	<p>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><b>Heritage (Ablutions)</b> 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><b>Heritage (The Point)</b> 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</p>



Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>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><b>Character (Aesthetics)</b></p> <p>The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> <li>• Panoramic views and open space</li> <li>• Central beach huts / bathing boxes</li> <li>• 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</li> <li>• Local artwork on walls</li> <li>• Use of sandstone and granite in steps</li> <li>• Local indigenous plants in planters, including local initiatives to plant and maintain</li> </ul> <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>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<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"> <li>○ Beach huts to be centrally located to serve as wind shelter for central shower plaza</li> <li>○ Central plaza to remain central public node with showers.</li> <li>○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features.</li> <li>○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space)</li> <li>○ Include mosaic artwork at ablution buildings, showers and seating walls.</li> <li>○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials</li> <li>○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available.</li> <li>○ Combination of natural lawn and artificial grass to be used where applicable.</li> </ul> <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"> <li>- Subheading "Settlement" subheading under Section E (4.1)</li> <li>- Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2)</li> <li>- Subheading "Historical and Cultural Aspects" under Section G (7.)</li> </ul>
<p>Thompson, Stuart  <a href="mailto:stuart@starc.co.za">stuart@starc.co.za</a>  Via Website</p>	<p>05/09/2022</p>	<p>The revetment upgrade is positive and long overdue, and the sinking corner needs urgent help!  The widening of the beach walkway is positive and long overdue, let's hope there is seating along the low back wall.  The extra new parking area is needed but need not approach the water's edge in the corner which would be much nicer as a landscaped set of terraced lawns with a tidal pool to match St. James and Dalebrook.</p> <p>The old ablution block might need to go but should be well relocated and the 2x flanking pavilions are very pretty as is the one in front of the circle, which should be doubled up on the incoming circle.  The bathing boxes need to be better represented than a few scattered here and there, or perhaps better in a bigger row.  The pavilion needs to be better integrated with the beach front and should be refurbished to house local enterprises, restaurants and conference venue.  The village was promised a direct link to the beachfront via the empire and the developers, and the city sold out on this; how can the beach front be linked directly back to the village, via a sunny wind protected passage?</p>	<p><b>Parking (Plan)</b>  The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. 'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. Formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p><b>New Ablutions</b>  Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p><b>Beach huts</b> The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront.</p> <p>Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p> <p>See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p><b>Tidal pool</b> Comment noted. The construction of a new tidal pool is however beyond the scope of this project, but implementing universal access will be considered at the existing City tidal pools.</p> <p><b>Pavilion</b> This falls outside the scope of this project, but suggestions will be send to Parks and Recreation. The future of the Muizenberg Pavilion is the subject of future planning for Muizenberg.</p>
Timlin, Clair <a href="mailto:clair@surferscorner.com">clair@surferscorner.com</a>	05/09/2022	Requested to be registered as an IAP.	You have been registered as an interested and affected party.
Trainor, Melinda <a href="mailto:mtrainor19@gmail.com">mtrainor19@gmail.com</a>  Via Email	03/09/2022	Hideous. Too much concrete. Not enough natural elements to compliment the sea and views. Awful idea. Please re think.	<p><b>Concrete Revetment</b> 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</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>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><b>Soft landscaping</b> 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>Turvey, Helene <a href="mailto:heleneturvey@gmail.com">heleneturvey@gmail.com</a></p> <p>Via Website</p>	<p>29/08/2022</p>	<p>Requested to be added as an IAP.</p>	<p>You have been registered as an interested and affected party.</p>
<p>Turvey, Helene <a href="mailto:heleneturvey@gmail.com">heleneturvey@gmail.com</a></p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Do not move the ablution block it will be dangerous for people to have to walk away from the beach and towards the railway line. The existing buildings are full of character and are also part of the Muizenberg charm. A skate park is not required for the majority of residence and visitors Create that on the grass by the Putt Putt.</p>	<p><b>Ablutions</b> 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>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<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><b>Character (Aesthetic)</b>  The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> <li>• Panoramic views and open space</li> <li>• Central beach huts / bathing boxes</li> <li>• 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</li> <li>• Local artwork on walls</li> <li>• Use of sandstone and granite in steps</li> <li>• Local indigenous plants in planters, including local initiatives to plant and maintain</li> </ul> <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"> <li>○ Beach huts to be centrally located to serve as wind shelter for central shower plaza</li> <li>○ Central plaza to remain central public node with showers.</li> <li>○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features.</li> <li>○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space)</li> <li>○ Include mosaic artwork at ablution buildings, showers and seating walls.</li> <li>○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials</li> <li>○ Incorporate more planters for hardy indigenous vegetation suited to the harsh</li> </ul>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>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.</p> <ul style="list-style-type: none"> <li>o Combination of natural lawn and artificial grass to be used where applicable.</li> </ul> <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"> <li>- Subheading "Settlement" subheading under Section E (4.1)</li> <li>- Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2)</li> <li>- Subheading "Historical and Cultural Aspects" under Section G (7.)</li> </ul> <p><b>Skatepark</b> The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project.</p>

Comments by interested and affected parties with surnames starting with U (page 38)

Comment by	Date received	Comments/Concerns/Questions	Responses
Ukbain, Reanne <a href="mailto:reanneukbain@gmail.com">reanneukbain@gmail.com</a>  Via written comments at the Open House	07/09/2022	Encouraging What is the attitude to the Pavilion? & East.	<b>Pavilion</b> This falls outside the scope of this project, but suggestions will be send to Parks and Recreation. The future of the Muizenberg Pavilion is the subject of future planning for Muizenberg.
Utton, Dianne <a href="mailto:diiton@abtmail.co.za">diiton@abtmail.co.za</a>  Via Website	05/09/2022	I fear that going ahead with the above mentioned development and interfering with what will MOST CERTAINLY change the pattern of the waves and the way they break and how the sand forms, will potentially become a problem like what has happened in St Francis Bay. The changes that have taken place there because of mans interference with the formation of waves and sand distribution, has now become an enormous problem with loss of beaches entirely! Muizenberg beach is a National treasure and we are compelled to keep it that way! Not to mention untold and unnecessary costs which could be spent and used elsewhere!!	<b>Ocean Dynamics</b> 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.  See Section G (3.5) for a summary of the specialist coastal modelling studies. Additionally, the full reports can be found in Appendix G.  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.

Comments by interested and affected parties with surnames starting with V (pages 39 – 62)

Comment by	Date received	Comments/Concerns/Questions	Responses
van Assche, Andre <a href="mailto:andrevassche@gmail.com">andrevassche@gmail.com</a>  Via Email	02/09/2022	Hi there  Just a comment on the upgrade design, I feel you should incorporate some palm trees as shade, where possible.  Andre	Comment noted.  Following public comment more planted areas are included. Indigenous, climatically suited plants will be used. Palm trees are not believed to be effective for provision of shade. Neither the originally planted nor the replanted palm trees along Atlantic have not done well.  Planters will be filled with hardy, water wise, indigenous plant species i.e. Cape flats dune Strandveld species and dune vegetation, suited to the harsh windy salt laden conditions and sandy soils of the False Bay coastal environment will be incorporated widely across the project where practically feasible.
van den Heever, Kobus <a href="mailto:kobus@adept.team">kobus@adept.team</a>  Via Website	29/08/2022	Requested to be added as an IAP.	You have been registered as an interested and affected party.
van der Westhuizen, TC <a href="mailto:sino@kingsley.co.za">sino@kingsley.co.za</a>  Via Email	06/09/2022	Dear Tarryn  I note the plans for upgrading the "Surfers Corner" area at Muizenberg with interest.  Whilst the plans will undoubtedly contribute towards a more modern, sophisticated and aesthetic appearance, the refurbishments are diminished in its overall effect by the extremely poor and outdated more N/E area from and including the Community Centre. That area must be one of Muizenberg's greatest eye-sores and heaven knows why a community center was ever built right there where it actually deserves a beach front development befitting the world class site that it is. Very few folk actually use the elevated walk way and the ugly water slide and putt putt facilities are so out of place, it's difficult to fathom how such opportunity can be lost on planners and entrepreneurs.  Indeed, I showed the area to a top German property developer (enjoying his vacation here) and he was gob-smacked that such a valuable and unique opportunity has not attracted very substantial investment. He envisioned a multi-use, environmentally fitting development, that incorporates multiple decks, restaurants, shops, apartments,..... perhaps a boutique hotel etc etc. I did not follow up his suggestion that I assemble a small team to prepare a concept sketch and proposal, with a cost analysis to present to authorities and to attract international investment. This simply because I have an excessively jaundiced view about the extremely small chance, that the relevant authorities would be enthused by such a move. Such a development would have an enormous impact on the relatively decrepit Muizenberg and its surrounds, as it is now. In addition, my brother in law is recognized as one of SA's top designers of multi-use centers (just retired from one of foremost architectural firms; Bentel Abrahamson in JHB) and just this week, him and I brain stormed ideas emanating from his work done in SA, Dubai, India and Europe. This unique False Bay site is so neglected!	It should be noted that the primary objective of the project is the new stepped revetment coastal protection to proactively replace the old wooden seawall and degraded stone steps in order to maintain and preserve the Muizenberg beachfront. Secondary to the coastal protection is the landward portion of the project scope comprising of the upgrading of the hard and soft landscaping and buildings as well as the formalising of the parking area.  The Community Centre does not fall in the project area boundary. Please refer to the Appendix A1 in the BAR for details regarding the boundary of the project site.  Muizenberg beachfront is a Coastal Destination Place and is one of the most utilised and diverse coastal beachfronts in Cape Town and it has seen significant increase in popularity over the past years.  Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. Muizenberg has the highest beach use by recreational users in Cape Town and it is also one of the top 20 international attractions in Cape Town, attracting an estimated 90 000 foreign visitors per year (Source: Economic Information Services, Barry Standish & John White, 2016).  However, public coastal infrastructure and services at Muizenberg are in decline as: <ul style="list-style-type: none"> <li>• Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail</li> <li>• Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs</li> <li>• 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</li> </ul>



Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area</p> <ul style="list-style-type: none"> <li>• 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</li> </ul> <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defense structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defense structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity and value gained over the years, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p>
<p>van Meygaarden, Jacqueline jacqueline@myceliumcolab.com</p> <p>Mycelium Media Colab</p> <p>Via Website</p>	<p>22/09/2022</p>	<p>To whom it may concern,</p> <p>I refer to this article published in the Daily Maverick online newspaper about making optimal use of the opportunity to upgrade the beachfront space: &lt;a href="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.</p> <p>The upgrades should really incorporate the train station and the fact that most people will be using public transport to get to the beach. it should also make the space less concrete and hard-surface (tarmac) focussed, but add more soft spaces and green areas</p> <p>Thank you.</p> <p>Jacqueline van Meygaarden Co-Chair - Mycelium Media Colab</p>	<p><b>The Station</b> The train station and associated rail infrastructure is owned by PRASA and falls outside of the City's jurisdiction. Any upgrades within the rail reserve must therefore be undertaken by PRASA and is outside the scope of this project. This recommendation is supported particularly because of the station building's contribution to the character of the Muizenberg Beachfront and it's heritage significance. In response, the Muizenberg Beachfront upgrade project will retain views to the station building and not introduce and vertical elements that will compete with the architect. Moreover, the project proposes to upgrade the station forecourt and pick up on the station paving in order to improve the setting of the building.</p> <p>See the "The Station" subheading along with Figure 5 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p><b>Transport Priorities</b></p> <p><u>Train</u> The Southern Line will not be returning to full efficiency overnight. The passenger rail is not a local government responsibility, however the City will "continue advocating for better services and the devolution of rail functions to ensure a quality, reliable rail service for Cape Town".</p> <p><u>Taxi</u> According to the 2014 and 2019 STATS SA General Household Survey, there is a reduction in the usage of trains as a mode of transport due to the commuter rail service decline, with people commuting with taxis approximately 4 times more than trains. Even if the reliability of the railway service is improved, the percentage people commuting to Muizenberg Beach with the train is unlikely to change dramatically as the Southern line does not service the majority of Cape Town's neighbourhoods and therefore does not offer a feasible transport alternative for the majority of Capetonians to the beach. The project recognizes the dominance of minibus taxis as mode of public transport, as per IDP Objective 12.1.C. The minibus taxis will continue to use the bus embayment to drop off commuters as well as the Main Road parallel parking bays, as they are currently doing.</p>

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			<p>The parking bays within and around the site will also remain available should taxis park and wait for commuters.</p> <p><u>Cycling</u> The CIP's vision for cycling is that "Cape Town is the premier Cycling City in South Africa where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike." To this effect, and in line with the Cycling Strategy's key focus areas the proposal provides people with the opportunity to cycle along the beach by widening the promenade; improves the safety of cyclists by reducing conflict with vehicles and giving preference to cyclists and pedestrian and providing cycling infrastructure. Bicycle parking will be well distributed across the site and located conveniently. Note that a class 4 Cycling route is planned for Atlantic Road, although implementation of bicycle lanes to the site is however beyond the scope of this project.</p> <p><u>Parking</u> In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p><b>Soft Landscaping</b> 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>Van Rijswijla, Tenzin <a href="mailto:tenzinvr@gmail.com">tenzinvr@gmail.com</a></p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Option A makes more sense. The use of the existing rock in the coastal wall should be used in some form to better place the promenade in the context of the station and other historic buildings. The removal of the Pagoda to make room for more beach huts is completely unnecessary.</p>	<p>Comment noted.</p> <p><b>NGO Buildings</b> 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</p>

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			<p>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><b>Pergola</b> Due to the alignment and setback of the proposed coastal defence and promenade, the pergola structure close to the corner will be demolished and rebuilt a few meters landward to the current design and details, conserving the heritage design and aesthetic features.</p>
<p>Van Staden, Tommy <a href="mailto:tomsonv@gmail.com">tomsonv@gmail.com</a></p> <p>Via Email</p>	<p>20/09/2022</p>	<p>You should abandon a Uct students proposal, they have no idea of the impact it is going to cause, all it looks like is a concrete playground for them. Also I do not see any great benefot to any disabled person, how are they suppose to get to the beach, or even on the beach? I disabled and find this very disturbing and a tasteless design, how can you let a student propose this? Maybe a disabled student give a proposal also? Oh wait the disabled are never taken into consideration, the same a shopping centres shop layouts.</p> <p>My vote is against this new development, it serves no real purpose except for taking away more land and moving the disable further away from the water.</p>	<p><b>Rationale for the Project</b> 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.</p> <p>Muizenberg beachfront is a Coastal Destination Place and is one of the most utilised and diverse coastal beachfronts in Cape Town and it has seen significant increase in popularity over the past years.</p> <p>Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. Muizenberg has the highest beach use by recreational users in Cape Town and it is also one of the top 20 international attractions in Cape Town, attracting an estimated 90 000 foreign visitors per year (Source: Economic Information Services, Barry Standish &amp; John White, 2016).</p> <p>However, public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> <li>• Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail</li> <li>• Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs</li> </ul>

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			<ul style="list-style-type: none"> <li>• 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</li> <li>• 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</li> </ul> <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defense structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defense structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity and value gained over the years, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p> <p><b>Concrete revetment</b> 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><b>Accessibility</b> 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>

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			<ul style="list-style-type: none"> <li>• 3m wide universally accessible promenade,</li> <li>• 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.</li> <li>• Universal access ramp on western end of promenade from parking level.</li> <li>• Universal access to playground area.</li> <li>• The ablution facilities in the central area include universally accessible toilets, showers and changing facilities.</li> <li>• The project also incorporates easily accessible storage space for beach wheelchair and access equipment.</li> <li>• The Waves for Change building on the beachfront will be repurposed for NGO's providing assistance with universal beach access and adaptive surfing.</li> <li>• Additional wheelchair parking bays will be demarcated.</li> <li>• Drop and go embayment will be provided at the entrance circle to the beachfront.</li> </ul> <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>van Wyk, Luke  <a href="mailto:lukevanwyk10@gmail.com">lukevanwyk10@gmail.com</a></p> <p>Via Email</p>	<p>15/09/2022</p>	<p>Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,  This submission is a response to the call for public comment on the proposed upgrade of the Muizenberg beachfront.  I recognise and appreciate the efforts made by the City of Cape Town to restore our growing losing public coastal infrastructure such as the Muizenberg beachfront to protect from sea rise, however, the proposal in its current plans falls short in a lot of areas.  I do not support replacing the existing gravel parking area with paving bricks.  Please view my full comment attached.</p> <p><i>Attached document:</i></p> <p>Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,</p> <p>I recognise and appreciate the efforts made by the City of Cape Town to restore our growing losing public coastal infrastructure such as the Muizenberg beachfront to protect from sea rise, however, the proposal in its current plans falls short in a lot of areas.</p> <p>Mainly, replacing the exiting gravel parking area with paving bricks.  This comment includes four parts:  I) Comments on the upgrade in general  II) Recommendations  III) Conclusion</p>	<p><b>Mandate</b>  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"> <li>• 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)</li> </ul> <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> <li>• Coastal hard infrastructure assets and coastal land and ecosystem management</li> <li>• Coastal Planning, Upgrades and Development</li> <li>• Coastal Policy and Regulation</li> <li>• Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment,</li> <li>• Coastal monitoring and Reporting</li> </ul> <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</p>

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		<p>The current plan is indifferent to a lot of existing policies and plans from the City of Town. I as a citizen seek to bring solutions to the table to ensure any upgrade to public infrastructure takes a holistic, ethical and traversal approach. As the City continues to rapidly grow, we cannot afford to operate in silos to other departments and plans. This is critical for the city to respond now to the many crises we face from economic, health, climate (that is at the heart of this coastal upgrade), biodiversity and transport.</p> <p>As such, dedicating a large part of any upgrade to parking and the use of hard infrastructure is not only indifferent to a lot of plans, but fuels the crisis it is trying to fend off. We implore the project team to look at the following plans and integrate them into its design and land-use output:</p> <ol style="list-style-type: none"> <li>1. The latest draft of the Integrated Development Plan</li> <li>2. The latest draft of the Municipal Spatial Development Plan</li> <li>3. Comprehensive Integrated Transport Plan 2019 - 2023</li> <li>4. Cape Towns Water Strategy</li> <li>5. City of Cape Town Climate Change Action Plan</li> <li>6. 2017 Cycling Strategy</li> <li>7. Latest NMT Policy and Strategy</li> <li>8. Guidelines for the Provision of Open Space in South Africa, 2017, Prepared for the National Department of Rural Development and Land Reform, Republic of South Africa</li> </ol> <p><b>Comments on the upgrade in general</b></p> <p><u>The problem of less public space for people or do we want more parking</u></p> <p>When it comes to urban planning, many South African municipalities including the City of Cape Town have taken a very car-centred approach. Adopting policies that not only prioritise the car but also come at the detriment of quality public transport, non-motorised transport (walking and cycling), the environment and quality peoplecentred public spaces that promote a pedestrian-orientated and child-friendly environment.</p> <p>Parking is a negative outcome of this and the main driver of a litany of crises. This upgrade seeks to reinforce our dependency on cars and does not integrate the area's many qualities whether it is the beachfront, commercial areas, coastal walking routes and public transportation.</p> <p>The University of California, Los Angeles professor Donald Shoup (<a href="https://www.shoupdogg.com/">https://www.shoupdogg.com/</a>) says "parking is fertiliser for more cars" (<a href="#">PDF</a>) <a href="#">The High Cost of Free Parking (researchgate.net)</a>. Parking bay provision increases housing prices (<a href="#">Parking Requirement Impacts on Housing Affordability (vtpi.org)</a>) and causes urban sprawl (<a href="https://theconversation.com/what-can-our-cities-do-about-sprawl-congestion-and-pollution-tip-scrap-car-parking-118393">https://theconversation.com/what-can-our-cities-do-about-sprawl-congestion-and-pollution-tip-scrap-car-parking-118393</a>) - causing environmental degradation via land change as well as increasing travel distances. How can we meet our climate (<a href="#">South Africa pledges more ambitious climate targets   AP News</a>) and spatial equity goals (<a href="#">SoCR16-MainReport_02Spatial.pdf</a>) when we do this?</p>	<p>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><b>Parking</b></p> <p>The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p>

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		<p>While I recognise we have a public transportation problem, we cannot allocate key spaces for car parking adjacent to a public transport interchange and the ocean but rather seek to strengthen NMT and improve public transportation, public spaces that will strengthen our local (and endangered) ecological and commercial economies. The proposed sits next to a public transport interchange and building a sea of car parking is a big setback for the area to meet the City of Cape Town's vision for densification and transit-oriented development.</p> <p>With the Southern Line returning, this development contradicts not only the National Department of Transport and the Spatial Planning and Land Use Management Act (SPLUMA) but the array of policies and plans identifies above.</p> <p>There is a golden opportunity to use this space to bring the community together around a quality public space that integrates with the ocean and the public transport interchange that speak to the array of crises we face from economic, biodiversity, transport, and climate to health.</p> <p><u>The problem of hard infrastructure to open public spaces</u></p> <p>The proposal only seeks to use hard infrastructure - while I understand this is part of the defence against the rising sea level, the rest of the upgrade inland shows only concrete being employed with no visible urban landscaping.</p> <p>Urgent clarity is needed on "soft landscaping."</p> <p>This decision is deeply worrying and seeks to further exacerbate our biodiversity and water crisis. Namely, the development is at odds with these plans:</p> <ol style="list-style-type: none"> <li>1. Cape Towns Water Strategy and;</li> <li>2. City of Cape Town Climate Change Action Plan</li> </ol> <p>Every redevelopment or development the city undertakes needs to be consistent with the above plans where Water Sensitive Urban Design (WSUD) (<a href="http://www.water.gov.za">Water Sensitive Design   Future Water (uct.ac.za)</a>) and Biodiversity Sensitive Urban Design (BSUD) (<a href="http://theconversation.com">Here's how to design cities where people and nature can both flourish (theconversation.com)</a>) are employed.</p> <p>Water Sensitive Urban Design can bring the following benefits:</p> <ul style="list-style-type: none"> <li>• Reduced volume of stormwater entering waterways, leading to an improved aquatic environment.</li> <li>• Improved stormwater quality, leading to improved water quality in rivers and bays.</li> <li>• Reduced reliance on drinking water to irrigate green spaces.</li> <li>• Flood mitigation by intercepting stormwater flows.</li> <li>• Improved biodiversity as a result of wetlands and rain gardens.</li> <li>• Decreased urban heat island effect as a result of increased green space and increased irrigation capacity.</li> <li>• Increased levels of permeable or unsealed soil and soil moisture.</li> </ul> <p>Biodiversity Sensitive Urban Design can bring the following benefits:</p> <ul style="list-style-type: none"> <li>• Protect and create a habitat for local endangered species</li> </ul>	<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><b>Policy Alignment – Full NMT</b></p> <p>The Southern Suburbs District Plan classifies Muizenberg Beach as a Coastal Destination Place and highlights that a key concern is to retain public access to the beachfront. Since Muizenberg Beach is of metropolitan significance, it should be accessible to those living throughout the Metropolitan Area. The beach is accessed by non-motorised transport (cycling, skateboards, scooters, running, walking and paddling), public transport (railway, the Golden Arrow Bus service as well as taxis) and the private car. Although it is outside the scope of this project to improve the NMT and public transport system to the site, the project aims to consider the implications of the existing networks and potential future enhancements as well as improving NMT movement through the site and access to public transport facilities from the site.</p> <p>The project responds to the NMT strategy's policy statements in the following way:</p> <ul style="list-style-type: none"> <li>○ People are granted reasonable access to the beach</li> <li>○ The safety of NMT users is prioritised by reducing conflict with vehicles and giving preference to cyclists and pedestrians</li> <li>○ 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</li> </ul>

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		<ul style="list-style-type: none"> <li>• Help species disperse from the area.</li> <li>• Minimise anthropogenic threats caused by bad urbanisation.</li> <li>• Promote ecological processes of the area.</li> <li>• Encourage positive human-nature interactions through a new public space (a car park does not sit well).</li> </ul> <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><b>Recommendations</b></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"> <li>1. Use the space as a public space with mixed/multiple uses...consult the community about what they need other than resorting to a car park. Can be a public park, a public transport interchange, a skatepark, a place for a market to take place, a community library or a centre. We need to think proactively, not reactively.</li> <li>2. Integrate and improve the public transport interchange into the new space. Use this area to tie the area together by integrating the space with the following in mind: <ol style="list-style-type: none"> <li>1. Non-Motorised Transport like cycling and active mobility</li> <li>2. Golden Arrow Bus stop</li> <li>3. The Muizenberg Train station</li> </ol> </li> <li>3. Add cycling and other active mobility parking facilities</li> <li>4. Connect to a segregated cycling lane (class 1 or 2) for the area</li> <li>5. Employ BSUD and WSUD principles for the whole development</li> <li>6. Add more Golden Arrow buses. The current frequency is poor both to Simonstown and CBD, Cape Town</li> </ol> <p><b>Conclusion</b></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. 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><b>Luke van Wyk</b></p>	<ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> </ul> <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"> <li>• 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);</li> <li>• 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;</li> <li>• retaining the status quo with regard to parking.</li> </ul> <p>In accordance with IDP Objective 13.1 NMT links will include traffic calming measures, lighting and be universally accessible. By improving access to public transport and improved linkages to NMT facilities, the project aims to encourage beachgoers to use alternative modes of transport when commuting to the beach in order for the existing parking bays to meet the growing parking demand. In line with SDP Policy Statement 20, NMT will be prioritised in this project by ensuring that pedestrian walkways are continuous and where they cross vehicular circulation areas or parking areas, the pedestrian walkway remain at the same level and vehicles are required to ramp up and down. Paving is used to accentuate the walkway, particularly where it interacts with vehicles.</p> <p>By replacing the failing revetment along the beach with a stepped revetment, which will improve resilience to the impact of climate change, the project responds to IDP Objective 10 (and more specifically Objective 10.2) to 'restore and improve priority coastal infrastructure'.</p> <p><u>CIPT 2032</u></p> <p>According to the City's Integrated Public Transport Network 2032, Muizenberg Beach will continue to be serviced directly by the Southern Railway Line only (in addition to the taxis and GAB that are not accounted for in this plan). In line with Spatial Strategy 3 and Policy Statement 35 in the IDP, the project will improve NMT linkages through the site, to public transport, in order to facilitate affordable access to the beach for those within the transport catchment area. Bicycle storage facilities will also be provided close to the bus stop and railway station.</p> <p><u>Train</u></p> <p>The Southern Line will not be returning to full efficiency overnight. The passenger rail is not a local government responsibility, however the City will "continue advocating for better services and the devolution of rail functions to ensure a quality, reliable rail service for Cape Town".</p>



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

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			<p>design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will be used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>van Zyl, Jacqui  <a href="mailto:jacquivzyl@gmail.com">jacquivzyl@gmail.com</a></p> <p>Via Email</p>	<p>22/02/2022</p>	<p>I do NOT like the design that has been put forward by the city for the Muizenberg promenade - I believe we need a "greener" space with less concrete, creating more opportunities for socializing and less traffic congestion.</p> <p>I recently saw a design by <i>UCT Planning Student and Young Urbanist Member Ayanda Made</i> which shows alternative ideas rooted in evidence based planning - this looks like a much better option.</p> <p>Many thanks.</p> <p>--  Jacqui van Zyl</p>	<p><b>Rationale for the Project</b></p> <p>It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Muizenberg beachfront is a Coastal Destination Place and is one of the most utilised and diverse coastal beachfronts in Cape Town and it has seen significant increase in popularity over the past years.</p> <p>Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. Muizenberg has the highest beach use by recreational users in Cape Town and it is also one of the top 20 international attractions in Cape Town, attracting an estimated 90 000 foreign visitors per year (Source: Economic Information Services, Barry Standish &amp; John White, 2016).</p> <p>However, public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> <li>• Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail</li> <li>• Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs</li> <li>• 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</li> </ul>

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			<ul style="list-style-type: none"> <li>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</li> </ul> <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defense structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defense structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity and value gained over the years, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p> <p><b>Concrete Revetment</b> 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><b>Soft Landscaping</b> Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will used where applicable.</p>

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			<p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Vasey, Pikwe  <a href="mailto:pikwev@gmail.com">pikwev@gmail.com</a></p> <p>Via Email</p>	<p>19/09/2022</p>	<p>Good day,</p> <p>I unfortunately missed the open day at the Muizenberg community hall but I have read the background information document and looked at the various design images.</p> <p>I am a resident of Muizenberg and would like to comment on the proposed upgrade.</p> <p>Muizenberg's character has already changed over the past decade and the beach front area is already very gentrified - there 's a Spur and a Starbucks! However the proposed upgrades don't seem to be adding very much to the area.</p> <p>Parking - why focus on parking areas. There will never be enough parking and surely people should be encouraged to get to the beach in alternative ways - walking if you're close enough, bikes, skating. Then public transport - more buses and maybe even one day the train again. So perhaps some bike stands and focusing on making the beach front a more pedestrian friendly area. Big pavements, pedestrian right of way etc.. There are some parking areas in close proximity to the beach front (down near the station off Main road, even the old electrical department parking one block behind the beachfront) which could be used. Maybe better signage before you get to the beach front of alternative parking areas. Lots of people walk to the beach down the M5 luckily there is a good path to keep people far away from the traffic. It shouldn't be all about those in cars.</p> <p>Skating area - the suggested position is ridiculous - the area is too small and it's right in the centre. So noisy for all beach users. What about a proper skating area all the way along the station wall? Yes use some of the parking.</p> <p>Cement stairs - really ugly especially compared to the beautiful sandstone stairs currently there. Any chance of these new stairs impacting the sand banks and waves?  And while an additional ramp is great - I'm sure this can be incorporated into the current set up. Moving the ablution blocks 20 metres doesn't seem to make much sense but if the current building is being washed away then new modern facilities would be good.</p> <p>Upgraded kids play area - this would be great but can be done with the existing set up. Maybe even just replace the slide (gone AWOL for years)? Moving the beach huts will remove some protection from the wind which the playground currently enjoys.  Looks like the huts are being moved so the cars in the parking lot will have a better view?</p>	<p><b>Allocation of Resources</b></p> <p>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"> <li>• 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)</li> </ul> <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> <li>• Coastal hard infrastructure assets and coastal land and ecosystem management</li> <li>• Coastal Planning, Upgrades and Development</li> <li>• Coastal Policy and Regulation</li> <li>• Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment,</li> <li>• Coastal monitoring and Reporting</li> </ul> <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><b>Character (Aesthetic)</b></p> <p>The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p>

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		<p>Lawns - the beachfront is wind blown and salty, trying to keep a lawn alive here is a waste of resources. For ground cover make it local hardy succulents (same for planters) or something else for play areas and seating (sand? it is the beach after all). If CT is getting drier we don't need to be watering lawns.</p> <p>While I understand the focus on tourism I can't help thinking that there must be more pressing issues that the money could be better spent on? Have the Muizenberg swimming pools been converted to sea water yet? If not that might be a better spend of money. Or even upgrading the current community hall building which has a prime location and is run down and under utilised.</p> <p>What about better rubbish collection and education in areas upstream from Zandvlei and hopefully in this way reduce the rubbish coming into the vlei (which is a great resource for everyone). Just some ideas. I'm sure Seawinds could use some more formal infrastructure.</p> <p>I hope all the feedback will be taken into account. From what I have seen online so far there is quite a lot of negative feeling about the current concrete design.</p> <p>I will register as an IA&amp;P to keep updated with the progress.</p>	<p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> <li>• Panoramic views and open space</li> <li>• Central beach huts / bathing boxes</li> <li>• 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</li> <li>• Local artwork on walls</li> <li>• Use of sandstone and granite in steps</li> <li>• Local indigenous plants in planters, including local initiatives to plant and maintain</li> </ul> <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"> <li>○ Beach huts to be centrally located to serve as wind shelter for central shower plaza</li> <li>○ Central plaza to remain central public node with showers.</li> <li>○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features.</li> <li>○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space)</li> <li>○ Include mosaic artwork at ablution buildings, showers and seating walls.</li> <li>○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials</li> <li>○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available.</li> <li>○ Combination of natural lawn and artificial grass to be used where applicable.</li> </ul> <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>

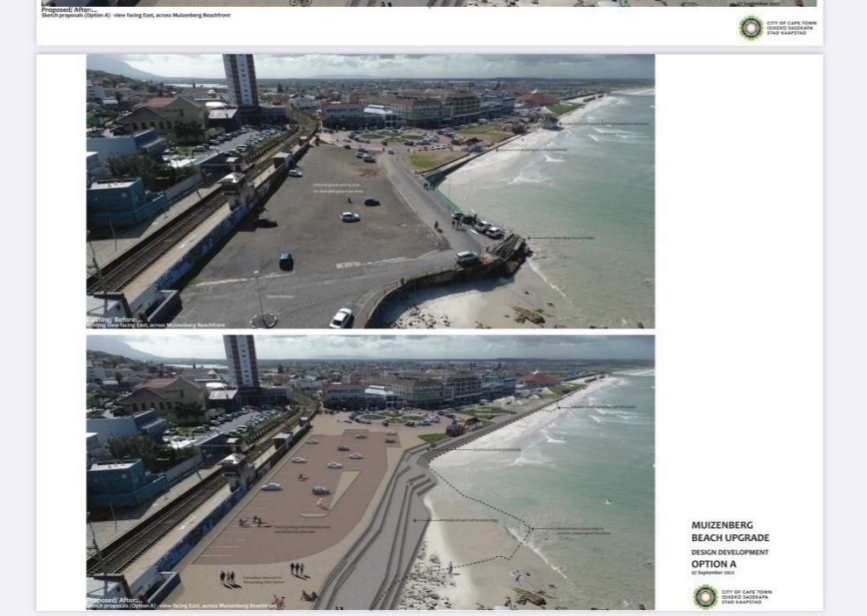
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			<ul style="list-style-type: none"> <li>- Subheading "Settlement" subheading under Section E (4.1)</li> <li>- Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2)</li> <li>- Subheading "Historical and Cultural Aspects" under Section G (7.)</li> </ul> <p><b>Parking</b> The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During</p>

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			<p>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><b>Skatepark</b> The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project.</p> <p><b>New Ablutions</b> Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p><b>Ocean Dynamics</b> As per the PRDW Specialist Coastal Modelling reports, the proposed replacement of the existing wooden revetment with a concrete stepped revetment as coastal protection is not expected to influence the sediment dynamics, offshore sandbanks and surfing</p>

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			<p>conditions differently than the existing coastal protection structures. The project design considers climate change and sea level rise in the design of the coastal protection.</p> <p>See Section G (3.5) for a summary of the specialist coastal modelling studies. Additionally, the full reports can be found in Appendix G.</p> <p>Please note that during construction, temporary berms will likely be constructed seaward of the existing sea wall to serve as temporary coastal protection, any effect on the nearshore hydrodynamics caused during the construction is limited to the construction duration and to the area of work. Work will be executed in a sequence and thus only portions of the beach will be affected at a time and not the entire beachfront at once. Any effects are thus temporary of nature.</p> <p><b>Playground</b> 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><b>Wind Shelter</b> The comment regarding wind protection is noted, Muizenberg is an exposed location subject to harsh False Bay and dominant south easterly wind. Creating small wind sheltered areas are not effective as it creates local wind eddies where fine windblown sand circulates and eventually accumulates, creating an unpleasant seating location. Large enough wind shelters to avoid the above mentioned are not deemed feasible as such structures will obstruct views and create hiding spaces posing a public safety risk.</p> <p>The proposed eight beach huts at the central shower plaza will however serve as wind shelter for the plaza. Surface undulations in the play area will also provide a small amount of wind shelter in the play area. The existing buildings as well as proposed ablution will also provide some wind shelter.</p> <p><b>Beach Huts</b> The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront.</p> <p>Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p>



Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p><b>Soft landscaping</b> 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>Vasey, Pikwe pikwev@gmail.com</p> <p>Via Website</p>	<p>18/09/2022</p>	<p>I have already sent an email with my comments to the email address provided</p>	<p>Noted, comment has been responded to separately.</p>
<p>Ventura, Ana-Lisa <a href="mailto:analisaventura1@gmail.com">analisaventura1@gmail.com</a></p> <p>Via Email</p>	<p>27/09/2022</p>	<p>To whom it may concern</p> <p>Are there any building structures going up by the new paved parking area? I don't see any in the diagrams thus far.</p> <p>I have invested in a property/unit (on ground level) of a new development opposite Muizenberg Station and I was wondering whether there would be any structures that could possibly be built that would obstruct the views. The positioning of the unit is next to Het Posthuys (182 Main Road, Muizenberg).</p> <p>I look forward to hearing from you.</p> <p>Kind regards Ana-Lisa</p>	<p><b>Parking (Plan)</b> The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. 'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. Formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Currently there are not plans for any buildings to be constructed in the parking, beyond the additional NGO Building in the Western corner of the site.</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
			
<p>Ventura, Ana-Lisa Analisaventura1@gmail.com</p> <p>Via Website</p>	27/09/2022	Requested to be registered as an IAP.	You have been registered as an interested and affected party.
<p>Ventura, Ana-Lisa Analisaventura1@gmail.com</p> <p>Via Website</p>	27/09/2022	Requested to be registered as an IAP.	You have been registered as an interested and affected party.
<p>Vietri, Mike mikev@faircape.co.za</p> <p>Via Website</p>	29/08/2022	Muizenberg Village Developers are the owners of numerous properties along Surfers Corner.	You have been registered as an interested and affected party.
<p>Vigne, Ben somecallmeben@gmail.com</p> <p>Via Website</p>	22/09/2022	<p>I am against this proposed development of the Muizenberg beachfront.</p> <p>In the first instance it is a waste of money that should be better spent on improving the infrastructures and lives of poorer people in the city of Cape Town. This city is marred by a disgusting disregard for the poor, and in its practice continues and deepens Apartheid segregations. The city acts as some kind of business that regards citizens as clients and caters to foremost its wealthiest patrons. The focus should be on providing and improving fundamental infrastructures for all of the cities residents and changing core transportation systems that continue to divide and 'keep out' the poor, rather than pandering to business interests in Muizenberg.</p>	<p><b>Mandate</b> 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"> <li>The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDP and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment</li> </ul>

Comment by	Date received	Comments/Concerns/Questions	Responses
		<p>In regards to any specific developments of Muizenberg, the city could instead use the money to improve the sewerage system in the area and clean up the body of water in Zandvlei which often smells of sewerage and too often contains actual raw sewerage which is pumped into the sea polluting the beachfront.</p> <p>Furthermore, this planned development will likely lead to more traffic congestion in the area and the construction period will cause much noise pollution and disturbance to beach goers.</p> <p>If the city is set on spending money on developments that increase property values in the area, and cater to the middle and upper classes, then at least rather build a skate park in the space, rather than more parking</p> <p>Thanks</p>	<p>do so in terms of agreed operational protocols and/or Service Level Agreements (defined below)</p> <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> <li>• Coastal hard infrastructure assets and coastal land and ecosystem management</li> <li>• Coastal Planning, Upgrades and Development</li> <li>• Coastal Policy and Regulation</li> <li>• Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment,</li> <li>• Coastal monitoring and Reporting</li> </ul> <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><b>Construction (Disruption)</b>  Comment noted. The disruptions will be temporary in nature and kept to a minimum by constructing in stages as opposed to constructing over the whole site at one time. It is current estimated that construction will last 26 months. The public will still be able to access beachfront businesses and there will be alternative access points to the beach during the project construction. The surfing area will remain open (no work in surf zone area).</p> <p>Prior to commencement of construction as well as during construction, the appointed contractor shall be required to provide an approved environmental, health and safety and traffic accommodation plan to ensure safe access with minimized disruptions. The major construction work will preferably take place during the off-peak seasons although construction work is not expected to encroach the parking and shopfronts along Beach Road.</p> <p>See the Environmental Management Programme in Appendix H of the draft Basic Assessment Report for further details on construction phasing plan.</p> <p><b>Traffic</b>  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> <p><b>Skatepark</b>  The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project.</p>
von Brandis, GF	03/09/2022	Hi Why all the concrete and parking in this prime area.	<p><b>Parking</b>  The focus of the project is not to solve the parking problem at the beachfront.</p>

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

Comment by	Date received	Comments/Concerns/Questions	Responses
			<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><b>Concrete Revetment</b> 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><b>Beach Reclamation</b> There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is</p>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>buried under the beach and will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard.</p> <p><b>Climate Change</b>  Comment noted. Due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>The project design considers climate change and sea level rise in the design of the coastal protection. 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.</p>
<p>von Holdt, Karl  karl@yeoville.org.za</p> <p>Via Website</p>	<p>26/09/2022</p>	<p>I would like to endorse the document 'Comment on proposed Muizenberg upgrade: a call to start over again' by Catherine Kell and two others (including myself). I suggest that the best way forward will be to meet with an elected committee of local residents in order to hear and discuss our concerns and map out a path towards an improved and upgraded future.</p> <p>Regards  Karl von Holdt (Prof)</p> <p><i>Attached document:</i></p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN</p> <p>Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)</p>	<p>Please see page 1 for response to:</p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER</p>
<p>von Kottze, Astrid  Astridvonkottze@gmail.com</p> <p>Pep</p> <p>Via Website</p>	<p>24/09/2022</p>	<p>We need direct participation in. Consultative planning process</p>	<p><b>Community consultation</b></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"> <li>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&amp;AP's, which included local</li> </ul>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<p>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.</p> <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> </ul> <p>In preparation for the statutory Environmental Impact Assessment (Basic Assessment) process, a pre-application public engagement process was undertaken. Details of the engagement process is documented in the Section F and Appendix F of the draft Basic Assessment Report.</p> <p>Furthermore, the current public participation being undertaken as part of the draft Basic Assessment Report, will be incorporated and updated in the final Basic Assessment Report.</p>
<p>von kotze, Astrid Astrudvonkotze@gmail.com  Via Website</p>	<p>22/09/2022</p>	<p>Endorse Favish Kell and von Holdt</p>	<p>Noted. They have been responded to separately.</p>

Comments by interested and affected parties with surnames starting with W (pages 63 – 91)

Comment by	Date received	Comments/Concerns/Questions	Responses
<p>Wainwright, Robyn  <a href="mailto:robyn.wain@gmail.com">robyn.wain@gmail.com</a></p> <p>Via Email</p>	<p>26/09/2022</p>	<p>Hello, I am a long time local resident of Muizenberg and a daily user of the beachfront at Surfers Corner.</p> <p>I attended the public session and found myself somewhat distressed and disappointed by the unimaginative plans put forward for this very amazing place in Cape Town. It seemed to me that the people responsible for the proposal are not users of this space, that no time was spent observing how the flow of people and activities happen here, nor the patterns of the weather and water.</p> <p>The massive use of concrete is not only aesthetically unappealing and bland, but environmentally problematic. Also, if you spent a season here during the South Easter you would know that the steps currently near the entrance to the beach in front of the Balmoral building are always under sand due to water and wind action and play no role for users of the beach, other than for a short time when they are dug out at the beginning of Summer.</p> <p>The current lawns are ridiculous and have been a huge waste of money as they are a high traffic area and they get covered in sand with every wind outbreak. Irrigated lawns are just not viable, they have been tried before and failed.</p> <p>Rather place attractive <b>seating and tables</b> in that area <b>instead of lawns</b>, perhaps with some kind of sun shelters over them. Seat them in the sand and don't waste resources on more concrete which will be covered in sand anyways. Many people eat takeaways and picnic on the beach. Make it a pleasant picnic option with plenty of dirt bins of course.</p> <p>Encouraging <b>skateboarding</b> in the main high pedestrian traffic area is disastrous. I, and many other beach users, have for a long time supported the creation of a <b>skate park</b> but not there. Skaters already use the ramps at the back of the Pavilion "community" centre where the raised catwalk comes down to the beach - develop this section as a dedicated skate park. There are no residential places there or high foot traffic.</p> <p><b>Parking</b> is necessary and the area under discussion does need upgrading but come on, a massive concrete area in a prime section of the Surfers Corner!</p> <p>Think longer term, when the trains are running, bicycles are more in use etc.</p> <p>There is a very <b>under utilised parking area next to the Vlei mouth</b>. People can walk, have shuttles if they don't want to carry stuff. The lower section of the beach is also fabulous. Create an enticing <b>access</b> from that parking area <b>to</b> the raised catwalk. The traffic into Surfers Corner is an absolute nightmare and should be discouraged especially on weekends and big holidays. It causes backups everywhere close to SC, is unsafe for the zillions of pedestrians and the vehicles park on sidewalks - this even with the current informal parking under scrutiny in this proposal. It seems the only people being taken into consideration in this proposal are the drivers.</p>	<p>Please see page 1 for response to:</p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEACHFRONT: A CALL TO START OVER</p> <p><b>Character (aesthetics)</b>                      The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> <li>• Panoramic views and open space</li> <li>• Central beach huts / bathing boxes</li> <li>• 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</li> <li>• Local artwork on walls</li> <li>• Use of sandstone and granite in steps</li> <li>• Local indigenous plants in planters, including local initiatives to plant and maintain</li> </ul> <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"> <li>○ Beach huts to be centrally located to serve as wind shelter for central shower plaza</li> <li>○ Central plaza to remain central public node with showers.</li> <li>○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features.</li> <li>○ Incorporate decorative segmented paver patterns in focal paving areas (central</li> </ul>




Comment by	Date received	Comments/Concerns/Questions	Responses
		<p>The controversial plan to move the ablution block should be re-visited with fresh eyes. That section of the beachfront is central to the beach activities and surfing. The showers are much used daily, it is a lovely interactive space and does not cut the beach off, which is what the two blocks proposed by your Plan B(?) would do. The current design provides some cover from the wind and people by their cars getting changed etc are still connected with the beach and other users.</p> <p>The low wall along the sidewalk is much used by people sitting, drinking coffee and chatting - this organic, natural usage of the space should be noted and considered in the suggestion for seating and tables mentioned above.</p> <p>Anyways, there is much to say and endless design possibilities. This project should not go ahead until there is a great plan in place supported by the beach users in large numbers and with very careful consideration of the many, many factors present and future that could and should be addressed.</p> <p>Get imaginative, or employ the people who are. This is a once in a lifetime opportunity to do something amazing for the people of Cape Town and visitors alike. The impact of any development will be here for generations to come.</p> <p>I fully support the views, questions and recommendations put forward by 3 locals who have taken the time to carefully draft a cohesive response. It is attached to this email for your consideration. I also strongly support their call for the <b>heritage aesthetic</b> to be considered. The new development going up on the Main Road opposite the station has done a fine architectural job of designing in line with the surrounding architecture.</p> <p>Thank you for your time and attention.</p> <p>Kind Regards Robyn Wainwright Muizenberg Resident</p> <p><i>Attached document:</i></p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN</p> <p>Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)</p>	<p>node, station forecourt, pergola area and eastern end open space)</p> <ul style="list-style-type: none"> <li>o Include mosaic artwork at ablution buildings, showers and seating walls.</li> <li>o Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials</li> <li>o Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available.</li> <li>o Combination of natural lawn and artificial grass to be used where applicable.</li> </ul> <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"> <li>- Subheading "Settlement" subheading under Section E (4.1)</li> <li>- Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2)</li> <li>- Subheading "Historical and Cultural Aspects" under Section G (7.)</li> </ul> <p><b>Parking</b> The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its</p>

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			<p>proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p><b>Concrete revetment</b> Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p>

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			<p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>
<p>Wainwright, Saul myjunc@gmail.com</p> <p>Via Website</p>	<p>20/09/2022</p>	<p>I believe that an alternative version that incorporates more public use space, shade, natural areas and integrates alternative transport - including buses, bicycles, skate boards. Including the possibility of a skate area, showers and bathrooms need to not obscure the views from the restaurants and existing parking areas.</p> <p>This has to be focused on the future.</p>	<p><b>Soft landscaping</b> 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><b>Transport Priorities</b> <u>Train</u> The Southern Line will not be returning to full efficiency overnight. The passenger rail is not a local government responsibility, however the City will "continue advocating for better services and the devolution of rail functions to ensure a quality, reliable rail service for Cape Town".</p> <p><u>Taxi</u> According to the 2014 and 2019 STATS SA General Household Survey, there is a reduction in the usage of trains as a mode of transport due to the commuter rail service decline, with people commuting with taxis approximately 4 times more than trains. Even if the reliability of the railway service is improved, the percentage people commuting to Muizenberg Beach with the train is unlikely to change dramatically as the Southern line does not service the majority of Cape Town's neighbourhoods and therefore does not offer a feasible transport alternative for the majority of Capetonians to the beach. The project recognizes the dominance of minibus taxis as mode of public transport, as per IDP</p>

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			<p>Objective 12.1.C. The minibus taxis will continue to use the bus embayment to drop off commuters as well as the Main Road parallel parking bays, as they are currently doing. The parking bays within and around the site will also remain available should taxis park and wait for commuters.</p> <p><u>Cycling</u> The CIP's vision for cycling is that "Cape Town is the premier Cycling City in South Africa where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike." To this effect, and in line with the Cycling Strategy's key focus areas the proposal provides people with the opportunity to cycle along the beach by widening the promenade; improves the safety of cyclists by reducing conflict with vehicles and giving preference to cyclists and pedestrian and providing cycling infrastructure. Bicycle parking will be well distributed across the site and located conveniently. Note that a class 4 Cycling route is planned for Atlantic Road, although implementation of bicycle lanes to the site is however beyond the scope of this project.</p> <p><u>Parking</u> In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p><b>Skatepark</b> The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project.</p>
<p>Waldron, Jake <a href="mailto:waldron.jake@gmail.com">waldron.jake@gmail.com</a>  Via Email</p>	<p>22/09/2022</p>	<p>Dear Tarryn Solomon and the City of Cape Town,</p> <p>Please find attached my public comment for the proposed beachfront upgrade.</p> <p>Firstly, thank you for putting this plan together to upgrade the Muizenberg beachfront - it is definitely in need of a change. I do have some comments that you may find useful. I spend my work week and a lot of recreational time in Muizenberg; so these comments are from a frequent user of the space.</p> <p>Thanks, Jake</p>	<p><b>Rationale for the Project</b> 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.</p> <p>Muizenberg beachfront is a Coastal Destination Place and is one of the most utilised and diverse coastal beachfronts in Cape Town and it has seen significant increase in popularity over the past years.</p>

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		<p><i>Attached document:</i></p> <p><b>Parking over pedestrians</b> I noticed that a large portion of the plan is focussed on formalising the already existing parking lot.</p> <p>I feel that this space has a lot more potential than to just be a parking lot. It's a beautiful and unique location right by the water - it almost feels like you're in the ocean. I feel that converting the majority of the area into a more pedestrian friendly space would better serve the user. You could have parking bays on the railway side of that area, but then have the majority as a proper park with trees, benches etc.</p> <p>A large portion of the space on the ocean side of the parking lot, seems to just be a road for cars to get in and out of. This would be better utilised as a recreational space/public park with trees, berms, picnic benches, braai places, even an outdoor gym etc. There doesn't seem to be a lot of space for people to move around (walk/run/cycle/skate). I understand that parking is an issue in this area, but in my experience of using the beachfront, there will always be a parking problem, no matter how many parking lots are built. The parking on the beachfront creates a horrendous bottle neck on busy days - sometimes the queue goes up onto Main Road because everyone is trying to squeeze down Atlantic and Beach Road to get a parking space at the beachfront. Maybe the beachfront is not the best place for cars to park. I understand that this is the first phase of the beachfront upgrade, so maybe it would be a better idea to utilise the parking areas further down the beachfront (towards the supertubes) to encourage use of more of the beach. The majority of the beachfront is used for parking and I think it might be a good opportunity to reclaim the space for pedestrians.</p> <p>On busy days at Muizenberg, Surfers Corner is packed with people, and it's even worse at high tide. I feel there is a need to have more recreational grassed areas instead of parking lots in order to not only give people more options, but to also help with the overflow on most summer weekends. I noticed from the design that there is also no wheelchair access to the proposed stepped area.</p> <p><b>The space is the same</b> I've been a resident of Cape Town and a user of Muzenberg beachfront for my entire life, and the layout and design has remained the same. The proposed upgrade seems to stick to that general design without much change, besides providing hardened surfaces to certain areas and small spatial upgrades. It feels like a reactive design rather than a proactive design. I feel like this is a chance to create something completely different and to be more ambitious with the design. It's such a unique and beautiful area and I don't believe the current, or the proposed designs are utilising the beachfront's full potential. I think the whole area could be totally revamped, for example: I don't think the western circle (Surfers Corner side) works well - it takes up a huge amount of space and makes it hard for pedestrians to use the area. I hardly ever see pedestrians walking through the circle or using the grass/planted areas within the traffic circle. Why not completely rethink fundamental designs like the circle? I also think in future phases it might be</p>	<p>Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. Muizenberg has the highest beach use by recreational users in Cape Town and it is also one of the top 20 international attractions in Cape Town, attracting an estimated 90 000 foreign visitors per year (Source: Economic Information Services, Barry Standish &amp; John White, 2016).</p> <p>However, public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> <li>• Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail</li> <li>• Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs</li> <li>• 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</li> <li>• 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</li> </ul> <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity and value gained over the years, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p> <p><b>Parking</b> The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p>

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		<p>a good idea to try and pull people to other areas of the beach rather than focussing predominantly on Surfers Corner.</p> <p><b>The aesthetic</b> The aesthetic of the upgrade is angular and cold, from what I can gather from the renders. I feel with it being a natural seaside space, it might better serve the context for the aesthetic to be softer, both in the design lines and in the materials used. At the moment it's a lot of concrete and paving. I feel the seating and stepped area would feel better if it almost mimicked the waves instead of being dead straight with sharp angles. I think more natural flora/trees in the area would be amazing, as people mostly use the area in summer and it would be great to have some shade. I feel the space could be similar in aesthetic to Green Point Park (as this is an excellent coastal park example). I feel like that would be more true to the surrounding beauty of the ocean and the mountain.</p> <p><b>In conclusion</b> I feel like this design is serving the cars and infrastructure rather than the people, and while parking is important, I do feel like there is a lot of potential being missed with this design. It's a beautiful, unique setting that could be made even more beautiful and unique with a more tasteful and considered design. This is a once in a lifetime opportunity to create a beautiful, ground-breaking and potentially award winning space for the residents and visitors of Cape Town.</p> <p>Once again, thank you for putting the design forward. I appreciate you taking the time to read my thoughts and comments.</p> <p>Jake Waldron 37 Palmer Road Muizenberg</p> 	<p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas are not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective 10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In</p>

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			<p>the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p><b>Recreational Areas</b>  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 linkin of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. The open space provision along the beachfront will be further improved by changing existing open spaces into functional open spaces by increasing the playground, introducing a skateboarding element and reshaping and positioning lawned areas in a way that they are integrated with the promenade as oposed to being perceived as left over space and currently poorly utilised. Locally indignous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p><b>Character (Aesthetic)</b>  The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> <li>• Panoramic views and open space</li> <li>• Central beach huts / bathing boxes</li> <li>• 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</li> <li>• Local artwork on walls</li> <li>• Use of sandstone and granite in steps</li> <li>• Local indigenous plants in planters, including local initiatives to plant and maintain</li> </ul> <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>

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			<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"> <li>○ Beach huts to be centrally located to serve as wind shelter for central shower plaza</li> <li>○ Central plaza to remain central public node with showers.</li> <li>○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features.</li> <li>○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space)</li> <li>○ Include mosaic artwork at ablution buildings, showers and seating walls.</li> <li>○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials</li> <li>○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available.</li> <li>○ Combination of natural lawn and artificial grass to be used where applicable.</li> </ul> <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"> <li>- Subheading "Settlement" subheading under Section E (4.1)</li> <li>- Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2)</li> <li>- Subheading "Historical and Cultural Aspects" under Section G (7.)</li> </ul> <p><b>Concrete Revetment</b></p> <p>Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a</p>



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			<p>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><b>Soft Landscaping</b> 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>
Wallis, Deb <a href="mailto:Debwallis1963@gmail.com">Debwallis1963@gmail.com</a>  Via written comments at the Open House	07/09/2022	Option B leaves more view from collec shops etc. Concerns regarding duration of project and environmental damage. Are there people in place to monitor this?	Please refer to the Environmental Management Programme (Appendix H of the draft BAR) for construction-related monitoring
Wallis, Katherine <a href="mailto:Kjewallis@gmail.com">Kjewallis@gmail.com</a>  Via written comments at the Open House	07/09/2022	The project has potential to improve the current state of the beach front. Option B seems more appropriate because it allows for an obstructed view. Please consider massive life during this project. The ecosystem is fragile of extended period of disruption to the ecosystem could have long lashing negative effects.  Thank you for hosting this public forum.	Please see the answer to your previous comment above.
Ward, Carol <a href="mailto:sausagelady1961@gmail.com">sausagelady1961@gmail.com</a>  Via Email	27/08/2022	I see with interest that the Muizenberg beach walkway is being upgraded. Can you tell me please if it will be wheelchair accessible.	<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.</p> <p><b>Some additional information regarding accessibility:</b> 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"> <li>• 3m wide universally accessible promenade,</li> <li>• 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.</li> </ul>

Comment by	Date received	Comments/Concerns/Questions	Responses
			<ul style="list-style-type: none"> <li>• Universal access ramp on western end of promenade from parking level.</li> <li>• Universal access to playground area.</li> <li>• The ablution facilities in the central area include universally accessible toilet, showers and changing facilities.</li> <li>• The project also incorporates easily accessible storage space for beach wheelchair and access equipment.</li> <li>• One of the existing two buildings on the beachfront will be repurposed for NGO's providing assistance with universal beach access and adaptive surfing.</li> <li>• Additional wheelchair parking bays will be demarcated.</li> <li>• Drop and go embayment will be provided at the entrance circle to the beachfront.</li> </ul> <p>Additionally:</p> <p>The proposed ablution building includes universally accessible toilet facilities that also serve as universally accessible and family change rooms.</p> <p>There will be outdoor public showers similar to the existing showers and will be located at the central beachfront node as well as the pergola structure at the large traffic circle area. The ablution building will however also incorporate one indoor, private universally accessible shower. The outdoor showers are also universally accessible.</p> <p>The City seeks to improve universal beach access and therefore the proposed design 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 with the Waves for Change. The existing NGO function and additional NGO services will remain to play an important role in the community and are supported by the City.</p>
<p>Wesselink, Carl  <a href="mailto:carl@southsouthnorth.org">carl@southsouthnorth.org</a>  Via Email</p>	<p>30/08/2022</p>	<ol style="list-style-type: none"> <li>1. There is a constant smell of raw sewerage (leaking from the mains?) just after the start of the walkway as you head from surfer's corner towards St James. I walk there several times a month and rarely - if ever - do I not notice the smell. Perhaps time to diagnose the problem and add fixing it to the to do list?</li> <li>2. Remember climate change, sea level rise and storm surges - build higher, bigger and stronger.</li> <li>3. People peeing and defecating in the subway - tough to fix this but perhaps signs, access to public facilities, and/or enforcement (through cctv cameras behind secure cages)?</li> <li>4. Visitors trash. Again difficult but your intervention may include posters/signs/education, better and more refuse infrastructure, and/or enforcement. Dog owners get fined, litterers could too...?</li> <li>5. Wheelchair access at designated entry and exit points along the coastal path - and places to stop and sit - on the sea side of the path, out of the way of strollers.</li> </ol>	<p>The sewage concerns are outside of this project's mandate.</p> <p><b>Concrete revetment</b>  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</p>

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		<p>6. Repair / replacement of broken, stolen or dug up sidewalk infrastructure, to make it safe and smooth for walkers, prams, kids on bikes and skateboarders.</p>	<p>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><b>Waste management</b> Waste management for the beach will be addressed through Integrated Coastal Management Precinct Plans.</p> <p><b>Accessibility</b> 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"> <li>• 3m wide universally accessible promenade,</li> <li>• 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.</li> <li>• Universal access ramp on western end of promenade from parking level.</li> <li>• Universal access to playground area.</li> <li>• The ablution facilities in the central area include universally accessible toilets, showers and changing facilities.</li> <li>• The project also incorporates easily accessible storage space for beach wheelchair and access equipment.</li> <li>• The Waves for Change building on the beachfront will be repurposed for NGO's providing assistance with universal beach access and adaptive surfing.</li> <li>• Additional wheelchair parking bays will be demarcated.</li> <li>• Drop and go embayment will be provided at the entrance circle to the beachfront.</li> </ul> <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>Wessels, Theresa <a href="mailto:Theresajo007@gmail.com">Theresajo007@gmail.com</a></p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Keep the iconic gazebo on the Southwestern side ( the sort of band stand with the showers sat the back)Locals meet there, get dressed + socialize under the roof. Do not agree with the cnt away seawall, adds historic value + texture. It should be repaired instead of removed.</p>	<p><b>Concrete revetment</b> 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</p>

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			<p>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><b>Pergola</b> Due to the alignment and setback of the proposed coastal defence and promenade, the pergola structure close to the corner will be demolished and rebuilt a few meters landward to the current design and details, conserving the heritage design and aesthetic features.</p>
<p>Wiley, Jeremy &amp; Gerda <a href="mailto:jwiley@iafrica.com">jwiley@iafrica.com</a></p> <p>De Goede Hoop Development Co Pty Ltd</p> <p>Via Website</p>	<p>15/09/2022</p>	<p>Muizenberg Beachfront Precinct Upgrade Proposal</p> <p>As someone who has grown up, enjoyed and lived in the Muizenberg area over many years I am interested in the further development of Muizenberg in a environmentally sensitive and economically sustainable way. Over the past 25 years Muizenberg Beachfront precinct has undergone a significant rejuvenation. Both City and the private sector have invested considerable capital in the conservation of the architectural heritage and redevelopment of many previously dilapidated buildings. This should continueAs general observations the following :</p> <p>1. Extent of the study area Muizenberg is an historic and complex coastal area. The proposed area for upgrade should be extended eastwards all the way to the Zandvlei canal and should take into account existing public parking areas around the Pavilion, east of the Zandvlei Canal, Sunrise Beach, and above Main Road between Camp Road and School Road. The Muizenberg Corner area is effectively a cul de sac and confined. Traffic congestion and circulation are already issues especially over weekends and holiday periods. Until the 1970s the western end of the study area adjacent to the Muizenberg Station was extensively developed with residential several apartment blocks and small seaside hotels including the Sandown Hotel --- these buildings were demolished by the City and the sites have been open informal parking areas ever since</p> <p>2. Muizenberg Station Precinct and the Southern Suburbs Railway Line No upgrade of the Muizenberg Beachfront Precinct should ignore the presence and potential of the Muizenberg Station. In fact the station and railway has historically played a vital role in the economy, sustainability and accessibility of Muizenberg. The station with its platforms, subway, station building, York Rd level crossing and loading yards to the south between the Main Road and railway line should be seen as integral to the successful upgrade of the beachfront area. One must assume that once the Southern Suburbs and Cape Flats lines are fully operational</p>	<p>Please refer to appendix A1 of the draft BAR for the projects site's boundary. Anything outside of this boundary is beyond the scope of the project.</p> <p><b>The Station</b> The train station and associated rail infrastructure is owned by PRASA and falls outside of the City's jurisdiction. Any upgrades within the rail reserve must therefore be undertaken by PRASA and is outside the scope of this project. This recommendation is supported particularly because of the station building's contribution to the character of the Muizenberg Beachfront and it's heritage significance. In response, the Muizenberg Beachfront upgrade project will retain views to the station building and not introduce and vertical elements that will compete with the architect. Moreover, the project proposes to upgrade the station forecourt and pick up on the station paving in order to improve the setting of the building.</p> <p>See the "The Station" subheading along with Figure 5 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>

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		<p>again the Station will once more become a crucial daily commuter and passenger hub which will alleviate traffic congestion to and through Muizenberg. The M4 and Atlantic Rd intersection is a perennial traffic congestion problem that must be addressed in any upgrade plan for the beachfront area</p> <p>3. Optimising economic development potential and enhancement of Financial viability The cost of the beachfront upgrade and the provision public infrastructure given the area's exposure to the sea will be considerable. Consideration should be given by the City to the sale or long-term leasing of parcels of currently vacant and underutilised sites to the private sector development community. Developers would be required to develop the sites in accordance with prescribed site development guidelines into mixed use complexes. In this way structured public and private parking will be provided at no cost to the City in each development and funds so generated could be used by the City to develop coastal protection infrastructure along the shoreline as well as to redesign and improve access roads into the area</p> <p>Finally the further upgrading of public infrastructure in the Muizenberg Beachfront area will undoubtedly attract further private sector investment in the area and lead to the development of a wide range of upmarket and affordable residential accommodation in the Muizenberg Village area and out towards Sunrise Circle and along Prince George Drive (M5).</p> <p>Good luck with the scoping project</p> <p>Jeremy Wiley</p>	
Williams, Alan <a href="mailto:awills88@gmail.com">awills88@gmail.com</a>	06/09/2022	<p>Hi</p> <p>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><b>Rationale for the Project</b></p> <p>It is important to note, the primary objective of the project is the new stepped revetment coastal protection to replace the old wooden seawall and degraded stone steps. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Muizenberg beachfront is a Coastal Destination Place and is one of the most utilised and diverse coastal beachfronts in Cape Town and it has seen significant increase in popularity over the past years.</p> <p>Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. Muizenberg has the highest beach use by recreational users in Cape Town and it is also one of the top 20 international attractions in Cape Town, attracting an estimated 90 000</p>

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			<p>foreign visitors per year (Source: Economic Information Services, Barry Standish &amp; John White, 2016).</p> <p>However, public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> <li>• Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail</li> <li>• Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs</li> <li>• 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</li> <li>• 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</li> </ul> <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defense structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defense structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity and value gained over the years, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p> <p><b>Allocation of resources</b></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"> <li>• 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)</li> </ul> <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> <li>• Coastal hard infrastructure assets and coastal land and ecosystem management</li> <li>• Coastal Planning, Upgrades and Development</li> <li>• Coastal Policy and Regulation</li> </ul>

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			<ul style="list-style-type: none"> <li>• Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment,</li> <li>• Coastal monitoring and Reporting</li> </ul> <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><b>Sunrise Beach and Circle</b> This falls outside the scope of this project. The City is aware of the current condition of the area.</p>
<p>Williams, Briega <a href="mailto:bwilliams@sahra.org.za">bwilliams@sahra.org.za</a></p> <p>Via Email</p>	<p>05/09/2022</p>	<p>I am a heritage officer in the Maritime and Underwater Cultural Heritage unit at SAHRA, the Muizenberg beachfront upgrading project has come to my attention and I was wondering if I could have more information regarding any assessments for heritage that may have been done or are proposed as part of the project. I have downloaded the BID document but it doesn't specify what assessments are going to be undertaken as part of the project. SAHRA is the commenting authority regarding heritage for any work below the High Water Mark, the proposed designs suggest that there will be some work below the HWM, therefore SAHRA needs to be registered as an I&amp;AP. Could you please clarify the extent of the work and what considerations have been made in regard to any heritage resources?</p>	<p><b>Rationale for the Project</b> Muizenberg beachfront is a Coastal Destination Place and is one of the most utilised and diverse coastal beachfronts in Cape Town and it has seen significant increase in popularity over the past years.</p> <p>Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches offering a wide variety of recreational and social opportunities in Cape Town. Muizenberg has the highest beach use by recreational users in Cape Town and it is also one of the top 20 international attractions in Cape Town, attracting an estimated 90 000 foreign visitors per year (Source: Economic Information Services, Barry Standish &amp; John White, 2016).</p> <p>However, public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> <li>• Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail</li> <li>• Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs</li> <li>• 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</li> <li>• 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</li> </ul>

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			<p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defense structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defense structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity and value gained over the years, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p> <p><b>Heritage</b> For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>The design of all new buildings endeavours to incorporate the architectural language and library of the existing buildings in order to maintain the sense of place.</p>
<p>Williams, Craig <a href="mailto:craig@sps-africa.co">craig@sps-africa.co</a></p> <p>Surface Protection Systems (PTY) LTD</p> <p>Via Website</p>	<p>06/09/2022</p>	<p>We supply a antimicrobial sticker for all touchpoints. Indoor and outdoors, Can be branded to any colour. They are fully recycleable.</p> <p>See brochure in the attachments.</p>	<p>We are not responsible for product choice in this project.</p>
<p>Willow Smith, Sydelle <a href="mailto:sydelle@sunshinecinema.org">sydelle@sunshinecinema.org</a></p> <p>Via Email</p>	<p>02/09/2022</p>	<p>Hello</p> <p>I am a resident of Clovelly, and would like to comment on the proposed upgrade Please consider more grass and trees and less of a focus on car parking. If people took the train, or cycled, used public transport etc - we would not need such a massive concrete take-over of the beach</p> <p>Such a historic space that has the power to really motivate social cohesion needs to be welcoming. The proposed plans are very minimalist, office park, cold.</p> <p><a href="https://www.capetown.gov.za/Media-and-news/City%20reminds%20residents%20of%20public%20participation%20process%20and%20open%20day%20for%20Muizenberg%20Beachfront%20upgrade?fbclid=IwAR31cpYl67sUUH0-PGauPe639BFjhD3h-2BW4tmYl9Bzka-QW-ecYMMDMn_M">https://www.capetown.gov.za/Media-and-news/City%20reminds%20residents%20of%20public%20participation%20process%20and%20open%20day%20for%20Muizenberg%20Beachfront%20upgrade?fbclid=IwAR31cpYl67sUUH0-PGauPe639BFjhD3h-2BW4tmYl9Bzka-QW-ecYMMDMn_M</a></p> <p>Many thanks Sydelle</p> <p>Sydelle Willow Smith +27 794772997 Co Founder &amp; Partner <b>Sunshine Cinema &amp; Makhulu Media</b></p>	<p><b>Concrete Revetment</b></p> <p>Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>



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			<p><b>Soft Landscaping</b> 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>Wills, Helen <a href="mailto:helenwills@iafrica.com">helenwills@iafrica.com</a>  Via Website</p>	<p>05/09/2022</p>	<p>Have been surfing and walking and using beach for many years and it works beautifully. Don't meddle with something that is working - it could affect the waves, the businesses and the vibe - which are all thriving.</p>	<p><b>Rationale</b> It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> <li>• Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail</li> <li>• Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs</li> <li>• 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</li> <li>• 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</li> </ul> <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</p>

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			<p>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><b>Ocean dynamics</b> 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>Wilson, Craig Info@mymuizenberg.Co.za</p> <p>Via Website</p>	<p>21/09/2022</p>	<p>I endorse the "Call to start over again" written by Catherine Kell with Karl von Holdt and Judy Favish.</p> <p><i>Attached document:</i></p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN</p> <p>Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)</p>	<p>Please see page 1 for response to:</p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER</p>
<p>Wilson, Craig info@mymuizenberg.co.za</p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Bicycle parking/racks- space for 10-20 bikes. No mention of additional security. What will happen to car guards, more parking more conflict. The proposed changes may affect the sand banks.</p>	<p><b>Ocean dynamics</b> 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><b>Security</b></p>

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			<p>Current security patrols will continue and will be increased if required.</p> <p>Area lighting is included and will be provided for the play area, central shower plaza, western and eastern parking areas as well as along the promenade. The beachfront will be lit to a minimum of a B1 classification of lighting.</p> <p><b>Car guards</b> It is beyond the scope of the project to address the operational aspects of car guards, but there will be no long-term impact on the car guards and they will be able to operate as usual. During construction there will be a temporary reduction of parking.</p> <p><b>Bicycle racks</b> Bicycle racks have been included in the design.</p>
<p>Wilson, Douglas The Wilson Family Trust</p> <p><a href="mailto:alternate.invest@gmail.com">alternate.invest@gmail.com</a></p> <p>Via Website</p>	<p>29/08/2022</p>	<p>Requested to be added as an IAP.</p>	<p>You have been registered as an interested and affected party.</p>
<p>Wocknite, Sarah <a href="mailto:sarahwocknite@gmail.com">sarahwocknite@gmail.com</a></p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Lovely overall ideas, love the active skateboarding and the playground areas.</p> <p>However, I feel like nobody considered what it will be like to sit and hang out on those concrete steps. In summer or any sunny day, those will get so intensely hot that nobody will be able to even touch the surface. It naturally needs to have shade or surface options that do not generate more heat. If it just stays concrete, it will be a hot pan that will stay desolate &amp; will just be a waste of money. Please give us shade and more greenery to enjoy the new designs or metal trees the ones at V&amp;A Silo district between the battery and the Silo district.</p>	<p><b>Concrete revetment</b> 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><b>Soft landscaping</b> 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</p>

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			<p>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>Wolamrans, Ian <a href="mailto:ian@zealsurf.com">ian@zealsurf.com</a></p> <p>Zeal Surf</p> <p>Via Website</p>	<p>06/09/2022</p>	<p>I have no problem with any upgrades on land, however, as a beach user and surfer, I am concerned with the development happening on the beach sand. In the PDF, it suggests that this upgrade is going to reclaim some of the beach/sand. If this is the case then I object to this development. This is going to have an effect on the quality of the surf and waves to play in. There will be a backwash effect at high tide caused by waves bouncing off the wall on the beach. This in turn is going to have an effect on the local surf and local business that is largely supported by surfers.</p> <p>It is also not going to be very nice for our small children to play on the sand and swim in the water.</p> <p>But as I said, If the boundary of this development is going to stop on the old boundary to the beach and beach walk to the left, then I'm all for the upgrade.</p>	<p><b>Beach Reclamation</b></p> <p>There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard.</p> <p><b>Ocean dynamics</b></p> <p>As per the PRDW Specialist Coastal Modelling reports, the proposed replacement of the existing wooden revetment with a concrete stepped revetment as coastal protection is not expected to influence the sediment dynamics, offshore sandbanks and surfing conditions differently than the existing coastal protection structures. The project design considers climate change and sea level rise in the design of the coastal protection.</p> <p>See Section G (3.5) for a summary of the specialist coastal modelling studies. Additionally, the full reports can be found in Appendix G.</p> <p>Please note that during construction, temporary berms will likely be constructed seaward of the existing sea wall to serve as temporary coastal protection, any effect on the nearshore hydrodynamics caused during the construction is limited to the construction duration and to the area of work. Work will be executed in a sequence and thus only portions of the beach will be affected at a time and not the entire beachfront at once. Any effects are thus temporary of nature.</p>
<p>Woodward, Hazel <a href="mailto:hazeljeanwoodward@gmail.com">hazeljeanwoodward@gmail.com</a></p> <p>J.A Campell 0828520899</p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Please keep the architectural look and feel of the original ablution block – so that it matches shark -spotters and the surf NGO (which should remain). NB: Concrete is too much and too ugly -Fish Hoek -yukky. Also, the wood at present is in excellent condition -has lasted for 50 years = can last for another 50. I think this is a total waste of money. Other environmental ideas could be used looking at alien trees. Infinity should not be allowed to even upgrade the parking as sand is better for the environment not tar.</p> <p>W.Cape put your money into more useful things. I object to this project + live in Muizenberg.</p>	<p><b>New Ablutions</b></p> <p>Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p>

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			<p><b>NGO buildings</b> 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><b>Concrete revetment</b> 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>Wright, Peter <a href="mailto:p1148w@gmail.com">p1148w@gmail.com</a>  Via Email</p>	<p>27/09/2022</p>	<p>Dear Sir/Madam,</p> <p>Writing as a Muizenberg businessman, with a retail shop of 51+ year's standing, as well as the owner of five prominent commercial properties around the town, I feel that I am probably more qualified than most to comment on the proposed beachfront upgrade.</p>	<p><b>Mandate</b> 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>

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		<p>In short, I am not happy with it:</p> <p>I am on record, as interviewed by the Daily Maverick, that my feelings towards the current proposal is that it is a shoddy attempt by the Council to put out a "whatever" kind of development, with no regard to the character of this special place. There is nothing about it that tunes into the fact that the 'berg is a Special Heritage area.</p> <p>It was never the Council that pulled Muizenberg out of its horrendous, crime-ridden decades-long slump. It was myself, together with a small band of concerned property-owners, who kept the faith and, with courageous investments in the suburb and plenty of hard work, managed to turn it around. I cannot imagine that investors, such as Faircape, would have even contemplated Muizenberg as an investment opportunity, without the many years of groundwork put in by us property-owners who decided to make a difference.</p> <p>It is a great aggravation to me that Council, generally, seems to work contrary to improving the area. Far too many Council-owned properties, which were designed for community use, have been "abused" as Council offices. The obvious ones being the Traffic Department, the Park, the Burger Strandhuis, both bowling clubs and their worst of all being the Pavilion, which should be readily available to the community for use. It is ill-maintained; the letting, as experienced by myself and several friends, was a circus of incompetency; the restaurant and kiosk could/should be profitably let to experienced and able tenants, to run a coffee/light meal type of business upstairs and a refreshment kiosk below. Instead, they appear still to be Council offices, with no particular reason why they even need to be situated there. This is long after The Slump, which might have rendered them unlettable at that time. Muizenberg Beachfront is more often busy than not nowadays. It is not as though' having management of some form in these premises even contributes to the complex being kept in tip-top condition. What happens in the "Community Hall" is either nothing, or a closely guarded secret. Even such basic amenities as public toilets are run according to convenient hours of opening for Council staff, rather than when they are actually most needed by the public.</p> <p>With all this in mind, when I look at the beachfront proposal, I do not relate to it at all. Not because I am a "grumpy old white man", as suggested in a comment made (by someone, who probably neither knows me, nor what I have contributed to the place, which he may now love to visit because of its "character") in reference to a CapeTalk discussion on the subject, but simply that the proposal says "NOTHING". It is totally without history, totally without personality, and totally NOT "Muizenberg". Muizenberg is not just another beachside suburb. It had a Battle, which changed the course of history in South Africa. It was such a popular resort, that the second Pavilion was one of the most expensive beachside pavilions IN THE WORLD. Do the folks working on the project even know that Muizenberg was rated, by National Geographic, as "One of the World's Great Surf Towns"? To me, the proposal's acknowledgment and commitment to this history seems limited to "Jaaaa well, we'll keep a bathing box or two and do a replica abluion block somewhere else". Deep stuff...must have taken some real thinking outside of the box, that's all I can say!</p>	<ul style="list-style-type: none"> <li>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)</li> </ul> <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> <li>Coastal hard infrastructure assets and coastal land and ecosystem management</li> <li>Coastal Planning, Upgrades and Development</li> <li>Coastal Policy and Regulation</li> <li>Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment,</li> <li>Coastal monitoring and Reporting</li> </ul> <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><b>Community consultation</b> 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"> <li>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&amp;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.</li> <li>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</li> </ul>

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		<p>Bearing in mind that most of those working on the project appear to be too young to even relate to the decades-in-the-brewing “vibe” of the place, with whom did they consult? Not any of the people who contributed to the renaissance of the town, as far as I have ever heard.</p> <p>I think the project needs to go back to the drawing board, with input from the local Historical Conservation Society, as well as several business people and property-owners, who have persevered, over many years, and made Muizenberg work again. Surely, we must know more about what is needed, is desirable for the area, and will work in Muizenberg than someone simply with a town-planning qualification?</p> <p>We are not wanting to force a pre-determined path, but would like the money, time and effort spent on this project to result in an “upgrade” to be proud of.</p> <p>Yours faithfully,</p> <p>PETER WRIGHT</p>	<p>Subcouncil 19 meeting.</p> <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> </ul> <p>In preparation for the statutory Environmental Impact Assessment (Basic Assessment) process, a pre-application public engagement process was undertaken. Details of the engagement process is documented in the Section F and Appendix F of the draft Basic Assessment Report.</p> <p>Furthermore, the current public participation being undertaken as part of the draft Basic Assessment Report, will be incorporated and updated in the final Basic Assessment Report.</p> <p><b>Character (Aesthetic)</b>  The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely “place holder” blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> <li>• Panoramic views and open space</li> <li>• Central beach huts / bathing boxes</li> <li>• 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</li> <li>• Local artwork on walls</li> <li>• Use of sandstone and granite in steps</li> <li>• Local indigenous plants in planters, including local initiatives to plant and maintain</li> </ul> <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</p>

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			<p>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"> <li>o Beach huts to be centrally located to serve as wind shelter for central shower plaza</li> <li>o Central plaza to remain central public node with showers.</li> <li>o Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features.</li> <li>o Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space)</li> <li>o Include mosaic artwork at ablution buildings, showers and seating walls.</li> <li>o Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials</li> <li>o Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available.</li> <li>o Combination of natural lawn and artificial grass to be used where applicable.</li> </ul> <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"> <li>- Subheading "Settlement" subheading under Section E (4.1)</li> <li>- Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2)</li> <li>- Subheading "Historical and Cultural Aspects" under Section G (7.)</li> </ul> <p><b>Heritage (General)</b> For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>The design of all new buildings endeavours to incorporate the architectural language and library of the existing buildings in order to maintain the sense of place.</p>
<p>Wright, Peter <a href="mailto:p1148w@gmail.com">p1148w@gmail.com</a></p> <p>Via Email</p>	<p>28/09/2022</p>	<p>Hi Peter,</p> <p>Thank you for your detailed email and efforts, the service provider that is collecting all information is Tarryn Solomon, please forward your suggestions to her on <a href="mailto:comments@infinityenv.co.za">comments@infinityenv.co.za</a> or call her on 021 - 834 1602 079.</p> <p>Regards Izabel Sherry on behalf of Cllr Aimee Kuhl</p>	<p><b>Please see the above response.</b></p>



Comment by	Date received	Comments/Concerns/Questions	Responses
		<p>26/09/2022</p> <p>Dear Sir/Madam,</p> <p>Writing as a Muizenberg businessman, with a retail shop of 51+ year's standing, as well as the owner of five prominent commercial properties around the town, I feel that I am probably more qualified than most to comment on the proposed beachfront upgrade.</p> <p>In short, I am not happy with it:</p> <p>I am on record, as interviewed by the Daily Maverick, that my feelings towards the current proposal is that it is a shoddy attempt by the Council to put out a "whatevah" kind of development, with no regard to the character of this special place. There is nothing about it that tunes into the fact that the 'berg is a Special Heritage area.</p> <p>It was never the Council that pulled Muizenberg out of its horrendous, crime-ridden decades-long slump. It was myself, together with a small band of concerned property-owners, who kept the faith and, with courageous investments in the suburb and plenty of hard work, managed to turn it around. I cannot imagine that investors, such as Faircape, would have even contemplated Muizenberg as an investment opportunity, without the many years of groundwork put in by us property-owners who decided to make a difference.</p> <p>It is a great aggravation to me that Council, generally, seems to work contrary to improving the area. Far too many Council-owned properties, which were designed for community use, have been "abused" as Council offices. The obvious ones being the Traffic Department, the Park, the Burger Strandhuis, both bowling clubs and their worst of all being the Pavilion, which should be readily available to the community for use. It is ill-maintained; the letting, as experienced by myself and several friends, was a circus of incompetency; the restaurant and kiosk could/should be profitably let to experienced and able tenants, to run a coffee/light meal type of business upstairs and a refreshment kiosk below. Instead, they appear still to be Council offices, with no particular reason why they even need to be situated there. This is long after The Slump, which might have rendered them unlettable at that time. Muizenberg Beachfront is more often busy than not nowadays. It is not as tho' having management of some form in these premises even contributes to the complex being kept in tip-top condition. What happens in the "Community Hall" is either nothing, or a closely guarded secret. Even such basic amenities as public toilets are run according to convenient hours of opening for Council staff, rather than when they are actually most needed by the public.</p> <p>With all this in mind, when I look at the beachfront proposal, I do not relate to it at all. Not because I am a "grumpy old white man", as suggested in a comment made (by someone, who probably neither knows me, not what I have contributed to the place, which he may now love to visit because of its "character") in reference to a CapeTalk discussion on the subject, but simply that the proposal</p>	

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		<p>says "NOTHING". It is totally without history, totally without personality, and totally NOT "Muizenberg". Muizenberg is not just another beachside suburb. It had a Battle, which changed the course of history in South Africa. It was such a popular resort, that the second Pavilion was one of the most expensive beachside pavilions IN THE WORLD. Do the folks working on the project even know that Muizenberg was rated, by National Geographic, as "One of the World's Great Surf Towns"? To me, the proposal's acknowledgment and commitment to this history seems limited to "Jaaaa well, we'll keep a bathing box or two and do a replica ablution block somewhere else". Deep stuff...must have taken some real thinking outside of the box, that's all I can say!</p> <p>Bearing in mind that most of those working on the project appear to be too young to even relate to the decades-in-the-brewing "vibe" of the place, with whom did they consult? Not any of the people who contributed to the renaissance of the town, as far as I have ever heard.</p> <p>I think the project needs to go back to the drawing board, with input from the local Historical Conservation Society, as well as several business people and property-owners, who have persevered, over many years, and made Muizenberg work again. Surely, we must know more about what is needed, is desirable for the area, and will work in Muizenberg than someone simply with a town-planning qualification?</p> <p>We are not wanting to force a pre-determined path, but would like the money, time and effort spent on this project to result in an "upgrade" to be proud of.</p> <p>Yours faithfully,</p> <p>PETER WRIGHT</p>	
<p>Wright, Peter  <a href="mailto:p1148w@gmail.com">p1148w@gmail.com</a>  Via Email</p>	<p>28/09/2022</p>	<p>Hi</p> <p>Just checking that my Comment email was received, as I have had no acknowledgment.</p> <p>Regards,</p> <p>Peter Wright</p> <p>Dear Sir/Madam,</p> <p>Writing as a Muizenberg businessman, with a retail shop of 51+ year's standing, as well as the owner of five prominent commercial properties around the town, I feel that I am probably more qualified than most to comment on the proposed beachfront upgrade.</p> <p>In short, I am not happy with it:</p> <p>I am on record, as interviewed by the Daily Maverick, that my feelings towards the current proposal is that it is a shoddy attempt by the Council to put out a</p>	<p>Comment received.</p>

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<p>Wright, Steven <a href="mailto:sjw@mweb.co.za">sjw@mweb.co.za</a></p> <p>Via Email</p>	<p>09/09/2022</p>	<p>Dear Tarryn Solomon</p> <p>I regret that I was unable to attend the Open Day on 7 September as I am currently in the UK.</p> <p>I do however have strong connections with Muizenberg and as such I request that you register e as an I&amp;AP in order to keep abreast and comment (where appropriate) on the EA Application / process.</p> <p>Kindly confirm and acknowledge my request.</p> <p>Kind regards</p> <p>Steven Wright</p>	<p>You have been registered as an interested and affected party.</p>

Comments by interested and affected parties with surnames starting with X (pages 92 – 93)

Comment by	Date received	Comments/Concerns/Questions	Responses
<p>Ximba, Ntobeko ntobeximba@gmail.com</p> <p>Resident</p> <p>Via Website</p>	<p>20/09/2022</p>	<p>It's extremely exciting to see a project of this scale right on our doorstep. It's disappointing that so much space and prominence is given to parking cars, especially when the parking situation is already such an eyesore on a busy beach day in surfers corner. The gravel section should be green space (like the new sea point prom) leading from the train station which most people use than those who drive cars into surfers corner. Cars make that space more congested and adding a few more parking bays or making the gravel into paving, does not fix that.</p> <p>Also, this project should really be wider and incorporate the dilapidated and abandoned Sunrise beach. There is so much potential there and a chance to create a safer Muizenberg for everyone.</p>	<p>Please see appendix A of the draft BAR for a diagram of the project site boundary. Anything outside of this boundary is beyond the scope of this project.</p> <p><b>Parking</b></p> <p>The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During</p>

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			<p>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>

Comments by interested and affected parties with surnames starting with Y (pages 94 – 97)

Comment by	Date received	Comments/Concerns/Questions	Responses
<p>Yarrow, Carey careydance@gmail.com</p> <p>Via Website</p>	<p>27/09/2022</p>	<p>Dear City of Cape Town,</p> <p>Please do NOT go ahead with the proposed development of Muizenberg Beachfront.</p> <p>I have been living in Muizenberg for many years now, since 1998, and it is over the last 5 to 10 years that there has been a steady improvement of this area, that matches the suburb and its capacity. While some residents have complained of gentrification, I personally am grateful for the upgrades and refurbishments of the beautiful original buildings, and the eradication of gangs, and excessive slum lording that was rife in this area, not that long ago.</p> <p>However this particular proposal, to extend the parking lot area on the beachfront, is out of alignment with the particular flavour and essence of Muizenberg. On a practical level, it is not a good idea to increase parking space on the beachfront, that is already well serviced. Carbon emissions will increase, right in the place where Muizenberg locals, CapeTownians and visitors from further afield all flock to get fresh air and the beauty of the ocean. Using prime property in this area for car parking is not only going to create more noise, pollution but will also be devaluing the natural beauty of the beachfront.</p> <p>The proposal to increase the surface area of the parking space has already been spoken to by those with more environmental awareness than I have, but I would like to add my understanding that this development will not only impact on the rock pools which are an important part of the attraction to Muizenberg, but will also have a dramatic impact on the way the tidal waves beach. Thus potentially shifting the clean long break of the Muizenberg beach, that has made it such a popular swimming and surfing beach</p> <p>By all means, refurbish the existing gravel area that is used for parking, tarring it, and giving it demarcated spaces would probably also increase the capacity slightly. And if there is a need for more parking in Muizenberg, and a budget available for this, there is a perfect spot waiting for an upgrade further down the beach at Sunrise Circle, at the end of Prince George Drive. This area is not being used to capacity at the moment, unless on a Sunday when there is a regular market.</p> <p>I would propose using the funds available to upgrade the parking lot at Sunrise Circe. Parking space could be maximised by removing one small low dune that is presently between the parking lot on the beach front and the one next to Baden Powell. An environmentally conscious timber walk way (wheel chair friendly) could be engineered to join this parking lot with the end of the Promenade, East of the Pavilion. Something similar to the low impact walk way that has been created up at Silvermine Dam. This would add to the attraction of Sunrise Circe, and could make easy access from the Sunrise Parking lot, to the Surfer's Corner, as well as increase the attraction and safety of the Sunrise Circle beachfront and market. An added benefit of connecting these two</p>	<p><b>Project mandate</b> 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"> <li>• 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)</li> </ul> <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> <li>• Coastal hard infrastructure assets and coastal land and ecosystem management</li> <li>• Coastal Planning, Upgrades and Development</li> <li>• Coastal Policy and Regulation</li> <li>• Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment,</li> <li>• Coastal monitoring and Reporting</li> </ul> <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><b>Parking</b> 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</p>

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		<p>areas with a lightweight non intrusive walk way, (that is engineered to have little or no impact on the dunes), would be the free flow created between these two different spaces and the different cultures and people that are attracted to each of them. This would further enrich the diversity of people that enjoy Muizenberg. And the racial and cultural diversity of Muizenberg, as a suburb, is one of the reasons that it has become so popular. The Surfer's Corner beachfront invites a different crowd to that of the Muizenberg Market, and Muizenberg and the City of Cape Town would be uplifted by an increase of cross over and connection between these different economic and social groups. It would also add to the accessibility of the beach front to those who are unable to manage walking on the beach, but would enjoy a gentle walk on a boardwalk.</p> <p>There are currently ablutions at Sunrise Circle, and so the available funds could be used to upgrade these ablutions, and potentially renovate and lease the building on the beachfront, to a restaurantheer, further adding attraction, and safety to the area. There is also a small building with a hatch, in the middle of the parking lot, that could be renovated into a spaza, again increasing the attraction to the Sunrise Circle beach. Supporting the infrastructure of the Muizenberg Sunday Market, with renovations or further facilities, would also draw those that are currently visiting the Surfer's Corner area in Muizenberg, to explore the Market. Hopefully again enhancing the cross flow culturally and economically.</p> <p>The articles that suggest that the existing parking lot at Surfer's Corner is an unstable structure made of timber, are misleading and incorrect. The main section near the railway station has very efficient solid engineering, and has been created with stone and mortar. It is only the very front section of the path at the beach's edge that has a timber support structure. But this timber "fence" is more cosmetic than structural. And there has also recently been a large investment made by the local community and Muizenberg lovers, to upgrade and rebuild the iconic coloured beach huts on the beach front. To ignore this hearty investment that has been made to keep some of Muizenberg's original flavour, would be a rude disregard of the local community and the particular unique aesthetic that makes Muizenberg the place that it is.</p> <p>so again, please do NOT go ahead with the proposal to extend the parking area on the beachfront. By all means refurbish the existing structures, and increase their safety and longevity. The beachfront does not need more cars on it. And I am sure that there are other areas in Cape Town, that would hugely benefit from the financial resources that would have been poured into this unnecessary extension. Muizenberg's sister communities like Vrygrond and Capricorn have a huge need for amenities. How about a large public pool in one of those areas?</p> <p>Thank you for reading this far. And I hope that great thought will go into the future of Cape Town, and how money is invested and where. We are currently managing a remarkable level of efficiency given the economic climate in South Africa. Please can the City of Cape Town, continue to invest thoughtfully in the future of this beautiful Cape Town, with regard for all its people, for a sustainable future. And may the Council set its sights higher than capitalising on</p>	<p>widened promenade, generous seating steps and soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this project's scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, buses 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 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</p>



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		<p>tourist attractions, investing in uplifting the City of Cape Town for all its population. Its the heartbeat of this city that draws visitors from afar, as well as the incredible natural beauty.</p> <p>Wishing you wellKind regards</p> <p>Carey Yarrow</p>	<p>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><b>Beach reclamation</b> There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard.</p> <p><b>Ocean dynamics</b> 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><b>Sunrise circle</b> This falls outside the scope of this project. The City is aware of the current condition of the area.</p> <p><b>Beach huts</b> The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront.</p> <p>Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also</p>

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			<p>act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p> <p>See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>