

**PROPOSED MUIZENBERG BEACHFRONT REFURBISHMENT (DBAR COMMENTS – 04 MAY 2023)**

**Comments from interested and affected parties**

Comment by	Date Received	Comment	Response
Stephanie Terwin Edwin Macrae Bath Dean Roxburgh Mellissa le Fèvre Shil J Hayden Malan Thato Wessie Chloe Seymore Stephan Horn Roeland Potma <b>(YOUNG URBANISTS)</b> (via email)	18/04/2023	<p>Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,</p> <p>I am writing to provide feedback on the proposed Muizenberg Beachfront Upgrade. I appreciate the efforts to improve our beloved beachfront and would like to support the reduction in formalised parking in the new plan and want to further highlight the following points.</p> <p>Better Practice Note for the formalised Parking: If car spaces cannot be located directly by business entrances, the next best thing from the user's perspective is to make the walk from the car space to the door as painless as possible. This is also an opportunity to break away from the traditional layout of car parks. For example:</p> <ul style="list-style-type: none"> <li>• Apply user-based footpath design to ensure they are connected and smooth for easy use. Paths should be located between the noses of cars so the reversing vehicle risk to pedestrians (particularly young children) is minimised in terms of safety and exposure to pollution from car exhausts.</li> <li>• Ensure the journey is shaded; ideally by trees as they reduce stress and benefit the environment.</li> <li>• Provide convenient bicycle access and parking, including cargo bike facilities to help increase visits that do not need a car space. Increasing car spaces to bike spaces has been shown to improve economic outcomes for clothing, food &amp; drink and specialty retailing areas.</li> </ul> <p>Stormwater Runoff. Apply design features that will improve the health of your nearest waterway, lake or bay by reducing the amount of stormwater and pollutants coming off the carpark each time it rains.</p> <ul style="list-style-type: none"> <li>• Use a carpark surface treatment that allows rainfall to reach the soil reducing pressure on drains and increasing soil moisture. Do this through permeable paving spaced to allow water to seep in between pavers, or applying a porous paving mixture that allows stormwater to drain through it capturing pollutants at the same time.</li> <li>• Where the soil is sealed over by impervious concrete or bitumen, be sure to design the carpark gradient to enable stormwater to gently flow into the garden beds and tree pits. This will provide 'passive irrigation' to vegetation and slow down stormwater flow to reduce erosion of waterbodies.</li> </ul>	<p>The detailed comments and recommendations are noted, kindly consider the response below.</p> <ul style="list-style-type: none"> <li>• Engineering standards are adhered to for the design of the parking area. All vehicular circulation routes and parking areas will give priority to pedestrians. The car will move up and down over paths, while the pedestrian moves at the same level. There are only a small amount of parking bays where cars park nose to nose and vehicles move at a low speed and in a single direction around these bays.</li> <li>• The beachfront is windswept and the wind contains a high salt content, which is not conducive to the growing of trees. Climatically suitable vegetation such as locally indigenous Strandveld vegetation will be planted across the site.</li> <li>• Bicycle access and racks are included in the design. The status quo will be maintained regarding number of vehicular parking bays.</li> <li>• Some of the stormwater from the parking area will be retained in raingardens on site. Raingardens are preferred to permeable paving due to the high maintenance associated with the permeable systems. There will be not changes made to the existing formal parking areas or their drainage. The City is experimenting with nets over stormwater outlets on the beach to intercept solid waste. This is proving effective. The 'only rain in the drain' initiative by the CCT's Coastal Management branch raises awareness that anything that enters stormwater catch pits end on the beach.</li> <li>• No changes will be made to existing formal parking. The side to which the car's exhaust faces when parked is something that can only be managed operationally. The design incorporates low level locally indigenous vegetation, but no tree planting as trees don't grow in into 'trees' this windy, saline environment, but rather a stunted shrub form, if they survive.</li> <li>• Pedestrian crossings will be raised, but not signalised as the pedestrian and car volumes and speeds don't validate signalisation. These raised pedestrian crossings will be paved in a different colour paver than the parking area and incorporate tactile blocks.</li> <li>• A combination of non-mountable kerbs and bollards will be employed, however law enforcement is key in regulating parking.</li> <li>• The project will include artwork, by local artists.</li> <li>• Signage will include wayfinding signs.</li> <li>• The staircase and ramps includes 'multi-use public furniture'.</li> </ul> <p>Seating opportunities will be significantly increased through a combination of larger dry beach, a stepped revetment, an increase in seating walls.</p>


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		<ul style="list-style-type: none"> <li>Divert stormwater into raingardens designed to naturally filter the stormwater before it heads offsite. This need to be designed and sized to meet best practice water quality performance objectives for removal of suspended solids, nitrogen and phosphorus.</li> </ul> <p>Air Pollution Exposure Assess carpark areas to understand where people are most exposed to air pollution. Once this is known, apply the following design features.</p> <ul style="list-style-type: none"> <li>Ensure car exhausts do not face towards footpaths and shopfronts.</li> <li>Plant vegetation at car exhaust level to reduce pollution impacts 10 however, avoid comprehensive tree canopy in a carpark as some breaks are needed to help pollutants disperse out of the carpark.</li> <li>Give priority parking spots near shops, and seating to bicycles and electric vehicles, to reduce pollution exposure to nearby users.</li> </ul> <p>Provision to be made for reduction of Litter and including stations for Recyclable Waste that will reward people for depositing waste. Rewards could be in the form of vouchers for use in local stores and restaurants.</p> <p>With the rising return of Day Zero, it is imperative we design any new space such as public spaces and car-park to be water and biodiversity sensitive.</p> <p>Pedestrian Walkways:</p> <ul style="list-style-type: none"> <li>Install a well-marked pedestrian crossing at both pedestrian walkways with a speed bump and flashing lights to enhance pedestrian safety and tell pedestrians to have priority.</li> <li>Consider traffic calming measures, such as speed humps or traffic islands, to reduce vehicle speeds and create a safer environment for pedestrians.</li> <li>Ensure that each pedestrian crossing is clearly visible and accessible, and consider incorporating features such as crosswalk signage and markings to further improve safety.</li> </ul> <p>Pedestrian Footpaths:</p> <ul style="list-style-type: none"> <li>Make use and install bollards along the parking area to ensure any cars do not just park on the pavement whether it be between the car-park and the train station or the new pedestrian pathways.</li> </ul> <p>Right across Cape Town we have a culture where cars do not follow the rules of the road and just park on pedestrian footpaths that creates very dangerous conditions. Moreover, traffic services are underappreciated, so it is therefore vital any new public space we create we need to engineer and design it to</p>	


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		<p>make it bullet proof where cars cannot simply just park on the pavement that are reserved for pedestrians. <b>This is very NB.</b></p> <p>Station Forecourt, Active Mobility and Lighting:</p> <ul style="list-style-type: none"> <li>• In the new Station Forecourt, please add bicycle parking.</li> <li>• Please add lighting features to make it safer, especially at night times.</li> <li>• Seating and;</li> <li>• Soft landscaping with shade through trees.</li> </ul> <p>Ramp and Stairs:</p> <ul style="list-style-type: none"> <li>• Implementation of Multi-Use Public Furniture:</li> <li>• Advocate for the incorporation of multi-use or functional public furniture in the Muizenberg Beachfront Upgrade.</li> <li>• Examples of multi-use public furniture could include steps that can be used as seating, or furniture that serves as both wind protection and seating.</li> <li>• By incorporating versatile public furniture, the beachfront can accommodate a wide range of activities and needs with fewer furniture pieces.</li> <li>• Multi-use public furniture promotes inclusivity, flexibility, and sustainability in beachfront design, making it more accessible and enjoyable for all users.</li> </ul> <p>Incorporating multi-use public furniture in the Muizenberg Beachfront Upgrade can create a vibrant and adaptable space that caters to the diverse needs of the community and enhances the overall experience for visitors.</p> <p>There is no provision made in the current design for informal trading spaces. Even if only 5 to 8 bays are incorporated into the design, the City cannot ignore the imperatives of its own Informal Trading Policy and the need to stimulate employment, as the proposed upgraded area will already be a public space that heavily used by the public, but also functions as a public forecourt to the train station. There is no other provision made for daily informal trading in the extensive Muizenberg beachfront area, with only irregular trading occurring around the Sunrise Circle area.</p> <p>Care should be taken in designing the upgraded area so that in future it can be converted from an area that is primarily used for parking, to a car-free genuinely public space, when the choice of quality, reliability and safe public transport available to the access the area is such that the existing parking areas are sufficient at peak times.</p>	

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		<p>In conclusion, I support the Muizenberg Beachfront Upgrade project but urge careful consideration of water resilience, biodiversity resilience, and pedestrian safety in the parking design. Thank you for considering these important points in the proposed upgrade.</p>	
<p>Lucille Abrams (via website)</p>	<p>01/05/ 2023</p>	<p>In terms of Economic Growth in the BAR I see no mention of the informal traders that currently trade on the beach and how they will be accommodated during and after the upgrade. Currently Informal traders are allocated a bay to trade from 7 days a week. There is no mention in the contents of where they will be placed and how they will benefit from the upgrade. There is nothing on the map indicating where they will be placed. Has provision/allocated space been made for informal traders so that they can also benefit from the increased amount of people coming to the beach due to the upgrade. The informal traders play a vital role in providing for the average South African and also give our overseas visitors a chance to experience our local culture.</p>	<p>The same number of informal trading spots will be available after the construction project in the same or similar locations within the beachfront as currently operating. If traders are required to move during construction, alternative spots will be allocated within the beachfront area should an existing spot be affected by works at that time, this will be done in association with the City Economic Development department responsible for informal trading.</p> <p>Construction will be completed in a phased approach were portions of the proposed design will be constructed sequentially in order to maintain as much open beach space and beachfront area as possible, reducing impact on informal traders and beachgoers alike. Specifics of temporary trading locations along the beachfront, if required during construction, will be determined once detailed construction phasing plans are completed during the next stage of the project.</p>
<p>Desi Angelis</p>	<p>02/05/2023</p>	<p>Hi Tarryn,</p> <p>Firstly, thank you for your good will to my brisk tone this morning, much appreciated. I've studied the map and content provided and am pleased to see that a lot of our comments have been taken on board! It seems that the underpinning motivation for such an extensive bit of work – at a huge chunk of my rates – is to a lesser extent maintenance/wear-and-tear, and primarily because of the projected rising sea levels. In my view, probably an over-reaction.</p> <p>So, a few points:</p> <ol style="list-style-type: none"> <li>a. I continue to maintain that the scope of this project is too limited which, in this instance, affects primarily the issue of parking. There is an enormous lawn further down which is significantly underutilised, besides being a resource guzzler – municipal water and labour to maintain it. Half of it is perfect for remodelling for parking.</li> <li>b. Parking site: standing on that site provides the most spectacular view of False Bay, all the way to Hang Klip. Crazy to give this to cars especially as the City is improving train access, and, prides itself of moving to a fewer car city. This space should be used for informal traders, skatepark, market, and such like pleasure-activities. This dovetails with the motivations you make re more people, more business, etc on the beachfront/Muizenberg.</li> </ol>	<p>Comment is noted and considered, thank you for the detailed suggestions. It is noted that the comments are related to the proposed plans and not to the environmental impacts assessed by the Basic Assessment Report, nonetheless, please see the City's response below.</p> <p>As the asset owner of coastal protection structures, the City of Cape Town Coastal Management Branch's (CMB) official role and responsibility includes the planning, maintenance, upgrade and development of the hard and soft coastal infrastructure within the City such as the key coastal defence structure at the Muizenberg beachfront. 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 as part of the City's larger service delivery mandate, the primary objective of the project is the replacement of old wooden seawall, degraded stone steps and old concrete seawalls that have passed their design life's and are starting to fail (wear-and-tear), with new a stepped revetment coastal protection in order to provide effective long-term 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, buildings as well as the paving and optimising of the existing gravel 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>In order to provide robust, long-term effective coastal protection, internationally recognised research and best practice guidelines for the allowance for sea-level rise and the related effects on coastal processes are included for in the design basis. (6<sup>th</sup> Assessment Report: Physical Science Basis (IPCC, currently in press) of the Intergovernmental Panel for Climate Change (IPCC) and supplemented with other relevant literature).</p> <ol style="list-style-type: none"> <li>a) As stated above, the CMB acknowledge the wide variety of alternative uses of the space and developmental needs across the city, the focus of the project is the replacement of the coastal defence. Landward refurbishments will be kept to a minimum. Most of the commentator's proposals fall outside the scope of this project and are not a Coastal Management mandate and will be included in future phases of the project by a wider urban planning proposal for the extended area.</li> </ol>



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		<p>c. Station forecourt, left with just paving will quickly become parking as has happened in the recently paved areas in front of the Civic. At the least, install preventative blocks, plants, etc. I struggle to see what pedestrians will do with the space anyway? Infrastructure for a market perhaps, or informal traders?</p> <p>d. It seems that the dressed stone blocks are to be maintained? Please confirm – stone masonry is a disappeared trade so young and future generations should experience this skill.</p> <p>e. Similarly, is the small bay to remain as such? It should, for young childrens' exploration of the rocky shores, and for its continued use for religious purposes.</p> <p>f. Its unclear from the design whether the wooden seating alongside the walkway are to be maintained. Let me say that they work brilliantly for a sit-chat-coffee-gaze at sea spot – they are safe and healthy so must be maintained. By the way, a 3m walkway is excessive – there isn't that volume of walkers, ever, nor in the foreseeable future.</p> <p>g. I have no idea what a kelp forest is? With the first south-easter, it'll be a sand-pit! More broadly, I am concerned about taking away the current wooden jungle jim – kids love it, there are always kids scrambling about on it.</p>	<p>It should be noted that the existing gravel parking area and other surrounding parking areas are very well utilized and is important to retain, 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. Alternative uses of this space are also acknowledged. The project team and implementing department support the City wide increased use of public transport. No hard, permanent infrastructure is therefore constructed in the space, paving of the area will therefore 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.</p> <p>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. The existing gravel parking area will be formalized by paving with clay segmented pavers as used elsewhere in the beachfront. It will include generous pedestrian walkways and planting areas as well as a patterned Station forecourt area. Please refer to the preliminary landscape design drawings attached in Appendix B1.</p> <p>One of the two existing lawns will be utilized by the refurbished play area that will have alternative ground cover material that do not require watering, dramatically reducing the water consumption. Public responses from the public participation to date also indicate that value is attached to open lawn areas, especially during high season times, doing away with all open lawn space is not an option.</p> <p>b) Refer to response a) above. Furthermore, 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 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 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. NMT linkages to the proposed Class 4 NMT cycle route along Beach Road and the at grade railway crossing will be enhanced which connects with the Muizenberg Park as well as the hiking routes in the Mountain. The promenade will link seamlessly directly and at a fairly flat level with the coastal walkway from Muizenberg to St James on the Southwestern side and to the elevated pedestrian walkway and associated sunken gardens. Alternative uses of this space is acknowledged. It is believed that if in the long-term public transport opportunities improved across the City to the point that use of personal cars, busses and taxies, reduces to the extent that the area of parking is not required by beachgoers, the parking area can be repurposed at such time.</p> <p>c) Comment noted and the alternative use proposals will be considered. Bollards will be employed to demarcate the PRASA servitude across the station forecourt to the south and to prevent unlawful parking in that area, however law enforcement is key in regulating parking. Furthermore, there is also a valuable historic view corridor toward the train station that must be maintained open as part of heritage requirements. This recommendation is supported particularly because of the station building's contribution to the character of the Muizenberg Beachfront and its heritage significance. In response, the Muizenberg Beachfront upgrade project will retain views to the station building and not introduce and vertical elements that will compete with the architect. Moreover, the project proposes to upgrade the station forecourt and pick up on the station paving in order to improve the setting of the building.</p>

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			 <p data-bbox="1374 993 1961 1020">Figure 1: The 'no building' zone for the station building forecourt</p> <ul style="list-style-type: none"> <li data-bbox="1507 1077 2807 1167">d) The stone masonry corner step structure is degrading, and is being undermined and will be removed as part of the proposed retreat in the corner area. The project endeavours to re-use as many of the blocks as practically feasible and applicable in the proposed landscaping as seating or other alternative uses.</li> <li data-bbox="1507 1167 2807 1253">e) The "small bay area and rocky pools" will remain as is, the proposed coastal protection (stepped revetment) is retreated (moved landward) from the existing alignment. There will be more beach available in the corner area.</li> </ul>

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			 <p>“small bay area and rocky pools”</p> <p>f) Comment noted, the existing seating wall will not be retained in its current shape and position, but will be replaced by similar seating walls all along the promenade. The replacement is necessary due to the excavations required for the construction of the proposed coastal protection interfering with the existing seating walls, which cannot be retain as such. The stepped revetment itself will also provide seating opportunity.</p> <p>g) The play area is a critically important component of the beachfront and as such it is also included for refurbishment. The proposed design is inspired by the local marine environment, which includes shapes and structures inspired by a kelp forest.</p>
David Amato (via website)	05/04/2023	The current toilets are so old that they are a national monument and need to be cleared with heritage of they are to be demolished. Please see the attached image for a very old photo clearly showing the current toilets as they are.	Comment noted. Please refer to Section C (6) of the Basic Assessment Report describing the due heritage process that was followed for the ablution building. The existing ablution is older than 60 years, hence the due heritage approval process was followed. A Notice of Intent to Develop was submitted to Heritage Western Cape (HWC), the notice included the demolition of the existing ablution building. The applicable Section 34 application for demolition of the building was submitted and was approved by HWC.



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Cassiel Beach (via website)	03/04/2023	Thank-you for the idea to spruce up Muizenberg Beach, my favorite place! I go as often as possible and want to one day live there and go to the beach every day. The proposal looks fabulous, please do not harm the ecosystem. All the best.	Thank you for the comment.
Anton Bonnema	04/05/2023		<p>The focus of the project is the replacement of the coastal defence. Landward upgrades will be kept to a minimum. Most of the commentator's proposals fall outside the scope of this project and are not a Coastal Management mandate.</p> <p>The Muizenberg park fulfils the function of park and garden. There is a separate project underway to reconsider the use of this open space with high historic and ecological value, as well as socio-economic potential.</p>
Vincent Bristow (via email)	2/05/2023	<p>Good day,</p> <p>As stated, the primary objective is to replace the existing wooden sea wall with a stepped concrete revetment.</p> <p>The responses to the many, many objections hardly address the raised issues. You have used a copy and paste system to reply, which hardly addresses the objections.</p> <p>For example, Catherine Kell, etc., asked</p> <p>Where are the background documents which specify the problem?</p> <p>I have walked the length of the wall, and find little that</p>	<p>All previous public comments were read and responded to. When responding, if two comments had brought up the same concern, the same answer was given.</p> <p>All background information for this project can be found in the appendices of the dBAR.</p> <p>Please see the BAR for a complete explanation of why this project is necessary. In summary though, the coastal defence structures have a) passed their design lives and begun to fail, and b) are not sufficient to deal with the future impacts of climate change induced sea level rise. The primary goal of this project is coastal protection for the greater good of the entire locality.</p> <p>With regards to your comment on Koeberg: The lifespan of infrastructure certainly can be increased (as in the case of Koeberg), although this may not always be the most economically or practically viable option. As discussed in the BAR, a cost benefit analysis was performed and found that in the long run it is cheaper to replace the entire coastal defence structure now rather than having to continually repair and upgrade at short notice for the foreseeable future.</p>



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		<p>needs improvement. A little bit of TLC would do the job.</p> <p>The ablation block hardly requires knocking down. A few additional piers will do the trick. I speak as an experienced building contractor.</p> <p>If the Koeberg nuclear power station's life can be extended for forty years, surely the same can happen here.</p> <p>Please supply the brief that the architects were working to.</p> <p>The fact that use will be made of sand coloured exposed concrete is simply putting lip stick on a pig.</p> <p>The only conclusion that I can come to is that this was always 'work looking for a place to happen. It was never a proposal, but always a fait accompli.</p>	
<p>Vincent Bristow (via email)</p>	<p>03/05/2023</p>	<p>Good day,</p> <p>It seems that Infinity Environmental Consultants do not have an architect, a town planner, an urban designer, a civil engineer, or similar, in their team.</p> <p>And yet they have made proposals with regards to the above project, that surely require such skills.</p> <p>As an experienced building contractor, I believe that they have incorrectly identified the problems, and have therefore come up with the wrong solutions.</p> <p>Clearly a case of work looking for a place to happen, I believe.</p> <p>Regards, Vincent Bristow</p>	<p>Infinity Environmental is only appointed to conduct the environmental assessment for this project.</p> <p>Multiple specialist companies have worked on this project including the following: Urban-Econ Development Economists, DKA Architects, Terra+ landscape architects, HHO Consulting Engineers, and PRDW Coastal and Port Engineers. The City of Cape Town has also had their relevant departments working on the project.</p>
<p>Vincent Bristow (via email)</p>	<p>03/05/2023</p>	<p>Good day,</p> <p>I would like to request a site visit, so that the residents can be made aware of what is proposed, on the ground, as it were.</p> <p>Prior to that, please can you distribute the background documents which specify the problems and identify the environmental concerns which the proposal is supposedly addressing.</p> <p>I did make a submission in this regard yesterday.</p> <p>I cannot but think that this whole project is work looking</p>	<p>The public were invited to an Open house event on site 7 September 2022, during which the proposed layout was displayed on posters and several City officials part of the project team were available for discussion with any interested and affected persons. The event was well attended by the local community and general public. A second project information session will be hosted following the completion of the following project stage. The supporting documentation is included within the various sections and Appendices of this report. The project proposal is a site specific design to replace the existing coastal protection structures (wooden revetment, undermined, degraded and subsiding masonry stone steps and old concrete seawalls), that have passed their design life and are starting to fail. Additionally, the project aims to complete the longstanding uncompleted work of paving the existing gravel parking area and general refurbishment of beachfront infrastructure also improving universal access along the beachfront and to the beach to provide greater adaptive surfing and beach access opportunities.</p> <p>All relevant background documents are available in the appendices of the BAR.</p>

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		for a place to happen.	
John Giles  (via website)		<p>To whom it may concern</p> <p>Comments on Muizenberg plans</p> <p>Congratulations on the latest plans for the Muizenberg beachfront. They are taking shape nicely and I can see that you have taken previous community feedback into account. I have some comments on two aspects which I hope you will find useful. I'd be happy to meet to discuss this in more detail.</p> <p>A statue in the middle of the surfer's circle in surfers' corner</p> <p>A pedestal currently exists in the middle of the circle. I think it is marked number 9 on the plan. The tips of four surfboard point inward to the pedestal. The sea theme of the play area is lovely but as things stand there isn't anything related to surfing in the plans. Muizenberg is known around the world as a place to surf and is integral to the community.</p> <p>The focal point of the whole area is the pedestal. If someone drives in from the east they face the pedestal. If someone arrives by train and they walk towards the corner, they face the pedestal. The surfboard tips point to it. To finish off the project, there needs to be a statue on the pedestal.</p> <p>What about a statue of a surfer? Here are some examples. <a href="https://www.surfertoday.com/surfing/the-most-famous-surfer-statues-in-the-world">https://www.surfertoday.com/surfing/the-most-famous-surfer-statues-in-the-world</a></p> <p>Maybe one like the one in Santa Cruz. <a href="https://www.surfertoday.com/images/stories/to-honor-surfing.jpg">https://www.surfertoday.com/images/stories/to-honor-surfing.jpg</a></p> <p>It needs to be a longboard because that's the best board to use at Muizenberg. The surfer could face east down the parking area but look out to sea to the rising sun. The surfer could be gender and race-neutral so that the statue makes it clear that Muizenberg is for everyone. Maybe with a child standing at the feet of the surfer. One of the beautiful things about Muizenberg is that it is used by all. Young and old. People of all races. The physically impaired and able. Men and women. The great number of women that surf at Muizenberg is unusual around the world and should be celebrated. Day after day Muizenberg is an example that everyone can be in one space and have fun together. A beacon of hope.</p>	<p>Thank you for the feedback, comments and offer to assist.</p> <p>Related to the proposed statue of a surfer in the Surfers Circle memorial, the circle with the symbolism as you correctly describe and the memorial plaques in the paving has been developed by members of the local surfing community. To place a statue of a surfer on the existing pedestal was part of their approved plan when developing the Surfers Circle Walk of Fame in the circle. As such, the implementation of a statue does not fall within the scope of this (separate) project.</p> <p>Eight beach huts are incorporated in the proposed layout. The comments related to the corrosion resistance of the hardware are noted, the City has a good understanding of the requirements. As the commentator correctly notes it is a balance between material grade, cost and vulnerability to theft of the valuable materials. Operations comments will be communicated to the relevant department for further consideration.</p>

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		<p>The statue could be large to stop someone from trying to carry it away. The statue could be made of recycled beach plastic to raise awareness about not littering and protecting our oceans. A plaque could be on the pedestal explaining the story about beach plastic. It would reinforce Muizenberg's culture of being green and environmentally conscious. The idea could be for the community to take ownership of the statue and through being proud of it, protect it. If the statue was made of plastic it would be worthless so no one would want to steal it and it won't rust. You could keep the mould so that if it was stolen, you could (at little extra expense) make another one out of recycled beach plastic and put it back up. This would put the City of Cape Town in a very positive light.</p> <p>The iconic beach huts</p> <p>Well done for keeping them in the plans. No Muizenberg beachfront would be complete without some beach huts. There simply have to be some there. They connect us to the past and Muizenberg is known around the world for its huts. I must have seen thousands of people from all over the world take photos in front of the huts. It is crucial that the huts stay standing, look good and do not require constant maintenance. And ideally, they should pay their own way. The weather is severe on them and there will always be a cost for maintenance. I have some ideas on how to achieve this that I thought I'd share with you.</p> <p>Marine-grade stainless steel</p> <p>You must use marine-grade stainless steel when you build them. Proper stainless steel does not rust and keeps the whole structure in place. It dramatically reduces the amount of future maintenance. In the past (including the current huts) the huts have been built using galvanised or normal steel (and brass-plated hinges, not solid brass hinges). You can easily tell the difference using a magnet. Steel is magnetic, stainless steel isn't. When steel (the screws and brackets) rusts, the hut simply falls apart. The steel in brass-plated hinges rusts from the inside out. Steel latches rust within months. Painting over steel does not stop it from rusting. It is very hard to remove rusted screws after they have been inserted. It must be done right at the time of building. The solution is that the contractor who is tasked with moving the huts should remove all steel and replace it with stainless steel. Yes, it costs a little more but if it means that the huts will stand for many years longer, it will be worth it. The specification that goes out with the RFP should specify marine-grade stainless steel. You'll be able to check that contractor does not cut corners by simply checking with a magnet.</p>	




Comment by	Date Received	Comment	Response
		<p>Doors</p> <p>The huts need to have lockable doors that can be latched from the inside.</p> <ul style="list-style-type: none"> <li>• Doors enable people to change inside, which was really their original purpose.</li> <li>• Doors prevent the weather (sea air) from getting inside and weathering them down.</li> <li>• Doors keep the whole structure solid and keep them standing.</li> <li>• Doors stop people from entering and breaking them down from the inside. The huts are much easier to dismantle from the inside rather than the outside.</li> </ul> <p>Doors come with problems</p> <ul style="list-style-type: none"> <li>• People kick them in.</li> <li>• The hinges rust and fall off.</li> <li>• People lose the leys for locks and locks rust.</li> <li>• Criminals can cut off a lock with cutters.</li> </ul> <p>There are solutions to all of these problems. If there are doors, then the hinges, screws, handles and latches need to be marine-grade stainless steel. If they are, people will steal them because they are valuable. To stop them from being taken the solution could be to lock the door with a marine-grade steel combination lock. To stop the lock from being stolen you can put a box over the lock. This was the design of the huts that were replaced last year and it worked. The City could rent locked huts to people who wanted to use them. This would generate revenue for the maintenance of the huts. Non-profits could pay little rent and others could pay more. I'd be happy to draft a lease agreement, which can make it clear what maintenance the City will do and what maintenance the tenant must do.</p> <p>The City could disclaim any liability for theft, damage or loss. And reserve the right to terminate the lease at any time. Some could be rented out on an annual basis and others for a week or even a day so that everyone who wants to rent them can have a chance.</p>	
Howie Gold (via email)	01/05/2023	<p>Good morning</p> <p>While perusing the Draft BAR I noticed that my earlier comments were not included.</p> <p>Please see my email below and attached document.</p> <p>I had hoped the officials would forward my inputs into the process as I had requested them to....</p>	<p>The comment and proposals are noted, and will be considered where appropriate.</p> <ol style="list-style-type: none"> <li>1. The proposal of angled parking was put forward internally to the transport department. The Manager of the transport department, who is responsible for the parking area and Beach road, turned down the request to implement angle the parking areas. The parking arrangement and technical requirements remains their jurisdiction and decision. Angling the parking areas may worsen congestion as people will still try grab any open parking and it will be harder to get into angled parking when coming from the opposite direction. Regardless, this is a decision made by the Manager of the Transport Department, who has declined this option thus far and is not within the implementing department's jurisdiction to specify. The implementation of the proposed parking layout does however not prevent angled parking to be implemented in future, not does the proposed general layout prevent the future implementation of a one-way traffic flow through the beachfront as proposed by the commentator.</li> </ol>


Comment by	Date Received	Comment	Response
		<p>I did meet with CMB officials after my submission and they were rather dismissive of my ideas but without any logical explanation.</p> <p>The latest proposals in the Draft BAR and observations on the ground are cause for much further concern.</p> <p>Traffic flow and congestion The CMB maintain that Beach Road is not in the study area. This is not acceptable and is faulty thinking. The TIA should have addressed this but appears not to have even though it links two parking areas that are to be upgraded and is a central element of the beachfront.</p> <p>Traffic flow and congestion is a critical functional aspect of the beachfront and the source of much frustration and conflict. The emergency access/egress issue cannot be underestimated.</p> <p>During an on-site meeting in mid-2020 (I think) to address this matter, City Transport officials agreed the parking bay realignment to angle parking, etc., had merit and would alleviate much of the current problems and were supportive of an immediate trial of this. It is not a costly exercise at all. Nothing materialised In not addressing this, the TIA is, in my opinion, fatally flawed.</p> <p>Additional structures The concentration of new structures in the central plaza area creates much visual clutter and misses the opportunity, with the demolition of the old ablution block, of improving the visual connection between the ocean and the beachfront. New buildings can be creatively located slightly 'out of the eye' without any additional visual intrusion as I have outlined in the earlier submission.</p> <p>The new bathing boxes (at a cost of R3M I understand) are already falling into a state of disrepair and are poorly managed. They have broken doors (some have had to be removed) and are regularly filled with rubbish and human waste. They are a relic of a bygone era and have no place in the central area. The City cannot and will not ever maintain them. They should be relocated either east of the pavilion or into the embankment in front of the pavilion.</p> <p>I have spent many years living in Muizenberg and recreating and working on the Muizenberg Beachfront during my 40 years with the City and it would be very disappointing to see the opportunity for improvement wasted.</p>	<p>2. The City management, specifically the Mayor, has determined that bathing boxes will remain part of the beach front – it was not within this project team's mandate to decide to remove the bathing boxes, furthermore, based on the public participation to date, there is a general public opinion that the Bathing boxes are an important part of the cultural heritage of the beachfront and should remain. The proposed positioning optimises their positioning, by consolidating them with the existing buildings it is possible to keep them central to the space, whilst visually opening up the rest of the beachfront area to the sea, increasing the views on either side of the existing buildings. The existing view in the central view is compromised as is due to the existing presence of the NGO buildings and ablution. Setting the ablution back creates space to move the bathing boxes to the central area where they also serve as wind break to the central shower area.</p> <p>3. The ablution facility final proposed location was determined from the public input based on options provided in the public participation process.</p> <p>Furthermore, the construction will be completed in a phased approach, were portions of the proposed design will be constructed sequentially in order to maintain as much beach space and beachfront area open as possible, thus reducing impact on beach, beachfront users and informal traders alike.</p>

Comment by	Date Received	Comment	Response
		<p>I am available for and would welcome further discussion on the project.</p> <p>Please can you acknowledge receipt of this submission</p> <p>Regards Howie Gold</p> <p><b>ATTACHED DOC</b></p> <p>My background and knowledge of the area, its history and of this project is well known to the Project Team. I think it is important to look at the key issues confronting the area when reviewing the proposals. These are, in no particular order</p> <ol style="list-style-type: none"> <li>1. Aging and deteriorating infrastructure Coastal defence/retaining wall/ablution building/underground services</li> <li>2. Congestion Poorly laid out informal parking/congestion between the 2 circles/deliveries off beachfront/emergency evacuation/limited footways/lack of flow through area/car guards</li> <li>3. Derelict and wasted spaces Lawns/embankments in front of pavilion The proposals positively address the first issue and will create a more accessible and usable beach interface while also addressing the longer term integrity of the coastal interface structure.</li> </ol> <p>The one issue that is not yet clearly resolved is that of the ablution building. The removal of the current building will create improved visual permeability across the central portion of the beach so relocating it to a less obtrusive location (it is after all a lavatory and need to be front and centre') There are two obvious options –</p> <p>Two perhaps smaller new buildings, one against the railway tracks at the western end and one cut into the embankment in front of the pavilion. Neither will really create any additional visual intrusion and will also result in more convenient access from the east and west than is currently the case.</p> <p>The second option is to build onto the W4C and SS buildings northwards towards the road. This will be no less inconvenient than currently but will not replace nor add any visual intrusion across the ocean.</p> <p>The 8 new bathing boxes are anomalous and while look pretty, are sentimental additives that detract from the natural vistas. They could better be relocated 'in front' of</p>	





Comment by	Date Received	Comment	Response
		<p>the pavilion, cut into the embankment behind the revetment. This will reduce the visual intrusion that the current location creates.</p> <p>The second issue is perhaps the most significant potential determinant.</p> <p>The congestion between the two circles as a result of poor traffic flows caused by the parking alignment and exacerbated by constant deliveries is disastrous.</p> <p>A one way system with angle parking from the small circle to the station forecourt and back will greatly reduce congestion, improve traffic flow and, importantly, create a safer beachfront in the event of any disaster/unrest and the need to evacuate the precinct. A narrow, central median between the two circles would preclude any cross lane manoeuvres.</p> <p>Many of the establishments were designed for service/delivery access off Melrose Road. This is a management intervention that should be investigated independently of the upgrade. Sidmouth Rd too is often blocked by delivery vehicles. The car guards either need to be brought under strict control or eliminated. Any ideas of pay parking would be disastrous for the area.</p> <p>The pedestrian flow through the area is greatly improved but care should be taken with cycle ways – which you could argue are inappropriate when there is so much roadway in the area.</p> <p>On the whole, apart from the parking layouts, the plan positively addresses the 'problems along the beachfront. Construction planning and scheduling must be done very strategically to ensure that access to the beaches and businesses is kept to an absolute minimum. This is potentially the biggest challenge.</p>	
David Gwynne (via website)	03/04/2023	Registered on the database.	
Josh Jordaan (via website)	31/03/2023	<p>There is too much parking provision. There is an existing train stop on a functioning modern train line that will only improve. We should leverage this asset and encourage access to the beachfront using transit.</p> <p>This is a once-in-a-generation opportunity to create a public space that serves generations of Capetonians to come. It is incumbent on us that this project maximises the public shared realm. All parking to the west of the circle to the rail station should be green/park space with walkways that prioritise Transit access. Furthermore, the</p>	<p>The comment is noted and considered. It should be noted that the existing gravel parking area and other surrounding parking areas are very well utilized and is important to retain, 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. Alternative uses of this space are also acknowledged. The project team and implementing department support the City wide increased use of public transport. No hard, permanent infrastructure is therefore constructed in the space, paving of the area will therefore 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.</p> <p>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. The existing</p>

Comment by	Date Received	Comment	Response
		<p>circle itself should be converted to an amphitheatre that can host concerts, plays, movies and other cultural type activities.</p>	<p>gravel parking area will be formalized by paving with clay segmented pavers as used elsewhere in the beachfront. It will include generous pedestrian walkways and planting areas as well as a patterned Station forecourt area. Please refer to the preliminary landscape design drawings attached in Appendix B1.</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, and walking), public transport (railway, the Golden Arrow Bus service, and 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, also see Figure 2.</p> <p>The project design managed to reduce the vehicular orientated spaces (parking and circulation) – depicted as black in the diagrams below – whilst retaining approximately the same amount of parking bays (additional demarkated parking provided at east of beachfront Pavilion area).</p>  <p>Figure 2: Left: Existing Layout Middle: Existing parking arrangement in grey with proposed arrangement in black Right: Proposed layout</p> <p>The Southern Railway Line connects Muizenberg via the Southern Suburbs to Town northwards and via Fish Hoek to Simons Town in the south. If you are travelling from an area that is not serviced by the Southern Line (which applies to the majority of Cape Town including all historically disadvantaged communities) you will have to travel to Town first where you will transfer from your line to the Southern line, making the journey long and expensive. Therefore even if the railway service runs effectively, only a limited part of Cape Town could benefit from it when commuting to Muizenberg Beachfront. The Golden Arrow Bus service has a more extensive coverage, but also only offers a direct route from a hand full of suburbs. Both the trains and the busses have luggage restrictions e.g. you will not be able to take a long board from your home to the beach with either of these modes of transport. Taxis are the most flexible mode of transport, but they too have luggage restrictions. Taxis use the parking bays along the Main Road as well as within the Muizenberg Beachfront parking area to drop their passengers and in season the taxis often park between arrival and departure as opposed to the general drop off service. Private vehicle is the only way that the majority of Cape Town can commute with large luggage like surfboards, to this popular surf destination.</p>
<p>Glenn Moncrieff (via website)</p>	<p>04/04/2023</p>	<p>While I appreciate the efforts to improve our community, I would like to express my concerns and suggest some alternatives that may better serve the needs of residents and visitors alike. The proposed development proposed to formalize the vast majority of the beachfront into parking and prioritize private motor vehicles over all other forms of transport.</p> <p>Firstly, it is important to consider that the beachfront is already well-serviced by public transport, with convenient links to trains, buses, and taxis. This efficient</p>	<ol style="list-style-type: none"> <li>1) The status quo regarding number of parking is maintained, no new parking is provided.</li> <li>2) The parking west of the Zandvlei mouth is well used on good weather and surf days, as well as public and school holidays. This area will be considered by the City for future improvement.</li> <li>3) A combination of non-mountable kerbs and bollards will be employed, however law enforcement is key in regulating parking.</li> <li>4) A parking demand study conducted in 2019 found that parking on weekday peak was in the excess of 50% and over weekends in excess of 100%. Coastal Management noticed an increase in parking demand post Covid and conducted a parking count mid day on the 14<sup>th</sup> of September 2022 inhouse. The parking bays within and just outside the site had between 90 and 300% utilization. As Cape Town's population grows and the popularity of surfing as a sport/recreational activity/therapy increases, Muizenberg Beachfront is expected to become increasingly busy and the demand for parking is expected to increase.</li> </ol>

Comment by	Date Received	Comment	Response
		<p>infrastructure encourages the use of sustainable transportation options and reduces the need for additional parking spaces at the beachfront.</p> <p>Secondly, I would like to draw your attention to the ample parking available on either side of the Sandvlei mouth, which is less than 500 meters away from Muizenberg beachfront. This parking is seldom used and is easily accessible for able-bodied individuals who can walk to the beachfront. As such, it may be more beneficial to prioritize the beachfront parking for public transport, parents, and disabled individuals who require closer proximity to the beach.</p> <p>Additionally, I have noticed that the existing public access to the beach and pedestrian areas is frequently obstructed by illegally parked cars. Although traffic enforcement officers issue fines to these motorists, it appears that this measure is not an effective deterrent. To address this issue, I recommend installing physical barriers such as bollards to prevent motorists from parking on pavements and accessing pedestrian areas. This solution would help maintain the safety and accessibility of the beachfront for all users.</p> <p>The City claims to be developing as climate change sensitive and climate-smart. Nothing could be less climate smart that prioritizing the needs of private motors vehicles over other less polluting, less dangerous, and less space-hungry forms of transport</p>	 <p><i>Figure 3: Mid week parking count per parking area as conducted by Coastal Management on the 14th of September 2022</i></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 link 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 and reshaping and positioning lawned areas in a way that they are integrated with the promenade as opposed to being perceived as left over space and currently poorly utilised.</p> <p>Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure. NMT linkages to the proposed Class 4 NMT cycle route along Beach Road and the at grade railway crossing will be enhanced which connects with the Muizenberg Park as well as the hiking routes in the Mountain. The promenade will link seamlessly directly and at a fairly flat level with the coastal walkway from Muizenberg to St James on the Southwestern side and to the elevated pedestrian walkway and associated sunken gardens. Alternative uses of this space is acknowledged. It is believed that if in the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis, reduces to the extent that the area of parking is not required by beachgoers, the parking area can be repurposed at such time. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators. No fixed buildings or other infrastructure is constructed in the parking areas, which would prevent future repurposing of the area in future. 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>



Comment by	Date Received	Comment	Response
			 <p>Figure 4: City of Cape Town NMT planning</p>  <p>Figure 5: Muizenberg site specific NMT rational, connections and routes</p> <p>Furthermore, the City of Cape Town Coastal Management branch supports the increased use of various forms of public transport, but until such time as the public transport network has increased its capacity and reach throughout the city, public parking remains important at the beachfront. No large permanent structures or infrastructure is proposed in the existing gravel parking area to ensure the proposed design does not prevent any future changes or alternative uses of the existing (formalized) gravel parking area in future.</p>
Percy Knight	04/04/2023	Registered on the database.	

Comment by	Date Received	Comment	Response
(via website)			
Steven Maritz (via website)	28/04/2023	My interest is that I am a local surfer and have been coming to Surfers corner for 20 years .It appears from the diagram/plan provided, that that the ablutions block , Waves for Change and Shark Spotters buildings are staying. This is different from the plan I saw a year ago or so. But I prefer it. Myself and everyone I speak to wants to preserve as much of what is there already,as possible. Yes the coastal defence wall is in need of a revamp as it is falling apart. Can we plant some palm trees ? The play park is ESSENTIAL. Can we put in some recycling bins for all the coffee cups ? As for the dirt parking lot, well most Muizenbergers like it rustic but if you must pave it then so be it but the locals will get angry if you plan to introduce paid parking. We resent being regarded as a cash cow. Despite the sudden trendiness of surfers corner , we are not all rich, simple as that. Next is it possible to do something about security on the cat walk ?	<p>Comment noted, thank you for your contribution. As noted by the commentator, several revisions were made to the plans presented at the Open house event in order to incorporate several community/public comments into the project design. Notwithstanding the main objective of the project (replacement of the existing coastal defence structures) and supporting refurbishment of landward elements of the beach front, the project endeavours to maintain the sense of place of the beachfront as it. The important beachfront elements such as the pergola structure (competition pavilion), beach huts, central area, showers, NGO buildings, central ablution building, play park , lawns, planters with locally indigenous plants etc. are incorporated in the proposed layout in order to preserve as much of what is there as possible whilst implementing a robust coastal defence structure and promenade. The existing NGO buildings remain where they are, and a new ablution is constructed in the central area, but retreated landward off the beach to a location protected by the coastal defence (stepped revetment). An additional NGO building is also constructed in the beachfront precinct.</p> <p>The play park and lawn is an important element of the beachfront and is being refurbished and is incorporated into the proposal layout.</p> <p>Mainly locally indigenous plants will be incorporated into the project landscape layout, due to the harsh coastal environment at Muizenberg large trees are not climatically suitable.</p> <p>Bicycle racks and appropriate refuse bins will be provided across the beachfront area.</p> <p>Parking will remain free of charge.</p> <p>Security of the St James walkway (catwalk) is beyond the scope of this project, but is being considered by other City projects.</p>
Michael Moore (via website)	31/03/2023	Registered on the database.	
Jody Paterson	02/05/2023	<p>Thanks for the new revised plans. I can see there have been considerable changes made since it last went out to the public. I have limited comments and they are all related to <b>Appendix B1.04: West parking and station Forecourt</b>. The comments are as follows:</p> <p>The layout of this area is still informed largely by the need to accommodate a formalised parking area. While I acknowledge that parking is in demand, priorities need to be determined based on a set of principles, one of which has to be pedestrians first. This beachfront is one of the most visited in Cape Town. It stands to reason that it should offer maximum amenity value - space to play, sit and observe, relax and gather and NOT parking for cars. There are parking areas on either side of the Zandvlei mouth which haven't been formalised yet. It might be more appropriate to formalise these areas into dedicated car parks than this corner site.</p> <p>Furthermore the plan for this part of the beachfront compromises the experience of beachfront visitors by using precious space on the coastline for the parking of vehicles. The suggestion is to design a less prescriptive and spatially determined space for play, for events, for</p>	<p>Thank you for the detailed suggestions and comments, these are noted.</p> <p><b>Pedestrian priority and parking:</b> By rationalising the parking layouts, approximately the same number of parking bays can 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. The open space provision along the beachfront will be further improved by changing existing open spaces into functional open spaces by increasing the playground, leaving pace for a skateboarding element and reshaping and positioning lawned areas in a way that they are integrated with the promenade as opposed to being perceived as left over space and currently poorly utilised. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure. NMT linkages to the proposed Class 4 NMT cycle route along Beach Road and the at-grade railway crossing will be enhanced which connects with the Muizenberg Park as well as the hiking routes in the Mountain. The promenade will link seamlessly directly and at a fairly flat level with the coastal walkway from Muizenberg to St James on the South-western side and to the elevated pedestrian walkway and associated sunken gardens. The St James coastal walkway will remain accessible to pedestrians only; no skateboards or bicycles will continued to be allowed. The parking and station forecourt areas adjacent to the railway will be designed such that it can double up as a market or other event area subject to event permitting application as required elsewhere in the City..</p> <p><b>Generosity:</b> The promenade will be widened to a minimum of 3m from the stepped revetment. Unlike the slanted timber edge, the stepped revetment will not only function as a coastal defence, but double up as a seating area with generous 1m+ steps. Other major circulation spaces will be a minimum of 2.4m wide and circulation is not restricted to paths.</p> <p><b>Lighting:</b> The same lights will be used and lighting levels will be maintained.</p>

Comment by	Date Received	Comment	Response
		<p>skating, for ball sports, for picnics which can be used for parking.</p> <p>There is no generosity in the plan. Space between the top of the revetment steps and the parking is constrained. Pedestrians are channeled across the site and the edge of the revetment along "dedicated pathways" . This is not how Muizenberg beachfront operates.</p> <p>There is reference to "Aerial Lighting". This will be very problematic given the density of residential around the site.</p> <p>Another concern is the lack of vision with respect to the long term potential for the rail line reserve to serve a more commercial purpose in parts. The trains are running again and there have been numerous proposals over the years made to open up the edge of the rail platforms to the beachfront offering opportunities for kiosks, small cafes and shops etc. This would help to activate this part of the beach front, day and night.</p> <p>Lastly the station forecourt has great potential to serve as a gathering point being the gateway onto the catwalk. It has the potential to be a balcony that overlooks the bay and the beach. A balcony in this type of location should have an edge to sit on but instead the front edge has been appropriated by steps and ramps. This seems like a wasted opportunity.</p> <p>I look forward to seeing the next iteration of the plan.</p>	<p><b>Rail and retail opportunities:</b> The railway line is PRASA infrastructure and not a CCT mandate. This project does however take into consideration one such development proposal, The Signal Box.</p> <p><b>Balcony:</b> The step and ramp system on the edge of the station forecourt does include railing for leaning against as well as seating steps.</p> <p><b>Zandvlei Parking:</b> The parking west of the Zandvlei mouth is well used on good weather and surf days, as well as public and school holidays. This area will be considered by the City for future improvement.</p>
<p>Dave Reynolds (via website)</p>	<p>04/04/2023</p>	<p>There are tens of thousands of people living in a ditch a few kilometers down the road on Baden Powell. At the first public meeting I asked Greg-the-architect how much of the proposed budget was to "upgrade the parking" (which I call "making it pretty").</p> <p>He answered, "perhaps R4M, but that's a thumb suck".</p> <p>I strongly believe that structural stuff, the moving of the toilets etc are justified but the upgrade of the car park is unconscionable. as Muizenbergers we live with the gritty shabby vibe and it's never bothered us! what bothers us (&amp; I'm a real communitarian, so I've heard this again and again from my fellow Muizenbergers) is that the budget allocation at the city shows a blatant denial of the reality of urbanization that is unfolding. COCT can really afford to be stingier with the middle classes. We're ok with that. We live in paradise as it is, not as we wish it could be.</p>	<p>Comment is noted.</p> <p>As the asset owner of coastal protection structures, the City of Cape Town Coastal Management Branch's official role and responsibility includes the planning, upgrade and development of the hard coastal infrastructure within the City such as the key coastal defence structure at the Muizenberg beachfront. 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.</p> <p>To deliver on the Coastal Managements functional requirements as part of the City's larger service delivery mandate, the primary objective of the project is the replacement of old wooden seawall, degraded stone steps and old concrete seawalls that have passed their design life's and are starting to fail, with new a stepped revetment coastal protection in order to provide long-term 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, buildings as well as the paving and optimisation of the existing gravel 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>



Comment by	Date Received	Comment	Response
		<p>Please could someone resolve the budget to give this beach front development the bare minimum in long term structural integrity and develop basic services for those who have none? I'm embarrassed to admit that apartheid was never dismantled in cape town. It goes with the infrastructure. It's about time we care for others. please.</p>	
<p>Peter Robinson (via website)</p>	<p>03/05/2023</p>	<p><b>Ablution Facilities</b> The ablution facilities should not be placed in front of the showers. This area is the heart of the beachfront and placing the ablution facilities there will destroy the aesthetics and ruin the flow of that area.</p> <p>The middle shower section should be left alone to the greatest degree possible.</p> <p><b>Beach Huts</b> Removing all of the beach huts and condensing a small number of them into the centre is not a good idea. This section is intended to be blocked by the ablution facilities so they wouldn't be visible from the front anyway. The beach huts are an integral part of Muizenberg's identity (just look at the MID logo for example) and they should be given more prominence. I don't understand why they cannot just be left as is.</p> <p><b>Skate Bowl</b> The skate bowl should not be placed in the centre circle. It will cause a lot of problems with drivers and vehicles and the flow of traffic. Damage to cars is inevitable and it's a matter of time before the flow of skateboarders over the parking area to the circle results in physical injury. The grass field down by the putt-putt is a far more suitable location for the skate bowl.</p>	<p>Comments are noted. The ablution facility's final proposed location was determined from the public input based on options provided in the public participation process. The new ablution is constructed in a position very similar to the existing ablution in the central area, but retreated landward between the showers and Beach road, off the beach, to the proposed location where it is protected by the coastal defence (stepped revetment).</p> <p>In order to allow maximum setback of the proposed coastal protection and promenade, whilst keeping the existing NGO buildings and underground services in place, the existing beach hut location clashes with the excavations required to construct the coastal protection and promenade and are therefore required to be moved from their existing locations. This information was provided to the project team who implemented the recent refurbishment of the beach hut, who chose to proceed. Furthermore, similar to the ablution location, the proposed location of the beach huts was determined from the public input based on feedback from the public participation process. Eight beach huts are incorporated in the proposed layout. The proposed location optimises their positioning, by consolidating them with the existing buildings it is possible to keep them central to the space, whilst opening up and increasing the views on the side of the existing buildings, where the bathing boxes were located. At their proposed location, the Bathing boxes are also serving as a wind break for the shower area. The consolidation of the eight boxes allows them to be arranged according to the historic small - small – large rhythm</p> <p>The implementation of a skate park is was removed from the scope of the project prior to the publication of the dBAR.</p>
<p>Sally Rothemeyer</p>	<p>03/05/2023</p>	<p>Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,</p> <p>I am writing to provide feedback on the proposed Muizenberg Beachfront Upgrade. I appreciate the efforts to improve our beloved beachfront and would like to support the reduction in formalised parking in the new plan and want to further highlight the following points.</p> <p>Better Practice Note for Formalised Parking:</p> <p>The new formalised parking is an opportunity to break away from the traditional layout of car parks. For example:</p> <ul style="list-style-type: none"> <li>Apply user-based footpath design to ensure they are connected and smooth for easy use. Paths should be located between the noses of cars so the reversing vehicle risk to pedestrians (particularly young children) is</li> </ul>	<p>The detailed comments and recommendations are noted, please consider the response below:</p> <ul style="list-style-type: none"> <li>Engineering standards are adhered to for the design of the parking area. All vehicular circulation routes and parking areas will give priority to pedestrians. The car will move up and down over paths, while the pedestrian moves as the same level. There are only a small amount of parking bays where cars park nose to nose and vehicles move at a low speed and a single direction around these bays.</li> <li>The beachfront is windswept and the wind contains a high salt content, which is not conducive to the growing of trees.</li> <li>Bicycle access and racks are included in the design. The status quo will be retained regarding vehicular parking.</li> <li>Some of the stormwater from the parking area will be detained in raingardens on site. Raingardens are preferred to permeable paving due to the high maintenance associated with the permeable systems. There will be not changes made to the existing formal parking areas or their drainage. The City is experimenting with nets over stormwater outlets on the beach to intercept solid waste. This is proving effecting. The 'only rain in the drain' initiative by the CCT's Coastal Management branch raises awareness that anything that enters stormwater catch pits end on the beach.</li> <li>No changes will be made to existing formal parking. The side to which the car's exhaust faces when parked is something that can only be managed operationally. The design incorporates low level locally indigenous vegetation, but no tree planting as trees don't grow in into 'trees' this windy, saline environment, but rather a stunted shrub form, if they survive.</li> </ul>



Comment by	Date Received	Comment	Response
		<p>minimised in terms of safety and exposure to pollution from car exhausts.</p> <ul style="list-style-type: none"> <li>• Ensure the journey is shaded; ideally by trees as they reduce stress and benefit the environment.</li> <li>• Provide convenient bicycle access and parking, including cargo bike facilities to help increase visits that do not need a car space. Increasing bike spaces, as opposed to car spaces, has been shown to improve economic outcomes for clothing, food &amp; drink and specialty retailing areas (Lee &amp; March 2010).</li> </ul> <p>Stormwater Runoff. Apply design features that will improve the health of the ocean and public spaces of environmental significance by reducing the amount of stormwater and pollutants coming off the car park each time it rains.</p> <ul style="list-style-type: none"> <li>• Use a carpark surface treatment that allows rainfall to reach the soil reducing pressure on drains and increasing soil moisture. Do this through permeable paving spaced to allow water to seep in between pavers, or applying a porous paving mixture that allows stormwater to drain through it capturing pollutants at the same time.</li> <li>• Where the soil is sealed over by impervious concrete or bitumen, be sure to design the carpark gradient to enable stormwater to gently flow into the garden beds and tree pits. This will provide 'passive irrigation' to vegetation and slow down stormwater flow to reduce erosion of waterbodies.</li> <li>• Divert stormwater into raingardens designed to naturally filter the stormwater before it heads offsite. This need to be designed and sized to meet best practice water quality performance objectives for removal of suspended solids, nitrogen and phosphorus.</li> <li>• Installation of waste collection/catchment system. Waste can be separated (recyclables &amp; organic), entry level waste management system at community level.</li> </ul> <p>Air Pollution Exposure Assess carpark areas to understand where people are most exposed to air pollution. Once this is known, apply the following design features.</p> <ul style="list-style-type: none"> <li>• Ensure car exhausts do not face towards footpaths and shopfront.</li> <li>• Plant vegetation at car exhaust level to reduce pollution impacts 10 however, avoid comprehensive</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian crossings will be raised, but not signalised as the pedestrian and car volumes and speeds don't validate signalisation. These raised pedestrian crossings will be paved in a different colour paver than the parking area and incorporate tactile blocks.</li> <li>• A combination of non-mountable kerbs and bollards will be employed, however law enforcement is key in regulating parking.</li> <li>• The project will include artwork, by local artists.</li> <li>• Signage will include wayfinding signs.</li> <li>• The staircase and ramps includes 'multi-use public furniture'.</li> </ul> <p>Seating opportunities will be significantly increased through a combination of larger dry beach, a stepped revetment, an increase in seating walls.</p> <p>As for your comment on informal trading: The value of informal trade in the beachfront is noted and considered, therefore the number of informal trading spots will remain available after the construction project in the same or similar locations within the beachfront as they are currently operating at. If traders are required to move during construction, alternative temporary spots will be allocated within the beachfront area should an existing spot be affected by works at that time, this will be done in-line with the Informal Beach Trading Policy and Management Framework and the local informal trading plan, in association with the Enterprise and Investment and Recreation and Parks Dept's. who manages the policy.</p> <p>The construction will be completed in a phased approach were small portions of the proposed design will be constructed sequentially in order to maintain as much beach space and beachfront area open as possible, thus reducing impact on informal traders and beachgoers alike. Specifics of temporary trading locations within the beachfront, if required during construction, will be determined once detailed construction phasing plans are completed during the following stage of the project. No additional hard infrastructure will however be constructed for the explicit purpose of informal trading.</p>

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		<p>tree canopy in a carpark as some breaks are needed to help pollutants disperse out of the carpark.</p> <ul style="list-style-type: none"> <li>• Give priority parking spots near shops, and seating to bicycles and electric vehicles, to reduce pollution exposure to nearby users.</li> </ul> <p>With the rising return of Day Zero, it is imperative we design any new space such as public spaces and car-park to be water and biodiversity sensitive.</p> <p>Pedestrian Walkways:</p> <ul style="list-style-type: none"> <li>• Install a well-marked pedestrian crossing at both pedestrian walkways with a speed bump and flashing lights to enhance pedestrian safety and tell pedestrians to have priority.</li> <li>• Consider traffic calming measures, such as speed humps or traffic islands, to reduce vehicle speeds and create a safer environment for pedestrians.</li> <li>• Ensure that each pedestrian crossing is clearly visible and accessible, and consider incorporating features such as crosswalk signage and markings to further improve safety.</li> </ul> <p>Pedestrian Footpaths:</p> <ul style="list-style-type: none"> <li>• Make use of and install bollards along the parking area to ensure any cars do not just park on the pavement whether it be between the car park and the train station or the new pedestrian pathways.</li> <li>• Innovative public seating, designed by local artists &amp; makers, A call-out can be sent to invite artists, designers, and innovators to submit ideas/designs for public seating through the use of environmentally friendly materials and public participation</li> <li>• Installation of mosaic art and murals along the walkway. The artwork can showcase the rich heritage and culture in the community</li> <li>• Installation of interactive art and innovative wayfinding signage</li> </ul> <p>Right across Cape Town (and South Africa), we have a culture where cars do not follow the rules of the road and just park on pedestrian footpaths that creates very dangerous conditions. Moreover, traffic services are under-resourced, so it is therefore vital any new public</p>	

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		<p>space we create we need to engineer and design it to make it bullet proof that cars cannot simply just park on the pavement that is reserved for pedestrians. This is very NB.</p> <p>Station Forecourt, Active Mobility and Lighting:</p> <p>In the new Station Forecourt, please add bicycle parking.</p> <ul style="list-style-type: none"> <li>• Please add lighting features to make it safer, especially at night times.</li> <li>• Tactical bollards to prevent cars from parking on it.</li> <li>• Seating and;</li> <li>• Soft landscaping with shade through trees.</li> </ul> <p>Ramp and Stairs:</p> <ul style="list-style-type: none"> <li>• Implementation of Multi-Use Public Furniture:</li> <li>• Examples of multi-use public furniture could include steps that can be used as seating, or furniture that serves as both wind protection and seating.</li> <li>• By incorporating versatile public furniture, the beachfront can accommodate a wide range of activities and needs with fewer furniture pieces.</li> <li>• Multi-use public furniture promotes inclusivity, flexibility, and sustainability in beachfront design, making it more accessible and enjoyable for all users.</li> </ul> <p>Incorporating multi-use public furniture in the Muizenberg Beachfront Upgrade can create a vibrant and adaptable space that caters to the diverse needs of the community and enhances the overall experience for visitors.</p> <p>Informal Trading Spaces:</p> <p>There is no provision made in the current design for informal trading spaces. Even if only 5 to 8 bays are incorporated into the design, the City cannot ignore the imperatives of its own Informal Trading Policy and the need to stimulate employment, as the proposed upgraded area will already be a public space that heavily used by the public, but also functions as a public forecourt to the train station. There is no other provision made for daily informal trading in the extensive Muizenberg beachfront area, with only irregular trading occurring around the Sunrise Circle area.</p> <p>Overall, care should be taken in designing the upgraded area so that in future it can be converted from an area that is primarily used for parking, to a car-free genuinely public space, when the choice of quality, reliable and safe public transport available to the access the area is such that the existing parking</p>	

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		<p>areas are sufficient at peak times.</p> <p>In conclusion, I support the Muizenberg Beachfront Upgrade project but urge careful consideration of water resilience, biodiversity resilience, and pedestrian safety in the parking design. Thank you for considering these important points in the proposed upgrade.</p> <p>Reference:</p> <p>5 Lee A &amp; March A (2010) Recognising the economic role of bikes: sharing parking in Lygon Street, Carlton. Australian Planner 47:2 85-93</p>	
<p>Claire Rousell (via website)</p>	<p>04/04/2023</p>	<p>As a resident of Muizenberg and a regular user of Surfers Corner, I would strongly urge that these funds be redirected to meeting basic infrastructural needs existing in other parts of the Greater Muizenberg Area such as Vrygrond. It seems unconscionable to be considering upgrades to recreational areas when members of the Muizenberg community are so chronically and acutely under-served.</p>	<p>Comment is noted and considered. As the asset owner of coastal protection structures, the City of Cape Town Coastal Management Branch's official role and responsibility includes the planning, upgrade and development of the hard coastal infrastructure within the City such as the key coastal defence structure at the Muizenberg beachfront. 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. To deliver on the Coastal Managements functional requirements as part of the City's larger service delivery mandate, the primary objective of the project is the replacement of old wooden seawall and degraded stone steps 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>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>South African Heritage Resources Agency (via email)</p>	<p>30/03/2023</p>	<p>Dear Tarryn</p> <p>I hope you are well. I have today seen that the DBAR for the Muizenberg Upgrades has been released for the 30 Public Participation Process. Please be advised that SAHRA is the commenting authority regarding any work undertaken below the high-water mark that may impact any heritage. I have looked at the report and plans and noted that extensive work will be undertaken to replace the old wooden revetment, concrete seawalls, and degraded stone steps and that these existing coastal defence structures be replaced with a stepped concrete revetment coastal protection structure.</p> <p>I ask therefore that you please create an application on SAHRIS and upload all documents pertaining to the Environmental Authorisation Application Process. As per section 24(4)b(iii) of NEMA and section 38(8) of the National Heritage Resources Act, Act 25 of 1999 (NHRA), an assessment of heritage resources must form part of the process and the assessment must comply with</p>	<p>A meeting was held with SAHRA on 14/04/2023 to discuss their authority and that of Heritage Western Cape. In this meeting it was confirmed that SAHRA is the competent commenting authority for heritage related matters seaward of the high water mark. The required studies were identified in order to fully assess and address all heritage related matters seaward of the high water mark.</p> <p>A Heritage Impact Assessment, including a Marine Archaeological Impact Assessment has been completed and is attached to the adBAR as additional to the required heritage authorization for all work landward of the high water mark (from HWC).</p> <p>The findings and recommendations of this study have been incorporated in the project design as well as in the Environmental Management Programme as required.</p>




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		<p>section 38(3) of the NHRA. This can be done via our online portal, the South African Heritage Resources Information System (SAHRIS) found at the following link: <a href="http://sahra.org.za/sahris/">http://sahra.org.za/sahris/</a> .</p> <p>Once all documents including all appendices are uploaded to the case applications, please ensure that the status of the case is changed from DRAFT to SUBMITTED. Please ensure that all documents produced as part of the EA process are submitted as part of the application.</p> <p><b>**PLEASE NOTE**</b> An application fee is now required for all section 38 applications. Please ensure that the SAHRIS application contains a proof of payment as per the notice at the following link: <a href="https://sahris.sahra.org.za/content/what-are-sahra-processing-fees-and-banking-details">https://sahris.sahra.org.za/content/what-are-sahra-processing-fees-and-banking-details</a>. A payment of R 2 000.00 for this application is required. Applications that do not include a proof of payment will be considered incomplete and will not be processed until proof of payment is provided.</p> <p>If you have any queries, please do not hesitate to contact me.</p>	
Colleen Seymour  (via email)	30/04/2023	<p>Dear Sir/Madam</p> <p>I write to protest against aspects of the proposed Muizenberg Beachfront refurbishment. I understand that we must comment by <b>3<sup>rd</sup> May 2023</b>.</p> <p>My first objection is to the removal of the toilet block and other older structures that are not only historic, but part of the character of the beach. I have copied a representative of the Muizenberg Historical Conservation Society, in the hope that they will make comment, if they have not already.</p> <p>The second objection is to the lack of any obvious thought put into the roads that feed into the area – creating more parking at the beach seems like such a good idea, but the roads themselves become gridlocked through summer. It feels as if this new proposal for parking is to allow even more people to come to the area. All well and good, but as a resident who lives in the beach precinct (in Melrose Road), I already often struggle through traffic, just to get home. I do not understand why a host of other beautiful areas that our city has are not being developed to allow more appreciation of them, why focus on a few small places? I would like to understand</p>	<p>Comment noted, please see response below.</p> <p>Please refer to Section C (6), which discusses the heritage process followed for this project. Please note that the relevant applications have been made under the National Heritage Resources Act 25 of 1999 to both HWC and SAHRA. These applications have been assessed by the competent authorities and approval was provided.</p> <p>The existing ablution building dates from 1935. Note that the pergolas and arches on the ablution and NGO buildings were added in the late 1980's and not part of the original design, see <b>Error! Reference source not found.</b> The two existing NGO buildings remain as is and will remain for use of NGO's. The existing ablution building will be demolished and reconstructed in the central area, landward of the proposed coastal defence. The current ablution location on the beach, within the littoral active zone is not a long-term sustainable position where its founding structures are currently being undermined. The new ablution building will follow the same architectural language as the existing buildings. Similarly, 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. Similar reasoning applies to the moving of the bathing boxes.</p>


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		<p>how traffic and noise issues that can only increase are going to be dealt with.</p>	<div data-bbox="1383 247 2659 562" data-label="Image"> </div> <p data-bbox="1383 569 2264 596"><i>Figure 6: Left: Historic ablution facility Right: Mid 1980's redevelopment of the ablution facility</i></p> <p data-bbox="1383 625 2831 831">The heritage and sentimental heritage 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 longterm sustainable location for a headland structure. The stone masonry steps have sustained serious undermining and washout of fill material, posing a public safety risk. Repair work over time has not been successful. 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 data-bbox="1383 863 2831 947">Furthermore, from a landscape and urban design motivation, the proposed design creates greater pedestrian flow connecting the main beachfront promenade area with the St James walkway, and eliminates pedestrian and vehicle conflict in this area.</p> <p data-bbox="1383 978 2831 1098">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> <div data-bbox="1383 1125 2273 1776" data-label="Image"> </div> <p data-bbox="1383 1782 2184 1810"><i>Muizenberg Corner circa 1900's (image provided by Barrie Gasson)</i></p>

Comment by	Date Received	Comment	Response
			<p>Note the status quo will remain for the amount of parking bays at Muizenberg Beachfront; no additional bays will be created. A traffic impact statement was required for this project. The assessment found that the proposed parking layout will provide improved access and traffic circulation in the area. Further details from the traffic impact statement can be found in Section H (1.1) of the dBAR. It is not anticipated the parking formalisation will bring in higher volumes of traffic.</p>
<p>Claire Timlin (via website)</p>	<p>02/05/2023</p>	<p>I think this refurbishment of the beachfront is awesome! my only concern is moving the public ablution facility directly opposite the restaurants on Beach Rd with the back of the building facing The Empire which will obstruct the beach view, will look unsightly and access to and from the showers will be blocked. The recently planted strandveld gardens will have to be moved, which were part of the original refurb plan and endorsed by Coastal management and Parks and Recreation. The greening is amazing and should stay there.</p> <p>Perhaps the ablution facility could be moved closer to the Pavilion with more showers there as a lot of people access the beach from that side as well.</p> <p>Thanks so much</p>	<p>Thank you for your general support of the proposal and your time meeting with us to discuss options relating to the strandveld gardens both during and after construction.</p> <p>At our meeting the 19<sup>th</sup> of April 2023 we explained that even just the reconstruction of the planter/seating walls will affect the <b>strandveld gardens</b> and will require the plants to be relocated during construction. It was agreed that:</p> <ul style="list-style-type: none"> <li>• These plants be re-planted close to site, possibly at the Muizenberg offices</li> <li>• New strandveld vegetation will be planted through the beachfront upgrade project</li> <li>• These species will be specified by the landscape architect, in consultation with yourself.</li> </ul> <p>The <b>ablution</b> facility final location was determined from the public input. Since the views in the centre of the beachfront are already compromised due to the existing ablution building, bathing boxes and the two NGO buildings that remaining, setting back of the ablution facility clustering the bathing boxes seaward of the ablution will have little impact on the total sea view, to the contrary will visually open up the rest of the beachfront to the sea.</p> <p>Access to the central shower node will remain generous and publicly accessible on either side of the proposed ablution location and planter around it. The bathing boxes will provide wind shelter to the central shower area. See illustration below.</p>



Comment by	Date Received	Comment	Response
			 <p>Figure 7: : Impact on sea view along beachfront shops (picture taken from Kauai entrance)</p>
<p>Karen Tulloch (Property Appeal)</p>		<p>To whom it may concern <b>RE: Surfers Corner, Muizenberg beachfront refurbishment – location of the abluition facilities on the beach front</b></p> <p>As the Property Manager for Property Appeal (Pty) Ltd, we represent Property Appeal (Pty) Ltd who are the registered owners of 10 ground floor sections in the Muizenberg Body Corporate. We wish to formally express concern and lodge an objection towards the abluition facilities (item 3) being situated in front of the retail shops.</p> <p>The abluition facility will block the sea view of the coffee shops and restaurant situated on the ground floor. This may have a negative effect on the number of patrons visiting the coffee shops and restaurants, and the sea view is currently a major attraction. A further concern in the loss in revenue</p>	<p>Thank you for the comment, the concern is noted. Kindly consider the response below.</p> <p>Please note the final location of the abluition facility was determined from the public input based on options put forward earlier in the public consultation process.</p> <p>Since the views in the centre of the beachfront are already compromised by the existing abluition building, bathing boxes and the two NGO buildings (NGO buildings remain in place), setting back of the abluition facility will have minimal impact on the total sea view of the ground floor retail shops. The eight beach huts, currently on either side of the NGO buildings, will be clustered and positioned seaward of the proposed abluition as indicated on the plans, this will visually open up the rest of the beachfront to the sea. There will be a net increase in total sea view along the beachfront shops. Figure 8 below illustrates this point. From the observation point of this photograph, only two narrow view corridors between the existing abluition and the NGO buildings will be reduced (extent depends on observation point) and two large view corridors at the sides will be open. When observing from shops on either side of the image below, albeit reduced in width, the view between the abluition and NGO buildings remains, but also gains the wider views on either side of the NGO buildings.</p>

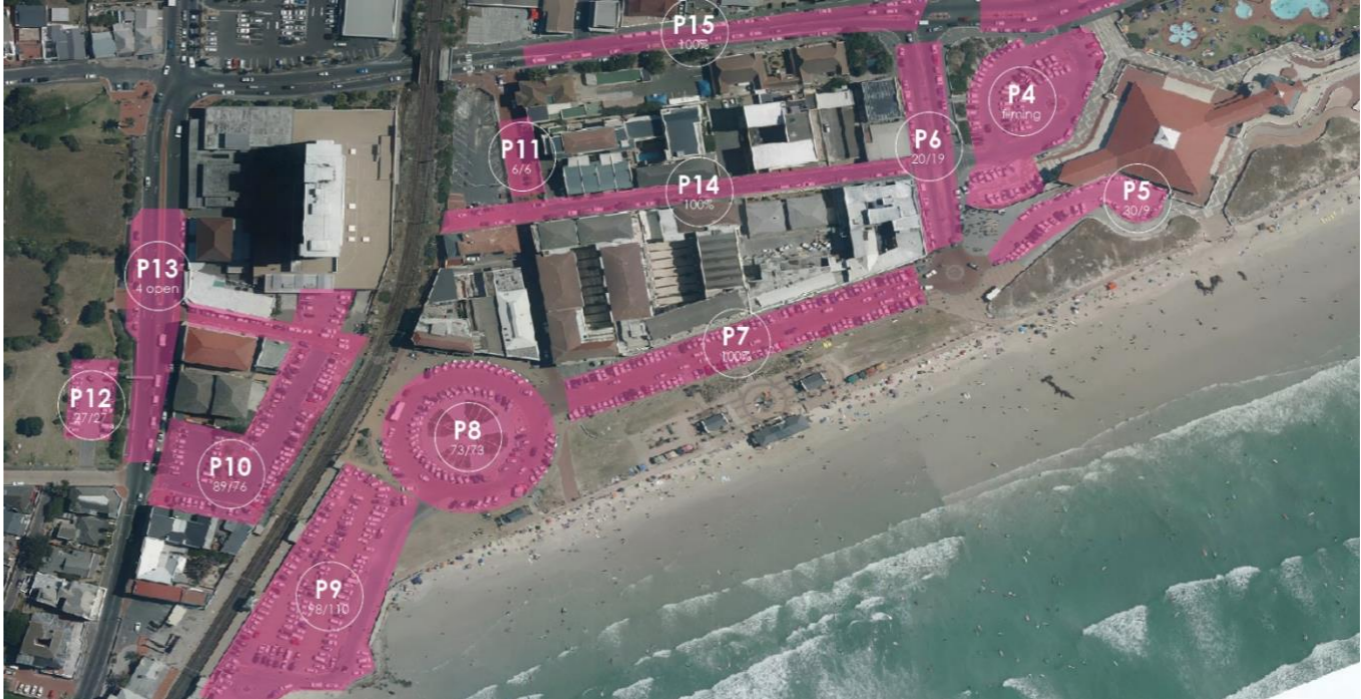


Comment by	Date Received	Comment	Response
		<p>due to patrons not wishing to visit the coffee shops and restaurants anymore.</p> <p>Kindly consider this matter.</p>	<p>In order to provide the required additional universal access toilets and family change rooms and to fit into the available space, whilst allowing for planters and existing size walks, the width of the proposed ablution is 3.7m wider and 2.7m narrower than the existing (when including the width of two small canopy structures on side of existing ablution, the proposed and existing are equal width). Although similar in size, it is acknowledged that due to the effect of perspective, it may be perceived larger. Please also note that the building will follow the same architectural style as the existing buildings, including the roof design. The design endeavours to maintain the roof height as low as possible whilst remaining with the existing style. Please note that there will also be planters with locally indigenous plants around the building, between it and the sidewalk and parking. All building services etc. will also be hidden from sight.</p>  <p>Figure 8: Impact on sea view along beachfront shops (picture taken from Kauai entrance)</p>
<p>Marc Weber (via website)</p>	<p>31/03/2023</p>	<p>I support the proposed development as presented.</p>	<p>Thank you for the comment</p>
<p>Francois van Niekerk (via website)</p>	<p>28/04/2023</p>	<p>Registered on the database.</p>	
<p>Gary Vlok</p>	<p>31/03/2023</p>	<p>Registered on the database.</p>	



Comment by	Date Received	Comment	Response
(via website)			
Western Cape Government: Spatial Planning and Environment	26/04/2023	<p>1. The abovementioned document dated and received by this Department via electronic mail correspondence on 30 March 2023 and this Directorate's acknowledgement thereof dated 6 April 2023, refer.</p> <p>2. This Directorate's comments on the draft BAR are as follows.</p> <p>2.1 The Directorate notes that the proposal entails the replacement of the degraded wooden revetment, concrete seawalls, and the Point with a new coastal defence structure (a sandcoloured, exposed aggregate finish concrete stepped revetment with smooth edges) and an accompanying 3m wide promenade with a universal access ramp. This has changed from the original design of grey concrete with a sharp-edged step. The promenade will also be concrete as this is necessary to effectively mitigate the risks associated with climate change induced sea level rise. It is understood that the development footprint of the sea wall will largely be limited to the footprint of the existing sea wall and structures (such as the ablation block) will be moved landward.</p> <p>2.2 It is further noted that two coastal modelling reports have been compiled by PRDW Coastal Port and Coastal Engineers to determine and consider potential impacts on the marine hydrodynamics. Confirmation regarding the findings of these reports must be obtained from this Department's Sub Directorate: Coastal Management.</p> <p>2.3 The potential heritage impacts must be adequately assessed and all requirements of the National Heritage Resources Act, 1999 (Act No. 25 of 1999) must be met.</p> <p>2.4 In terms of potential traffic impacts, the Traffic Impact Statement concluded that the proposed parking layout will provide improved access and circulation to the parking area. The number of parking bays is deemed sufficient and the vehicle traffic within the study area will not be impacted negatively, as a result of the formalisation of the parking area. In summary, the proposed formalisation of the parking area should have minimal impact on the local road network from a traffic operations perspective. Further, the formalisation will have a positive impact on pedestrian movements and a marginal impact on parking provision.</p> <p>2.5 Public Participation Process: You are required to submit proof of the Public Participation Process being</p>	<p>Correct.</p> <p>Coastal Management has commented and supports the project.</p> <p>HWC and SAHRA have been consulted.</p> <p>Correct.</p>

Comment by	Date Received	Comment	Response
		<p>conducted for the draft BAR. This will include (but is not limited to):</p> <ul style="list-style-type: none"> <li>• Proof that the draft BAR was made available to registered interested and affected parties ("I&amp;APs");</li> <li>• All comments received from I&amp;APs;</li> <li>• A Comments and Responses Report, indicating all the comments received from I&amp;APs on the revised draft BAR and the responses thereto; and</li> <li>• A complete list of registered I&amp;APs.</li> </ul> <p>2.5.1 It is understood that due to the heritage requirements, additional investigations are required. Please ensure the potential heritage impacts are adequately assessed in the BAR. The revised draft BAR will therefore need to be made available to all registered I&amp;APs for comment. 2.5.2 All comments must be adequately addressed prior to the submission of the final BAR.</p> <p>3. Kindly quote the abovementioned reference number in any future correspondence in respect of the application.</p> <p>4. It is prohibited in terms of Section 24F of the NEMA for a person to commence with a Listed Activity unless the Competent Authority has granted an Environmental Authorisation for the undertaking of the activity. Non-compliance in terms of the prohibition must be referred to this Department's Directorate: Environmental Law Enforcement for possible prosecution. A person convicted of an offence in terms of the above is liable for a fine not exceeding R10 000 000 or to imprisonment for a period not exceeding 10 years, or to both such fine and imprisonment.</p> <p>5. This Directorate reserves the right to revise or withdraw its comments and request further information based on any information received. Your interest in the future of the environment is greatly appreciated.</p>	<p>Infinity has followed all regulations and requirements with regards to the public participation process. Appropriate documentation of this will be submitted along with the final BAR.</p> <p>The findings of the heritage impact assessment (requested by SAHRA) has been included throughout the amended dBAR and dEMPr. The amended dBAR will be released to all I&amp;APs for another round of comment following these changes.</p> <p>Infinity is responding to all comments received, and will ensure all comments have received adequate responses prior to the submission of the final BAR.</p> <p>The abovementioned reference number will be used in all future correspondence.</p> <p>The City of Cape Town is aware of this. The City will wait for Environmental Authorization before commencing work.</p> <p>Noted.</p>
Nicholas Webb (via website)	24/04/2023	<p>Simply repurposing the gravel parking is a short-sighted solution and lost opportunity for improvement of a public space for the whole of Cape Town. People come to Muizenberg to enjoy its beauty and be outside. The gravel area is perfect with its sea view and open space. It should be turned into a lovely grassy park or other open space for people to enjoy free from cars at all times of the day. All the best community building areas in Cape Town are car free (Green Point Park, Sea Point Promenade, etc). Opening the space for use by people, not cars, would boost the attraction to the area hugely. It's truly a lost opportunity to reserve it for private car owners instead to the exclusion of the full Cape Town community. The gravel parking sits</p>	<p>The comment is noted. The City of Cape Town's Coastal Management Branch developed the Muizenberg Beachfront Framework through consultation with various operational line departments, public consultation and is supported by the local Subcouncil. The framework has gone through numerous iterations based on departmental requirements in the area, following which a feasible design was presented to the public for comment and various design revisions have been made to take public comments on board were applicable in the subsequent design stages.</p> <p>It is important to note that the primary objective of the project is the proactive replacement of the existing coastal defence structures, which includes the old wooden revetment and the degraded masonry stone steps and old concrete seawalls with a new stepped revetment coastal protection structure. Secondary to the main objective of coastal protection, is refurbishment of the hard and soft landscaping, buildings and the existing gravel parking area.</p> <p>A parking demand study conducted in 2019 found that parking on weekday peak was in the excess of 50% and over weekends in excess of 100%. Coastal Management noticed an increase in parking demand post Covid and conducted a parking count mid day on the 14<sup>th</sup> of September 2022 (mid-week) inhouse. The parking bays within and</p>



Comment by	Date Received	Comment	Response
		<p>empty during the week anyway when it could be used by the community instead. Parking is not a shortage in Muizenberg. There are many parking lots that sit empty within minutes walking distance, even on the weekends. It is an opportunity missed that will benefit the whole of Muizenberg and all visitors. Paving prime recreational and community building space for cars is a lazy solution and sad lose for everyone. Instead of looking at it from an Environmental Impact standpoint, look at in terms of an environmental gain and community gain. The City is overrun by cars, please help create space for humans instead.</p>	<p>just outside the site had between 90 and 300% utilization. As Cape Town's population grows and the popularity of surfing as a sport/recreational activity/therapy increases, Muizenberg Beachfront is expected to become increasingly busy and the demand for parking is expected to increase.</p> <p>The use of the gravel parking area as public parking will not be changed by the paving of the area. No beach space will be utilized for parking. Various landscaping elements and planters will be incorporated in the parking area. The parking area will include various pedestrian walkways and raised pedestrian crossings to reduce pedestrian-vehicle conflicts.</p>  <p><i>Figure 9: Mid week parking count per parking area as conducted by Coastal Management on the 14th of September 2022</i></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 beach and the linkin of the Muizenberg's sandy and rocky beach areas 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. NMT linkages to the proposed Class 4 NMT cycle route along Beach Road and the at grade railway crossing will be enchanced which connects with the Muizenberg Park as well as the hiking routes in the Mountain. The promenade will link seamlessly directly and at a fairly flat level with the coastal walkway from Muizenberg to St James on the Southwestern side and to the elevated pedestrian walkway and associated sunken gardens.</p>



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			 <p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>Proposed Railway Stations</li> <li>Existing Railway Stations</li> <li>NMT Cycle Classification             <ul style="list-style-type: none"> <li>Proposed Class 1</li> <li>Proposed Class 2</li> <li>Proposed Class 3</li> <li>Proposed Class 4</li> <li>Completed Class 1</li> <li>Completed Class 2</li> <li>Completed Class 3</li> <li>Completed Class 4</li> </ul> </li> <li>Existing footway</li> <li>Proposed Footways</li> <li>Proposed Roads</li> <li>Existing Roads</li> </ul> <p>Figure 10: City of Cape Town NMT planning</p>  <p><b>MUIZENBERG BEACHFRONT</b> Pedestrian + Cycling linkages through the site 2022-12 NTS</p> <p>Legend</p> <ul style="list-style-type: none"> <li>Site</li> <li>Major SE-NW pedestrian connection with coastal walkway to St James and raised promenade.</li> <li>Pedestrian and cycling linkages through the site</li> </ul> <p>Figure 11: Muizenberg site specific NMT rational, connections and routes</p>

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			Alternative uses of this space is acknowledged. It is believed that if in the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis, reduces to the extent that the area of parking is not required by beachgoers, the parking area can be repurposed at such time. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators. No fixed buildings or other infrastructure is constructed in the parking areas, which would prevent future repurposing of the area in future. 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.
Craig Wilson (via email)	30/03/2023	Hi,  Can you please send the full digital image of the proposed layout as well as the key which will tell me what the numbers refer to?  Cheers, Craig	The information requested was sent.

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The City of Cape Town  Branches: <b>Area Based Services Delivery: Economic Development (Area South)</b>  <b>Informal Settlements, Water &amp; Waste Services: Waste Services</b>  <b>Energy: Electrical Generation &amp; Distribution</b>  <b>Water &amp; Sanitation</b>  <b>Spatial Planning &amp; Environment: Development Management</b>  <b>Informal Settlements, Water &amp; Waste</b>	5 May 2023	Dear Tarryn Solomon 05 May 2023  <b>DRAFT BASIC ASSESSMENT REPORT FOR THE PROPOSED MUIZENBERG BEACHFRONT REFURBISHMENT, MUIZENBERG, CAPE TOWN (DEA&amp;DP REFERENCE NUMBER: 16/3/3/1/A2/22/3014/23)</b>  The abovementioned application refers.  The City of Cape Town has delegated certain powers to the Executive Director and Director, Spatial Planning & Environment, to make comments, objections and representation in a basic assessment, full scoping or other environmental impact assessment processes, and on an advertised report or submission, including applications for exemption from any provision of the National Environmental Management Act or Specific Environmental Management Act. The comments below are given in terms of these delegations (dated 20 October 2020 and sub delegations of 2 November 2020)  <b>This application circulated to the following internal departments and branches for comment:</b>  <ul style="list-style-type: none"> <li>• Urban Mobility: Roads, Infrastructure &amp; Management</li> <li>• Urban Mobility: Impact Assessment &amp; Development Control</li> </ul>	

Comment by	Date received	Comment	Response
<p><b>Services: Waste Water Services</b></p> <p><b>Spatial Planning &amp; Environment: EMD: Environment and Heritage Management (Environmental Management Section)</b></p>		<ul style="list-style-type: none"> <li>• Spatial Planning &amp; Environment: Urban Integration Department</li> <li>• Spatial Planning &amp; Environment: Development Management</li> <li>• Spatial Planning &amp; Environment: EMD: Environment &amp; Heritage Management</li> <li>• Spatial Planning &amp; Environment: EMD: Biodiversity Management</li> <li>• Informal Settlements, Water &amp; Waste Services: Catchment, Stormwater &amp; River Management</li> <li>• Water &amp; Sanitation</li> <li>• Solid Waste Management</li> <li>• Social Services: Recreation &amp; Parks</li> <li>• Energy: Electrical Generation &amp; Distribution</li> <li>• Assets &amp; Facilities Management: Property Management</li> <li>• Area Based Service Delivery: Economic Development</li> </ul> <p><b>The following departments/branches provided comment:</b></p> <ul style="list-style-type: none"> <li>• Area Based Service Delivery: Economic Development – Sadia Nanabhay</li> <li>• Informal Settlements, Water &amp; Waste Services: Waste Services – Gévarnia Petersen</li> <li>• Energy: Electrical Generation &amp; Distribution – Xavier Rosenberg</li> <li>• Water &amp; Sanitation – Chaneé Johnstone</li> <li>• Spatial Planning &amp; Environment: Development Management – Justin Dido</li> <li>• Spatial Planning &amp; Environment: EMD: Environment &amp; Heritage Management – Crispin Barrett</li> </ul> <p><b>COMMENTS RECEIVED FROM INTERNAL BRANCHES AND DEPARTMENTS:</b></p> <p><b>Area Based Services Delivery: Economic Development (Area South)</b></p> <p>The Informal Beach Trading Policy and Management Framework, which falls under Recreation and Parks and not Area Economic Development (AED), guide the management of informal trading within the study area. However, AED can comment that there does not seem to be any provision made to integrate informal trading in the new development.</p> <p>The socio-economic study says that informal traders have a role in providing affordable goods, and that the informal traders who are currently permitted to trade on the beachfront are likely to be negatively impacted by the development.</p>	<p>The value of informal trade in the beachfront is noted and considered, therefore the number of informal trading spots will remain available after the construction project in the same or similar locations within the beachfront as they are currently operating at. If traders are required to move during construction, alternative temporary spots will be allocated within the beachfront area should an existing spot be affected by works at that time, this will be done in-line with the Informal Beach Trading Policy and Management Framework and the local informal trading plan, in association with the Enterprise and Investment and Recreation and Parks Dept's. who manages the policy.</p> <p>The construction will be completed in a phased approach were small portions of the proposed design will be constructed sequentially in order to maintain as much beach space and beachfront area open as possible, thus reducing impact on informal traders and beachgoers alike. Specifics of temporary trading locations within the beachfront, if required during construction, will be determined once detailed construction phasing plans are completed during the following stage of the project. No additional hard infrastructure will however be constructed for the explicit purpose of informal trading.</p> <p>Once completed, the paved parking (existing gravel parking area) and Station forecourt area, in its proposed arrangement, will be available for markets and other gatherings or events to be organised like for any other public space in the City given that the event permitting and request procedure is followed for such application.</p>

Comment by	Date received	Comment	Response
		<p>It would then make sense for the refurbishment to consider opportunities to better integrate informal trading in the beachfront so that informal traders can continue to serve those visitors who cannot afford the restaurants, coffee shops and take-away services.</p> <p>Finally, AED may be required to review the Informal Trading Plan for Muizenberg at some point, and the scope may include the study area.</p> <p><b>Informal Settlements, Water &amp; Waste Services: Waste Services</b></p> <p>The council wishes to ensure that all new developments, require planning permission, contain suitable accommodation for the storage and disposal of waste to a licenced landfill site. Council reserves the right to service all residential properties that falls within its boundaries for refuse removal services. In terms of the Waste Management Tariff Policy, Section 18.2.1 all residential properties are compelled to use council refuse removal services and may not use private contractors directly. Please refer to the attached Waste management tariff policy for more information.</p> <p><b>Non-residential properties may opt to use either Council services or a private contractor directly.</b></p> <p><b>ENVIRONMENTAL IMPACT ASSESSMENTS (EIA) – DBAR – PROPOSED MUIZENBERG BEACHFRONT REFURBISHMENT WITH REFERENCE TO YOUR EMAIL DATED 04 APRIL 2023 FROM CRISPIN BARRETT, PLEASE SEE COMMENTS HEREUNDER:</b></p> <p>In connection with the above proposal / development, I confirm that Waste Services (Collections) as the Service Provider in the Muizenberg Area has <b>NO OBJECTION</b> to and has sufficient unallocated capacity to accept and collect and dispose of all types of waste to a designated licence landfill site. A good waste management system must be in place to handle all waste generated by the activities and to mitigate against negative impact on the environment. The generation of construction waste and waste during the operation phases should be recycled on site or re used to fill up other sites and clean builder's rubble can be disposed of at the nearest licenced under the guidance of the City of Cape Town. Please refer to the attached disposal tariff list for more information. The waste generated by the construction personnel e.g. lunch remains and packaging etc. must be placed in approved refuse bins on site during the construction phases. The</p>	<p>It is important to note that the primary objective of the project is the proactive replacement of the existing coastal defence structures, which includes the old wooden revetment, the degraded masonry stone steps and old concrete seawalls with a new stepped revetment coastal protection structure. Secondary to the main objective of coastal protection, is refurbishment of the hard and soft landscaping associated with the coastal defence (interfacing with the construction), buildings and the existing gravel parking area. The further development and integration is therefore beyond the scope of this project and directive of the implementing branch. Nonetheless, the project does not inhibit the applicable departments to implement further initiatives in future.</p> <p>This comment is noted.</p> <p>This comment is noted and requirements will be noted in the project specifications and construction management plan within the EMPr. It is noted that the department has no objection to the proposed development.</p>



Comment by	Date received	Comment	Response
		<p>proposed development will not have any implications on the infrastructure of the area provided that the contractors identify a permitted refuse disposal site for various categories of waste, provided that a refuse room is included in the planning stages of the development for the storage of waste to the satisfaction of the Director: Waste Services.</p> <p><b>Please refer to Appendix A for comment.</b></p> <p><b>Energy: Electrical Generation &amp; Distribution</b></p> <p>This Department has no objection to the abovementioned proposal subject to the following conditions:</p> <ol style="list-style-type: none"> <li>1. Any alterations or deviations to electricity services necessary as a consequence of the proposal, or requested by the applicant, will be carried out at the applicant's cost.</li> <li>2. A quote for the shared-network charge and connection fee, as well as conditions of supply, will be provided upon formal application.</li> <li>3. Electrical infrastructure may exist on the property or in its vicinity. A wayleave shall be obtained from the Electricity Generation and Distribution Department before any excavation work may commence. In this regard, please contact the Drawing and Record Centre Office South (telephone 021 400 4780).</li> <li>4. Depending on the power requirement, substations may be required. These substations shall be directly accessible from public road, i.e. on the erf boundary adjacent to the road reserve, at street level, and shall not be traversed by any other services. Depending on requirements this can take the form of any combination of the following: <ul style="list-style-type: none"> <li>• <b>outdoor substations on 5 m x 4 m site;</b></li> <li>• <b>outdoor substations on 6 m x 4 m site; or</b></li> <li>• <b>substation buildings on 20 m x 14 m site.</b></li> </ul> <p>These substations shall be appropriately subdivided and zoned in the plan approved by the surveyor general. The sites shall be registered and transferred to the City free of all costs. In some cases, substations may have to be contained within the building. Dimensions of these will be determined. Where subdivision of these substations will not be possible, a servitude shall be registered in favour of the City</p> </li> <li>5. The property owner is required to include in the development measures to improve energy efficiency to reduce the consumption of electricity. Owners shall conform to any conservation and/or rationing programme or scheme introduced, adopted or implemented by a</li> </ol>	<p>It is noted that the Department of energy has no objection to the proposed project.</p> <p>The applicant (CoCT CMB) will cover all costs.</p> <p>Noted.</p> <p>The applicant will obtain a wayleave prior to the commencement of any excavation work.</p> <p>This is noted, and where applicable will be considered and allowed for accordingly. It should however be noted that the project is not expected to require the installation of a substation.</p> <p>This is noted, city standards will be adhered to in the electrical design. Final designs will also be submitted to all affected line departments for review and approval prior to construction.</p>

Comment by	Date received	Comment	Response
		<p>sphere of government or relevant regulating body by reducing their electricity consumption as required in terms of such programme or scheme. Installations with a new or upgraded authorised capacity of more than 100 kVA will have to meet certain energy efficiency requirements. These requirements are subject to change. A set of applicable requirements will be made available as part of the quotation process.</p> <p><b>Please refer to Appendix B for comment.</b></p> <p><b>Water &amp; Sanitation</b></p> <p><u>Background</u> This letter serves as comment on water and sewer network and bulk services affected in terms of a Draft Basic Assessment Report for the abovementioned application. The City of Cape Town proposes to refurbish public coastal infrastructure and services at the Muizenberg Beachfront. The proposal is primarily for the refurbishment of coastal defence infrastructure but will also entail refurbishment of the promenade, recreational areas as well as formalisation of the gravel parking area. The overall proposed refurbishment will provide improved pedestrian and universal access to the beach. The report provides an overview of the existing water and sewer infrastructure near the development.</p> <p><u>Water Reticulation</u> There are a few water mains, which are affected by the proposed Refurbishment of Muizenberg Beachfront. Special care needs to be taken during the construction phase and if needed, relaying or repositioning of these water mains needs to be applied for and approved before construction commence. See attached Figure 2 for Water system.</p> <p><u>Sewer Reticulation</u> There are several sewer mains, which are affected by this proposed Refurbishment of Muizenberg Beachfront. Special care needs to be taken during the construction phase and if needed, relaying or repositioning of these water mains needs to be applied for and approved before construction commence. See attached Figure 2 for Sewer system.</p> <p><u>Bulk Water</u> No infrastructure under the control of the City of Cape Town's Bulk Water Branch exists in the immediate vicinity of the proposed development shown in the application.</p> <p><u>Conclusion</u> Water and Sanitation support the application except that no permanent structures may be built/erected over/within</p>	<p>This is noted, additionally existing service surveys and on site services detection and ground truthing was done by the applicable department staff and project team. Final designs will also be submitted to all affected line departments for review and approval prior to construction. Special care with regard to the water mains will be taken during the construction phase.</p> <p>As noted above, the project team have been in contact with the applicable City officials throughout the project design development stages regarding the realignment of portions of sewer pipelines and other adjustments required. Final designs will also be submitted to all affected line dept. for review and approval prior to construction.</p> <p>As noted above, the project team have been in contact with the applicable City officials throughout the project design development stages regarding the realignment and other adjustments required on portions of water reticulation and sewer pipelines. City standards will be adhered to in all instances. Specific meetings were held to determine any special</p>

Comment by	Date received	Comment	Response
		<p>the servitude/s that protects the existing municipal infrastructure traversing the proposed site. Re-alignment or re-routing of the water and sewer mains must be discussed with the reticulation officials prior to work commencing. Hardened surfacing (such as premix/tar or paving for parking bays) and light landscaping are allowed and will be in order.</p> <p><u>Conditions</u> The following conditions are imposed: 1. Engagement with the reticulation officials is required before construction begins.</p> <p>2. No permanent structures may encroach the servitudes for the municipal infrastructure crossing the property. 3. Servitude/s to be registered in favour of City of Cape Town.</p> <p>General/ Disclaimer 1. Information provided is based on best available data. <b>Please refer to Appendix C 1 &amp; C 2 for Comment and Figure 2.</b></p> <p><b>Spatial Planning &amp; Environment: Development Management</b></p> <p><b>COMMENT ON DRAFT BASIC ASSESSMENT REPORT: ERF 87137, 87138, 87143 AND REMAINDER ERVEN 87131, 87133, 87134, 87135, 87139, 87140, 87141, 87142, 87158 CAPE TOWN, BEACH ROAD, MUIZENBERG</b></p> <p>I refer to your correspondence in the above regard. <b>Property:</b> ERF 87137, 87138, 87143 AND REMAINDER ERVEN 87131, 87133, 87134, 87135, 87139, 87140, 87141, 87142, 87158 CAPE TOWN, BEACH ROAD, MUIZENBERG</p> <p><b>Zoning Scheme:</b> City of Cape Town Development Management Scheme</p> <p><b>Zoning:</b> The subject properties are zoned General Residential Subzone GR4, General Business Subzone GB5 and Transport Zone 2.</p> <p><b>Comment:</b> A land use application is currently being process for the rezoning of the subject property including an application for Council's approval to permit building work in a Heritage Protection Overlay Zone and in a property zoned Open Space Zone 2.</p> <p>This Department has no objection to the project.</p>	<p>requirements and adhered to accordingly. Final designs will also be submitted to all affected line departments for review and approval prior to construction. Support from the department of Water and Sanitation is noted.</p> <p>All conditions are noted and further engagements will be held with the relevant officials to ensure these conditions are met before construction begins.</p> <p>It is noted that the department has no objection to the project implementation.</p> <p>The lack of objection is noted.</p>

Comment by	Date received	Comment	Response
		<p><b>Please refer to Appendix D for Comment.</b></p> <p><b>Informal Settlements, Water &amp; Waste Services: Waste Water Services</b></p> <p>There are few sewers that traverse this spread of space or in close proximity, which could be affected by this upgrade. It is advisable to get the accurate location of these services in terms of how it would impact on the upgrade by means of a Land-surveyor. Municipal sewers over municipal property does not require a servitude. The position of manholes may be located over lawns will have to be exposed, visible and locatable for maintenance. Manholes in the parking areas may be flush with the final finish level. For further information on the positions, you may be in contact with this office.</p> <p><b>Please refer to Appendix E for comment.</b></p> <p><b>Spatial Planning &amp; Environment: EMD: Environment and Heritage Management (Environmental Management Section)</b></p> <p>This application is for the impacts associated with the proposed refurbishment of the Muizenberg Beachfront. All issues relating to</p> <ul style="list-style-type: none"> <li>• Activity 15 - the Development of structures in the coastal public property where the development footprint is greater than 50 square metres (m2).</li> <li>• Activity 19A - Infilling or depositing of any material of more than 5 cubic metres (m3), or the dredging excavation, removal, or moving of soil, sand, shells, shell grit, pebbles, or rock of more than 5 m3 from the seashore, the littoral active zone, an estuary, 100m inland of the highwater mark of the sea or an estuary, or the sea.</li> <li>• Activity 52 - Expansion of structures in the coastal public property where the development footprint will be increased by more than 50 m2.</li> <li>•</li> </ul> <p>Conclusion: The Basic Assessment Report highlights the overall low impact, with mitigation measures in place, the Beachfront Refurbishment proposal will have on this portion of Muizenberg Beachfront. This proposal is for the refurbishment/replacement and essential upgrade of the existing failing beachfront protection and associated usages. Being a refurbishment there is only this proposal and the No-Go option. The proposal is to replace the existing protection systems to increase the longevity of public use of this space therefore this is the option with the least amount of environmental impact on this portion of Muizenberg Beachfront.</p>	<p>Comment is noted, the project team (City and external PSP's) have been in contact with the applicable City line departments and officials throughout the project design and development stages regarding existing water and sewer infrastructure on site as well as the required the realignment and other adjustments on portions of water reticulation and sewer pipelines. City standards will be adhered to in all instances. Specific meetings were held to determine any special requirements and ensure they are adhered to accordingly. Final designs will also be submitted to all relevant line departments for review and approval prior to construction. Additionally, topographic, existing services surveys and on-site services detection surveys and ground truthing of service layout plans were conducted by the project team (in support of the relevant line department staff).</p> <p>Correct. This is inline with the findings of the EAP working on the proposed project.</p>



Comment by	Date received	Comment	Response
		<p>The below points are concerns from the environmental aspect on an already impacted system, which are set forward within the EMPr.</p> <ul style="list-style-type: none"> <li>• The appointment of an independent ECO to induct/provide environmental education to contract staff;</li> <li>• Monitoring of any and all impacts of construction and associated works on/from the refurbishment of the Muizenberg Beachfront highlighted in this project;</li> <li>• Implementation of all Method Statements (camp positions &amp; set up, waste material storage, fuel storage, dewatering, etc.); and</li> <li>• Enforcement of any transgression/contraventions of the EMPr.</li> </ul>	All these concerns have been accounted for in the EMPr.

Comment by	Date received	Comment	Response
Western Cape Government: Department of Environmental Affairs and Development Planning: Coastal Management	5 May 2023	<p><b>RE: REQUEST FOR COMMENT FROM THE SUB-DIRECTORATE: COASTAL MANAGEMENT ON THE DRAFT BASIC ASSESSMENT REPORT FOR THE PROPOSED MUIZENBERG REFURBISHMENT, CITY OF CAPE TOWN.</b></p> <p>Dear Madam Your request for comment from the Sub-directorate: Coastal Management on the above-mentioned pre-application basic assessment report received on 30 March 2023, refers.</p> <p><b>1. LEGISLATIVE CONTEXT</b> 1.1. The Integrated Coastal Management Act, 2008 (Act No. 24 of 2008) ("NEM: ICMA") is a Specific Environmental Management Act under the umbrella of the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA"). The NEM: ICMA sets out to manage the nation's coastal resources, promote social equity and best economic use of coastal resources whilst protecting the natural environment. In terms of Section 38 of the NEM: ICMA, the Department of Environmental Affairs and Development Planning ('the Department') is the provincial lead agency for coastal management in the Western Cape as well as the competent authority for the administration of the "Management of public launch sites in the coastal zone (GN No. 497, 27 June 2014) "Public Launch Site Regulations".</p> <p>1.2. The Department, in pursuant of fulfilling its mandate, is implementing the Provincial Coastal Management Programme ("PCMP"). The PCMP is a five (5) year strategic document, and its purpose is to provide all departments and organisations with an integrated, coordinated and uniform approach to coastal management in the Province. The Department has developed the next generation PCMP that includes priority objectives for the next 5 years. This PCMP was endorsed by the MEC on 27 March 2023 and</p>	<p>Comments provided by the DEA&amp;DP Coastal Management directorate are noted and will be complied with where applicable. These have been included in Appendix E14 of the amended dBAR in line with requirements</p> <p>Noted.</p> <p>Noted. This project aligns with the Provincial Coastal Management Programme, as noted in the amended dBAR.</p>

		<p>may be viewed at <a href="https://www.westerncape.gov.za/eadp/about-us/meet-chief-directorates/environmental-sustainability/biodiversity-and-coastal-management">https://www.westerncape.gov.za/eadp/about-us/meet-chief-directorates/environmental-sustainability/biodiversity-and-coastal-management</a>.</p> <p>1.3. A key priority of the PCMP is the Estuary Management Programme, which is predominantly implemented through the Estuary Management Framework and Implementation Strategy ("EMFIS") project. The Department is implementing estuary management in accordance with the NEM: ICMA and the National Estuarine Management Protocol ("NEMP"). Relevant guidelines, Estuarine Management Plans, Mouth Management Plans need to be considered when any listed activities are triggered in the Estuarine Functional Zone. The Department is in the process of approving a series of Estuarine Management Plans. Both draft and approved plans may be viewed at <a href="#">DEA&amp;DP: Coastal Management</a>.</p> <p>1.4. The facilitation of public access to the coast is an objective of the NEM: ICMA as well as a Priority in the WC PCMP. The Department developed the Provincial Coastal Access Strategy and Plan, 2017 ("PCASP") and commissioned coastal access audits per municipal district to assist municipalities with identifying existing, historic, and desired public coastal access. These coastal access audits also identify hotspots or areas of conflict to assist the municipalities with facilitating public access in terms of Section 18 of the NEM: ICMA. The PCASP as well as the coastal access audits are available on the Departmental website at <a href="#">DEA&amp;DP: Coastal Management</a>.</p> <p><b>2. COMMENT</b></p> <p>2.1 The sub-directorate: Coastal Management ("SD: CM") has reviewed the information as specified above and have the following commentary:</p> <p>2.1.1. According to the draft BAR, the proposed development intends to refurbish the Muizenberg Beachfront area, as the current coastal infrastructure and services present on the beachfront are in a state of decline and showing signs of failure. Infinity Environmental (Pty) Ltd. has been appointed by the City of Cape Town's Coastal Management Branch to carry out the BAR for the proposed refurbishment. It is proposed that the existing coastal defence structures be replaced with a stepped concrete revetment coastal protection structure in order to provide effective coastal protection from climate change-induced sea-level rise, whilst also improving public coastal access.</p> <p>2.1.2. Although Section 63 of the NEM: ICMA was considered by the applicant, be advised that on page 38 of the draft BAR, under Section C: 2 of the applicable legislation, it has been indicated that the NEM: ICMA was not considered as applicable legislation for the proposed refurbishment. As the proposed project site falls within coastal public property, the</p>	<p>Noted. No estuaries are affected by this project.</p> <p>Noted, this aligns with the main objective of the proposed project.</p> <p>Correct.</p> <p>Thank you for highlighting this. This has been corrected in the amended dBAR.</p>
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	<p>NEM: ICMA is indeed applicable for the proposed refurbishment.</p> <p>2.1.3. As the proposed activities entail erosion protection measures, be advised that any erosion response methods may only occur within the ambit of legislation as Section 15 of the NEM: ICMA specifically prohibits the erection of erosion protection measures within CPP. However, where intervention is required for the protection of state infrastructure that is necessary and in the interest of the whole community, such intervention may be permitted. Such intervention must also be considered in the context of coastal processes and must not have contribute to further erosion along the shore.</p> <p>2.1.4. The coastline of the City of Cape Town ("CCT") is a harsh and highly dynamic environment where the biophysical attributes of the coastline in a constant state of flux. Some of this change is cyclical and predictable, taking place over relatively short (seasonal) temporal scales, whilst other change is unseasonable and unpredictable. These unpredictable fluctuations often result in abrupt changes in coastal morphology. This paired with the increased effects of climate change, sea-level rise and increased storm surges in coastal environments obliges authorities to take a more cautious approach when considering land use decisions along the coast, including along estuaries.</p> <p>2.1.5. The CCT undertook a proactive measure with the intent to address a multitude of growing pressures along its coastline by delineating a coastal urban edge along the City's coastline in terms of the requirement of the NEM: ICMA. The MEC for Local Government, Environmental Affairs &amp; Development Planning formally established the CCT coastal urban edge as the CCT coastal management line ("CML") in terms of the NEM: ICMA on 19 March 2021. The principle purposed of the CML is to protect coastal public property ("CPP"); private property and public safety; to protect the coastal protection zone ("CPZ"); and to preserve the aesthetic value of the coastal zone. The use of CMLs is of particular importance in the response to the effects of climate change as it involves both a quantification of risks and pro-active planning for future development. Be advised that the subject property is located seaward of the CCT CML, however as the proposed refurbishment intends to improve coastal protection, it is in line with the intensions of the CML determination and as such warrants its placement within the coastal zone.</p> <p>2.1.6. The SD: CM notes that specialist coastal modelling studies were undertaken to ensure that the new coastal defence structures are appropriately designed to effectively mitigate the effects of climate change, and to withstand the harsh expected future coastal processes.</p> <p>2.1.7. The project site also falls within the littoral active zone ("LAZ") and the applicant indicated that as climate change</p>	<p>This is noted, and special care has been taken throughout this project to ensure it will not contribute to any further erosion along the shore. It will do the opposite – it will protect the shore. Detailed sediment dynamic modelling was conducted and indicated that the proposed replacement of existing coastal protection will not negatively affect the sediment dynamics at the site any more than it is currently affected. In certain areas, man-made structures are removed from the beach littoral active zone. The aforementioned removal includes the removal of the existing ablution building and retreat of the old stone masonry steps and concrete seawalls in the south-western corner of the beach, these activities were assessed in the sediment dynamic modelling studies.</p> <p>Agreed. The variations were allowed for in the wave and sediment dynamic modelling studies in order to understand the coastal environment, coastal processes and forces as good as possible and implement appropriately within the design process.</p> <p>The City of Cape Town is aware that the subject property is seaward of the CCT CML. DEA&amp;DP: CM's support of this project despite it falling outside of the CCT CML is noted and appreciated, as we are all working towards the same goal.</p> <p>Verification from CM that the coastal modelling findings are correct is noted.</p>
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	<p>2.1.12. The SD: CM also notes that during the initial public participation process in 2022, the following aspects of the proposed refurbishment have changed extensively to include: coastal defence structures; parking areas; ablution facility out of the LAZ; pergola; playground; paved areas; station forecourt; services; soft landscaping; colourful beach huts; and buildings.</p> <p>2.1.13. No other property or site alternatives were investigated as the proposed development is a refurbishment of existing infrastructure.</p> <p>2.1.14. The SD: CM would like to advise the applicant to consider the Western Cape: User-friendly Guidelines Informing Coastal Erosion Decision-making, 2020, which is accessible on the Departmental website.</p> <p>2.1.15. Based on the information provided, the SD: CM does not object to the proposed development provided that all the above-mentioned items are considered as well as all relevant mitigations measures as stipulated in the Environmental Management Programme are strictly adhered to.</p> <p>3. The applicant must be reminded of their general duty of care and the remediation of environmental damage, in terms of Section 28(1) of NEMA, which, specifically states that: "...Every person who causes, has caused or may cause significant pollution or degradation of the environment must take reasonable measures to prevent such pollution or degradation from occurring, continuing or recurring, or, in so far as such harm to the environment is authorised by law or cannot reasonably be avoided or stopped, to minimise and rectify such pollution or degradation of the environment..." together with Section 58 of the NEM: ICMA which refers to one's duty to avoid causing adverse effects on the coastal environment.</p> <p>4. The SD: CM reserves the right to revise its comments and request further information from you based on any information that may be received.</p>	<p>Correct. The design has changed significantly to incorporate public suggestions and address public concern.</p> <p>Correct.</p> <p>Noted. The applicant will review and consider the guidelines.</p> <p>The SD: CM support for the project it acknowledged. The City will strive to ensure all measures listed within the EMP are adhered to.</p> <p>The City of Cape Town is aware of this and takes the protection of the environment very seriously.</p> <p>The City of Cape Town is aware of this, and happy to provide any additional information if needed.</p>
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