

BACKGROUND INFORMATION DOCUMENT

THE POINT – KALK BAY: PROPOSED REHABILITATION OF THE PARKING AND RECREATIONAL AREA

CHAND REFERENCE NO.: 3026

DEPARTMENT OF ENVIRONMENTAL AFFAIRS & DEVELOPMENT PLANNING: PENDING

HERITAGE WESTERN CAPE REFERENCE NO. 17020109

1. PURPOSE OF THIS DOCUMENT

The City of Cape Town: Transport and Urban Development Authority is proposing to formalise the existing parking area on the eastern side of the suburban railway line and south of Kalk Bay Harbour known as “The Point”. The parking area to be surfaced / resurfaced is $\pm 3600\text{m}^2$ in extent and will be provided with a stone pitched trapezoidal stormwater outlet channel. It is also proposed that part of the remaining degraded $\pm 3100\text{m}^2$ will be rehabilitated with exposed aggregate, overflow parking, footpaths and seating. See the locality map included in **Figure 1**.

PROJECT TEAM

Chand Environmental Consultants have been appointed to undertake the necessary environmental process. This document forms part of the public participation process for this proposed project and it describes the following:

- Information about the site and the project proposal currently under consideration;
- An overview of the statutory environmental and related Public Participation Processes; and
- Suggestions on how you can participate in the process.

2. WHAT IS PROPOSED AND WHY

A parking area already exists on the site. Adjacent to the railway line there is a fully asphalted parking area $\pm 800\text{m}^2$ and an unsurfaced parking area covered in loose asphalt millings $\pm 1800\text{m}^2$. The proposed rehabilitation of the parking areas includes the reconstruction of the existing surfaced parking area and the surfacing of the unsurfaced parking area, including hard and soft landscaping. The design is such that most of the storm water will be surface runoff however allowance has been made for a stone pitched trapezoidal channel and a litter trap at the discharge end.

Provision will be made for dedicated parking bays close to the access points for people with disabilities. The only access to the existing harbour parking area and the existing parking on The Point is via the signalised intersection with Main Road and across the boom controlled southern suburbs railway line.

The southbound dedicated left turn lane on Main Road is only 30 metres long and can accommodate only 5 sedan vehicles.

The current entrance to The Point parking area on the eastern side of the railway line is via a narrow access road which is approximately 12 metres from the railway line. The geometry of the access road together with the lack of formal circulation within The Point parking area results in a backup of vehicles on a regular basis resulting in southbound traffic on Main Road queuing for several kilometres. This happens on a regular basis over weekends and during summer holidays and causes immense hardship to local residents, businesses in the area and to commuters travelling through Kalk Bay.

The rehabilitation of The Point Parking area will improve the access road east of the railway line, improve traffic circulation within the parking area, improve the access and egress from parking bays, while at the same time improving the aesthetics of the area through hard and soft landscaping. Currently there are no marked bays in the unmade section of the parking area resulting in vehicles being parked inappropriately causing difficulty in manoeuvrability and without direction for circulation. This further exacerbates access to and egress from the area.

3. LEGISLATIVE REQUIREMENTS

The proposed project requires environmental authorisation from the relevant authority in terms of section 24 (5) of the National Environmental Management Act 1998 (Act No. 107 of 1998) (NEMA), as amended. The relevant authority in this case is the Western Cape Department of

Environmental Affairs and Development Planning (D:EA&DP).

Activities that may have an impact on the environment are listed in various Government Notices published under NEMA. The listed activities that pertain to the proposed project will be finally determined when the official application is lodged with the D:EA&DP, however at the moment, it is understood that it will, as a minimum, trigger the following listed activities:

GN R983 Listing Notice 1, Activity 19

The **infilling** or depositing of any material of more than **5 cubic metres** into, or the dredging, excavation, removal or **moving of soil, sand**, shells, shell grit, pebbles or rock from

(iii) the littoral active zone, an estuary or a distance of **100 metres inland of the high-water mark of the sea** or an estuary, whichever distance is the greater- but excluding where such infilling, depositing, dredging, excavation, removal or moving

- a) will occur behind a development setback.
- b) is for maintenance purposes undertaken in accordance with a management plan; or
- c) falls within the ambit of activity 21 of this Notice, in which case that activity applies.

GN R985 Listing Notice 3, Activity 15

The transformation of land **bigger than 1000 square metres** in size to residential, retail, commercial, industrial or institutional use, where, such land was **zoned open space**, conservation, or had an equivalent zoning, on or after 02 August 2010

(c) in Western Cape:

i. Outside urban areas, or

ii. **Inside urban areas** in:

(aa) Areas **zoned for conservation use or equivalent zoning**, on or after 02 August 2010;

(bb) A protected area identified in terms of NEMPAA, excluding conservancies; or

(cc) Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act as adopted by the competent authority.

A **Basic Assessment process** will be required to obtain the necessary environmental authorisation. Note that the possibility of a setback line application cannot be explored as only one of the listed activities provides for such an exclusion.

The proposal also requires comment from the heritage authorities in terms of the National Heritage Resources Act No. 25 of 1999. This will be undertaken by a specialist as part of the environmental process.

4. BASIC ASSESSMENT PROCESS

It is a statutory requirement for this process to be undertaken by independent consultants. Chand Environmental Consultants were appointed as the independent Environmental Assessment Practitioners (EAP) to undertake the environmental process.

The aim of the process is to identify feasible and reasonable alternatives as well as to ascertain whether there are issues, concerns, benefits and/or opportunities associated with the proposed Rehabilitation of The Point.

This is achieved by involving environmental specialists as required, based on the biological and social sensitivities on and around the site, as well as obtaining the inputs and comments from I&APs and relevant organs of state. The findings of the environmental process will be recorded in a Basic Assessment Report (BAR). Organs of state and I&APs will have the opportunity to comment on the draft and final versions of the BAR. Note that the 2014 Environmental Impact Assessment Regulations only specify the need for one version of this report, however the team believed it would best serve the proposed project and I&APs to allow for an additional opportunity to provide comment.

The BAR, accompanied by an Environmental Management Programme, the specialist reports and a record of the public participation process will ultimately be submitted to the DEADP to inform their decision on the application. Environmental Authorisation, which may be granted subject to conditions, will only be considered once the process has been completed. Details of the specialist input obtained, the public participation process and the alternatives that will be considered are provided below.

Specialist Input:

Environmental experts (as shown in the box below) were appointed to undertake the necessary studies to inform the environmental process.

SPECIALIST INPUT	
• Visual Assessment:	Larissa Steyn of Square
• Heritage:	Tim Hart

The specialists will now proceed to assess the development alternatives put forward by the team in order to determine the specific environmental impacts and rate the significance of such impacts. Where appropriate, mitigation measures will be proposed to avoid and / or minimise negative impacts and enhance positive impacts.

The anticipated impacts that will be assessed as part of the basic assessment process include impacts on:

- Heritage; and
- Visual and Aesthetics.

The outcome of the environmental assessment will be recorded in the draft and final BARs.

Legal requirements in terms of NEMA as well as environmental best-practice will be observed in undertaking the basic assessment process.

Public Participation:

When compared to the previous regulations governing Environmental Impact Assessments, the latest (2014) Regulations are less prescriptive in terms of public participation requirements. In light of the nature of the proposal, the team, in consultation with the client, has opted for a more comprehensive public participation strategy to allow maximum opportunities for I&APs to comment. The following public participation activities will be undertaken:

- Identification of potential and legislated I&APs;
- Hosting a Public Meeting on the 29th May 2017 to inform the public and canvas input on the proposed rehabilitation at The Point;
- Hosting Community Liaison Meetings with invited parties;
- Placement of an advertisement in local newspaper;
- Placement of notice boards in the area;

- Distribution of this Background Information Document; and
- Public review of the draft and final Basic Assessment Reports.

YOUR OPPORTUNITY TO BE INVOLVED

Your active participation will contribute to ensuring responsible development of the site, as well as responsible decision making by the authorities.

The first step in the process is for any members of the public who feel they are affected by or have an interest in the proposed project, to register as I&APs. All registered I&APs will receive continuous communication regarding the proposed project and will be notified of the availability of reports for comment.

5. HOW TO GET INVOLVED

Should you not be registered on our database, or you wish to register another interested party, please contact:

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There is a comment sheet attached to this document for any initial thoughts you would like the project team/environmental team to be aware of.

In addition see invite to Public meeting below.

INVITATION

Invitation to attend an Introductory Public meeting on the project and the BAR process on the **29th May 2017**.

Venue: Holy Trinity Church, Kalk Bay.
Time: 5:30 – 7pm



Figure 1: Locality Maps



Figure 2: Proposed landscape plan for The Point Kalk Bay: Proposed Rehabilitation of the Parking and Recreational Area.

