Chapter 8: Coastal Access Land

Introduction

Central to Cape Town's approach of enhancing the socio-economic value of the coastal environment, is the enshrinement of the right for all abled and disabled people to enjoy the City's beaches without hindrance and in a safe, equitable and environmentally sensitive manner. Equitable access to the coast is especially important given South Africa's history of exclusion and discrimination under apartheid regime, during which time access to parts of Cape Town's coast for "non-whites" was restricted. Furthermore, the manner in which development historically occurred along the city's coastline has in places resulted in the privatisation of the coast, for the exclusive use of privileged coastal land owners. Indeed privatisation of the coast persists today.

Whilst ensuring that access to the coast for the citizens of Cape Town remains a core responsibility of the City, it also remains an inseparable priority to ensure that access to the coast is promoted in an environmentally responsible manner. Uncontrolled, ill-informed or un-planned access to the coast may result in both negative environmental and socio-economic impacts. Thus, and as per the requirement of the Integrated Coastal Management Act (ICMA) (Act 24 of 2008), municipalities are required not only to demarcate and designate strips of coastal access land, but that a Coastal Access Management Strategy (CAMS) is developed to ensure that such access is sustainable.

Vision

Governance of the coastline where the rights of equitable and ease of access to the coast is entrenched as a basic right to the citizens of Cape Town and South Africa. Alongside this is the recognition that coastal ecosystems are sensitive and dynamic spaces, the on-going functionality of which is central to our livelihoods and prosperity. Access to the coast and its resources must be optimised without negatively impacting on the natural coastal environment.

Legislative context

Access to the coast is regulated primarily through the ICMA. The ICMA requires that coastal municipalities designate strips of land as coastal access land (CAL) and sets out the responsibilities of municipalities with regard to CAL. These responsibilities include the following:

1) " signpost entry points to that coastal access land;
2) control the use of, and activities on, that land;
3) protect and enforce the rights of the public to use that land to gain access to coastal public property;
4) maintain that land so as to ensure that the public has access to the relevant coastal public property, including parking areas, toilets, boardwalks and other amenities, taking into account the needs of physically disabled persons;
5) ensure that the provision and use of coastal access land and associated infrastructure do not cause adverse effects on the environment;
6) remove any public access servitude that is causing or contributing to adverse effects that the municipality is unable to prevent or to mitigate adequately;
7) describe or otherwise indicate all coastal access land in any municipal coastal management programme and in any municipal spatial development framework prepared in terms of the Municipal Systems Act, and
8) perform any other actions that may be prescribed, and

9) report to the MEC within two years of the Act coming into force on the measures taken to implement this section" (DEA, 2008:38).

Determining Coastal Access in Cape Town

The methodology applied a hierarchical framework for the categorisation of access typologies along the city's coastline. Two broad levels of access types were identified and were classified according to the scale at which access is promoted along the coast. The first scale, or macro scale, is at the level of promoting broad scale socio-economic benefits through connecting communities to the coast by means of nodal growth points. Typically this includes coastal resorts and identified nodal growth points, in particular along the False Bay coastline. The identification and development of macro scale nodal growth points will be managed through a broader strategic planning process (Annexure A) and in accordance with the City's Spatial Development Framework.

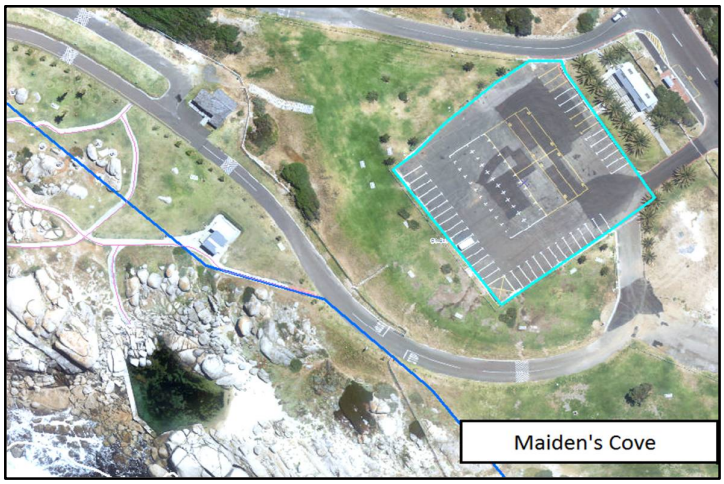
Macro-scale access: Silwerstroomstrand Coastal Resort.

The second tier or micro scale is at the level of promoting safe and environmentally sensitive access to the beach via designated access routes. For a detailed report on the City's methodology in determining CAL, please refer to Annexure B. The ICMA requires that, when designating coastal access land, a municipality must take into account the type of public access required and the way in which it is intended to be used. Upon assessing the coast using aerial imagery and through ground truthing, five types of micro-scale access points were identified:

1) Cul-de-sacs
2) Car parks
3) Boat launch sites
4) Public roads
5) Walkways

Cul-de-sac: an end-point of a road leading to coastal public property.

Beach car park: an area where vehicles can park and from which users can gain access to coastal public property.



Boat Launch Sites: ramps or areas designated for taking boats into and out of the sea. These can be beach launch sites or coastal slipways.

Road: roads leading to the coast with the intent of facilitating access to the coast zone.

Walkway: path that is travelled by pedestrians and/or wheelchair users.

Walkways can take various forms:

a. Boardwalk: consisting of wooden planks
b. Footpath: worn footways without any supporting infrastructure
c. Paved walkway: cemented or bricked
d. Promenade: paved walkway parallel to the shore which curves to the shape of the coastline
e. Ramp: sloping walkway facilitating wheelchair access
f. Staircase: stairs that lead to the beach, often leading from a promenade
g. Stone walkway: gravel paths

Management of Coastal Access Land in Cape Town

The management objectives refer specifically to micro scale access points along the City's coastline. The identification and development of macro scale nodal growth points will be managed through a broader strategic planning process (Annexure A) and in accordance with the City's Spatial Development Framework.

Objectives

1. Promote high quality experience and enjoyment of the coast on an equitable basis
2. Ensure that access to the coast provides an informative, educational experience
3. Ensure that gaining access to the coast is convenient
4. Ensure minimum negative impacts on the sensitive coastal environment
5. Safeguard against encroachment of private property onto coastal access land

MANAGEMENT RESPONSES

	Management responses				
Objective	**Cul-de-sacs**	**Parking lots**	**Boat launches**	**Roads**	**Walkways**
Promote high quality experience and enjoyment of the coast on an equitable basis	Clearly signposted coastal access cul-de-sacs Ensuring pathways leading from cul-de-sacs to coastal POS and CPP are maintained and provided with the relevant infrastructure Ensure that private encroachment does not impede or restrict these access points.	Clearly signposted coastal access parking lots Maintenance of parking lot surfaces, and curbs Maintenance of ancillary facilities, in particular ablutions.	Clearly signposted boat launch sites Assessment of dysfunctional boat launch sites, followed by either upgrade or closure Maintenance of good quality boat launch sites and ensuring that such sites are safe and user friendly Ensure that each launch	Clearly signposted coastal public access roads Ensure maintenance of roads Ensure pedestrian facilities surrounding coastal access roads are safe and are wheel chair friendly	Clearly signposted coastal access walkways Maintenance of good quality walkways and supporting infrastructure Maintenance of appropriate wheelchair ramps at strategic locations across the coast Use of durable and aesthetically pleasing materials

			site has an Operational Management Plan and that such a plan is adopted by a relevant management authority Ensuring that licensed boats are only launched with the relevant permits and that active law enforcement is undertaken at each operational boat launch site.		
Ensure that access to the coast provides an informative, educational experience	Relevant coastal educational signage that is and aesthetically aligned with the coastal landscape at cul-de-sacs	Relevant coastal signage that is educational and aesthetically aligned with the coastal landscape at parking lots	Relevant coastal educational signage that is aesthetically aligned with the coastal landscape at launch sites		Relevant coastal signage that is educational and aesthetically aligned with the coastal landscape at strategic points along walkways
Ensure that gaining access to the coast is convenient	Access points are strategically located around the coast to cater for a range of recreational use needs.	Parking lots are strategically located, with sufficient parking space at nodal beaches Ensuring that appropriate supporting infrastructure such as ablution facilities are available in close proximity to designated coastal access car parks.	Degraded boat launch sites are upgraded at strategic points around the coastline Undertake studies to determine feasibility of developing additional boat launch sites, in particular along the false bay coastline.	Access points are strategically located around the coast and which limits the travelling distance from all corners of the cape metro.	Walkways are strategically located around the coast Ensuring that appropriate supporting infrastructure such as ablution facilities are available Ensuring that infrastructure supporting walkways does not negatively impact on view-sheds or aesthetics

Ensure minimum negative impacts on the sensitive coastal environment	Ensuring a clear path from each cul-de-sac onto the sand Dune systems adjacent to cul-de-sacs will be actively rehabilitated / managed where necessary	Ensuring that parking lots are well-defined and cordoned off to ensure cars cannot park in environmentally sensitive spaces Dune systems adjacent to parking lots will be actively rehabilitated / managed where necessary	Ensure signage with a clear set of rules at boat launch sites to promote environmentally sensitive and responsible behaviour Ensure active law enforcement and regular patrols for compliance with relevant coastal and environmental legislation . Environmental systems adjacent to boat launch sites will be actively rehabilitated / managed where necessary	Environmental spaces adjacent to roads will be actively rehabilitated on an on-going basis. Litter to be removed form roadside verges as and when required. Ensure appropriate barricades are installed and maintained to prevent damage to sensitive coastal environments caused by vehicles leaving the road.	Walkways will be appropriately designed to ensure minimum environmental impact Access points, in particular walkways, will be positioned at strategically determined intervals to promote convenient access, but also to ensure that such access points remain within the carrying capacity of the local coastal ecology from a pedestrian traffic point of view. All informal walkways, with footpaths as the priority, will be closely monitored and assessed based on user volumes and environmental impact. Decisions will then be made on which walkways to formalise and manage accordingly, and which to rehabilitate. Ensuring that formal walkways are well-defined and maintained so that pedestrians cannot stray into environmentally sensitive areas

					Dune systems adjacent to walkways will be actively rehabilitated / managed where necessary Walkways which traverse sensitive and dynamic dune systems will be constructed on wooden slats bount by change to enable such walkways to adapt to the change in dune profile
Safeguard against encroachment of private property onto CAL	The right of the public to use coastal access cul-de-sacs to gain access to the coast will be protected through enforcement of appropriate mechanisms such as a by-law	The right of the public to use coastal access parking lots to gain access to the coast will be protected through enforcement of appropriate mechanisms such as a by-law	The right of the public to use boat launches to gain access to the coast will be protected through enforcement of appropriate mechanisms such as a by-law	The right of the public to use coastal access roads to gain access to the coast will be protected through enforcement of appropriate mechanisms such as a by-law	The right of the public to use coastal access walkways to gain access to the coast will be protected through enforcement of appropriate mechanisms such as a by-law
Record keeping and database management	Signage (date installed, GPS coordinates, maintenance conducted, graffiti incidences. State of access paths leading form the cul-de-sacs State of the coastal environment surrounding cul-de-sacs.	Signage (date installed, GPS coordinates, maintenance conducted, graffiti incidences. State of access paths leading from car parks State of the coastal environment surrounding car parks Maintenance interventions required for	Signage (date installed, GPS coordinates, maintenance conducted, graffiti incidences). State of the coastal environment surrounding access slipways. Maintenance interventions required for slipways and damage that may be incurred From storm surges or	Damage to any roads (which may lead restricted access for the public) as a consequence of coastal process. Data to be recorded to focus on: - Damage caused by storm surge events and the location of this damage - Wind blow sand,	Signage at walkways (date installed, GPS coordinates, maintenance conducted, graffiti incidences) Maintenance interventions required for each walkway and at what frequency Maintenance records of any infrastructure i.e. wooden slats and

		each car park and identification of potential recurring maintenance problems i.e. frequent replacement of curbs, un-blocking of storm water inlets. Maintenance records of any infrastructure i.e. wooden bollards and fences which may form a boundary between car parks and the natural coastal environment	through ware and tare. Tracking of criminal activities with the express intent to catch repeat offenders.	the severity, and the location.	bollards and fences which may form a boundary between car parks and the natural coastal environment Damage caused to walkways due to coastal processes, notably: - Storm surge events - Wind-blown sand

1. **ITEM NUMBER : PLAN 15/08/09**

2. **SUBJECT:**
RAPID PLANNING REVIEW OF POTENTIAL FUTURE DEVELOPMENT AREAS ALONG FALSE BAY COASTLINE (CAPE FLATS AND KHAYELITSHA/MITCHELLS PLAIN DISTRICTS)

ONDERWERP:
SNELBEPLANNINGSOORSIG VAN MOONTLIKE TOEKOMSTIGE ONTWIKKELINGSGEBIEDE AAN DIE VALSBAAIKUS (KAAPSE VLAKTE- EN KHAYELITSHA/MITCHELLS PLAIN-DISTRIK)

ISIHLOKO:
UHLAZIYO OLUKHAWULEZAYO LOCWANGCISO LOPHUHLISO OLUNOKUQHUBEKA KWIXESHA ELIZAYO KWIINDAWO EZINGAKUNXWEME LWASE-FALSE BAY (KWIZITHILI ZE-CAPE FLATS NASEKHAYELITSHA/MITCHELLS PLAIN)

3. **PURPOSE**

This report seeks endorsement from the Planning and Environment Portfolio Committee (PEPCO) for a set of sub-regional guiding principles for development relating to a stretch of the False Bay coastline (from Strandfontein Pavilion to Monwabisi) based on a rapid planning investigation into future urban development opportunities in the area.

4. **STRATEGIC INTENT**

Spatial and land use planning should aim to promote:

- *Shared Economic Growth and Development*
- *Sustainable Urban Infrastructure and Services*
- *Energy Efficiency for a Sustainable Future*
- *Public Transport Systems*
- *Integrated Human Settlements*
- *Safety and Security*
- *Health, Social and Human Capital Development*
- *Good Governance and Regulatory Reform*

City leadership in clarifying the City's expectations of development and providing development guidelines in appropriate locations along the coast upfront creates a predictable decision-making culture for development, which is in the interests of good governance and regulatory reform.

5. FOR DECISION BY

Delegated: for decision by PEPCO
The terms of reference of this committee is policy formulation and implementation monitoring within *inter alia* the following functional areas:

The Planning function which includes:
Citywide Planning & Urban Design services
(1) To develop policy relating to the functions described in terms of reference of this committee (excluding the functions listed on 37(7)) and to recommend same to the Executive Mayor.
(6) To ensure public participation in the development of policy, legislation, IDP's and budget.

(System of Delegations, City of Cape Town, June 2009)

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6. EXECUTIVE SUMMARY

Cape Town's coastline is seen as one of its greatest natural and economic assets. Relatively little urban development has occurred along False Bay, particularly the stretch of coastline between Strandfontein and Macassar. To date, apartheid policies of contained township development, as well as environmental constraints and unique climatic conditions have historically limited development along False Bay.

Recent city policy has acknowledged this historic deficiency and recommended that development appropriate to the specific context, and mindful of environmental constraints and imperatives, should be encouraged to facilitate urban development that is people-centered, is spatially and socially integrated, and which maximizes the coastline's amenity opportunities.

As a means to reflect on the possibilities for coastal development along this stretch of coastline, a rapid planning review was undertaken, focusing on a 15km stretch of the False Bay coastline between Strandfontein Pavilion and Monwabisi Coastal Resort (see Annexure A.1). This was presented to sub councils 10 and 12 in April and May of 2009 for comment and support before submission of the rapid planning review to PEPCO for endorsement (see Annexure A.7).

The outcomes of the study reflect four key, but varied, coastal nodal development opportunities at the sub-regional scale including Monwabisi, Mnandi, Bluewaters and Strandfontein Pavillion nodes. It is proposed that development of these nodes should be informed by the set of guiding principles as identified in the Chapter 8 (Discussion/Contents) of this report and that site planning within the coastal nodes take informants identified in Annexure A.5 and A.6 into consideration when developing proposals. Furthermore, it is proposed that planning resources be prioritized around the Monwabisi and Mnandi coastal nodes due to existing planning initiatives and funding allocation by the Neighbourhood Development Partnership Grant Programme and Presidential Urban Renewal Programme respectively.

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7. RECOMMENDATIONS

Delegated: for decision by PEPCO

It is recommended that:

(a) PEPCO endorse the set of sub-regional guiding principles for development relating to the stretch of the False Bay coastline (from Strandfontein Pavilion to Monwabisi) based on a rapid planning investigation into future urban development opportunities in the area;

(b) The Rapid Planning Review of potential future development areas along the False Bay coastline serve as an input to the District Planning process and local planning initiatives.

(c) That the main nodal opportunities (Monwabisi and Mnandi / Kapteinsklip) be prioritized for planning intervention due to existing initiatives and funding allocation (through the Urban Renewal and Neighbourhood Development Partnership Grant programmes respectively) for these projects.

AANBEVELING

Gedelegeer vir besluitneming deur die portefeuljekomitee oor beplanning en omgewingsake (PEPCO):

Daar word soos volg aanbeveel:

(a) Dat PEPCO die stel subgebiedsrigsnoere vir die ontwikkeling van die stuk Valsbaaikus (van die Strandfontein-paviljoen tot by Monwabisi) op grond van 'n snelbeplanningsondersoek na toekomstige stedelikeontwikkelingsgeleenthede in die gebied onderskryf.

(b) Dat die snelbeplanningsoorsig van moontlike toekomstige ontwikkelingsgebiede aan die Valsbaaikus by die distriksbeplanningsproses en plaaslikeregeringsprojekte ingevoer word.

(c) Dat die hoof- nodale geleenthede (Monwabisi en Mnandi/Kapteinsklip) die voorrang geniet vir beplanningsintervensie, aangesien dit reeds (deur die program vir stadsvernuwing, en die vennootskapsprogram vir buurtontwikkeling onderskeidelik) deur veldtogte en finansiering gerugsteun word.

IZINDULULO

Zithunyelwe kwi-PEPCO ukuba ithathe isiqqibo

Kundululwa ukuba :

(a) I-PEPCO iqinisele imithetho-siseko esisikhokelo sengingqana sophuhliso oluphathelele kwindawo engakunxweme lwe-False Bay (ukusuka eStrandfontein Pavilion ukuya eMonwabisi) esekelwe kuphando locwangciso olukhawulezayo lwamathuba ophuhliso lwedolophu kule ndawo;

(b) UHlaziyo loCwangciso oluKhawulezayo lophuhliso olunokuqhubeka kwixesha elizayo kwindawo engakunxweme lwe-False Bay liza kuba ligalelo kwinkqubo yoCwangciso lweSithili kunye naminye imisebenzi yocwangciso yale ngingqi.

(c) Amathuba apho zidibana khona ezi ndawo (Monwabisi and Mnandi / Kapteinsklip) abonwe nje ngawona aphambili kwimisebenzi yocwangciso ngenxa yokuqhubekayo kwezi ndawo ngoku kwakunye nemali ebekelwe bucala (essiibonelelo seenkqubo ze-Urban Renewal and Neighbourhood Development Partnership ngokulandelelanayo) ukulungiselela ezi projekthi.

8. DISCUSSION/CONTENTS

Cape Town's coastline is seen as one of its greatest natural and economic assets. To date, extensive development has occurred along many coastal areas in Cape Town, including: Camps Bay, Clifton, Sea Point, Hout Bay, Table View, Simonstown, Fish Hoek, Muizenberg, Strand, and Gordon's Bay. Areas that have to date not been developed face increasing development pressure.

Relatively little urban development has occurred along False Bay, particularly the stretch of coastline between Strandfontein and Macassar. This is attributable to two main reasons. Firstly, Apartheid policies of contained township development for coloured and black groups and planning approaches of the time resulted in townships along the coastline having little or no spatial relationship with the coast. Development along the False Bay coastline (FBC) over the last number of decades was limited to a number of coastal resorts that were designated for use by so-called 'non-white' residents of Cape Town. These coastal resorts include Strandfontein, Bluewaters, Mnandi, and Monwabisi.

Secondly, environmental constraints and unique climatic conditions have historically limited development along False Bay. Recent recognition of biodiversity value and maintaining connectivity of green spaces within the City has prompted the conservation of biodiversity corridors, such as the biodiversity corridor along False Bay coastline. Part of which is conserved by the Wolfgat Nature Reserve. Sea level rise is also an imminent threat to development at the coast, the impacts of which will have significant effects on existing coastal systems, built infrastructure, and property. Therefore, coastal inundation is considered as a key informant to development along the False Bay coast. Fortunately, because the primary dune system along this stretch of coastline is in a relatively good state, the impact of coastal inundation during storm surges and incremental climate change is minimal. Provided that the integrity of the coastal dune systems along the False Bay coast are maintained, development would be possible with little or no impact from coastal inundation.

To date, residents living in close proximity of the False Bay coastline remain disconnected from it. This is due in part to the limitations and decline of coastal resorts within the study area. Recent city policy has acknowledged this historic deficiency and recommended that development appropriate to the specific context, and mindful of environmental constraints and imperatives, should be encouraged to facilitate urban development that is people-centered, is spatially and socially integrated, which maximizes its amenity opportunities, and which better connects settlements such as Khayelitsha and Mitchells Plain with the coast.

As a means to confirm the possibilities for coastal development along this stretch of coastline, a rapid planning investigation was undertaken focusing on a 15km stretch of the FBC, between Strandfontein Pavilion and Monwabisi Coastal Resort (see Annexure A.1).

The focus of the rapid planning investigation is the following:

- To develop a concise synthesis of current strategy and policy imperatives, which inform development along the coast. (see Annexure A.2)
- To identify key development challenges and opportunities experienced within the study area. (see Annexure A.3).
- To define zones of development opportunity along the relevant section of the False Bay coastline. (see Annexure A.4).
- To identify a set of guiding principles that should inform any development proposals along this stretch of coastline.
- A detailed analysis of the local physical informants to development at identified zones of opportunity. (see Annexure A.6).

- To identify a set of local development guidelines, to be considered when planning development within the proposed coastal development nodes (see Annexure A.7).

The outcomes of the study reflect four key, but varied, coastal nodal development opportunities at the sub-regional scale including Monwabisi, Mnandi, Bluewaters and Strandfontein Pavillion nodes. It is proposed that Monwabisi and Mnandi be prioritized due to existing planning initiatives and funding allocation to these nodes. Monwabisi Coastal Node is a Neighbourhood Development Partnership Grant Project (NDPG) with funding allocated to the City of Cape Town by National Treasury. In this regard, the Spatial Planning and Urban Design Department is currently conducting an investigation into the feasibility of developing the broader coastal node. The Department of Sports, Recreation and Amenities is running a project (with NDPG support) focussed on upgrading amenities at the resort. Furthermore the Spatial Planning and Urban Design Department, in conjunction with the Presidential Urban Renewal Programme, is in the process of establishing a planning and urban design framework for the development of the Kapteinsklip precinct, including the Mnandi Resort area. The objective is to enhance the precinct as a destination place and new coastal development node. The process is currently at the prefeasibility stage, and upon completion will inform an implementation process.

It is proposed that the following guiding principles for development at the sub-regional and local scale, inform development proposals along the False Bay Coastline and within coastal development nodes respectively. These are informed by an understanding of context and planning imperatives.

- **Guiding Principle 1: Promote nodal development in identified zones of opportunity:** All development should be nodal rather than strip development and should be situated in the zones of highest opportunity as identified in the preceding analysis. These nodes include Strandfontein Pavilion, Mnandi, Monwabisi and Blue Waters coastal resorts.

- **Guiding Principle 2: Maintain a continuous east west ecological corridor:** East-west biodiversity connectivity (especially for faunal movement) must be maintained. Strandveld corridors connecting larger remnants should be a minimum of 200m wide to sustain ecological functioning. Faunal corridors of Strandveld vegetation should be a minimum of 20m wide with a buffer of 25m on either side. This amounts to a minimum combined corridor width of 70m to ensure connectivity for faunal species.

- **Guiding Principle 3: Ensure public access to and along the coast is maintained:** Public access to the coast should be a foremost consideration in any development proposal for coastal nodes. Infrastructure that facilitates public access and experience of the coastline such as boardwalks, hiking trails and viewing platforms are critical. No privatisation of the coastline to the detriment of public access to and along it should be considered.

- **Guiding Principle 4: Address inequities through promoting active, diverse and safe coastal nodes which become destination places:** The coastal nodes should become vibrant people places. The coastal nodes should be considered as distinct from each other and could reflect varying roles which should be a response to local contextual conditions and need.

  Public recreational and tourism opportunities should be the key component of the coastal nodes. Activities that maximise people's experience of the coastline are envisaged. These should aim to provide recreational, social and local economic opportunity in areas where they are greatly needed.

Residential development and intensification of underdeveloped areas should be pursued as a means to create the necessary thresholds to support such destination places.

Safety and security in respect of any development along the FBC should receive priority. High intensity mixed-use development within appropriate areas of coastal nodes should be promoted to facilitate/maximise surveillance.

- **Guiding Principle 5: Design with due regard for coastal processes:** At nodal development areas environmental constraints (wind, sand, storm surges, coastal inundation/sea level rise, etc.) and coastal processes must be key informants to development guidelines and local design considerations. In particular, shelter from the elements and maintenance of infrastructure should be afforded careful consideration to ensure sustainability from a maintenance perspective.

  Roads in an east west direction in close proximity to the frontal dune system should be avoided along this coastline as they cannot be sustainably managed, given the mobility of sand in particular. North south access roads should be promoted to provide access to coastal nodes.

  A minimum buffer of 50m from primary dune areas should be respected to ensure that development impact on coastal processes is mitigated as far as possible.

- **Guiding Principle 6: Maintain visual quality along the False Bay coast:** The scenic beauty of the FBC is a significant asset, which needs to be managed effectively. Mitigating visual impact should be given attention in visually sensitive areas.

  The scenic drive status of Baden Powell Drive should be a consideration in any development proposal and the visual impact of development along this route should be carefully considered. Furthermore, areas with the potential to enable the visual experience of the FBC by the public should be enhanced, and made secure for public enjoyment.

The rapid planning investigation also identifies informants, at the site level, which should be considered in the development of nodal development proposals. (see Annexure A.6 and A.7).

8.1. Constitutional and Policy Implications

All relevant constitutional and council policy informants have been considered in undertaking this investigation.

8.2. Environmental implications

Does your report result in any of the following:

No ☐

Yes (if yes, please complete the section below by clicking on the relevant tick boxes)

Loss of or negative impact on natural space and/or natural vegetation, rivers, vleis or wetlands?	☐	Loss of or negative impact on the city's heritage, cultural and scenic resources?	☐
An increase in waste production or concentration, pollution or water usage?	☐	Development or any construction within 500m of the coastline?	☒

Does your activity comply with the National Environmental Management Act (NEMA)?
(mark by clicking on the tick box)

Yes ☒ No ☐

Does your report complement and support the City's approved IMEP strategies?
(if yes, please select from list below by clicking on the relevant tick box)

Biodiversity Strategy and Biodiversity Network	☒	Coastal Zone Management Strategy	☒	Energy and Climate Change Strategy	☒
Environmental Education and Training Strategy	☐	Heritage Management Strategy	☐	Air Quality Management Plan	☐
Integrated Waste Management Strategy	☐	Invasive Species Strategy	☐		

Do the activities/actions arising from your report:
(if yes, please select from list below by clicking on the relevant tick box)

Enhance Cape Town's unique environmental assets?	☒	Negatively impact on Cape Town's unique environmental assets?	☐

8.3. Legal Implications

This report is an investigation into the potential for development along the False Bay Coastline. Guidelines are proposed and no steps are required to comply with any legal requirements. Legal informants, insofar as they are relevant to this environment, were taken into account as part of the preparation of the report.

8.4. Staff Implications

Does your report impact on staff resources or result in any additional staffing resources being required?

No ☒

Yes ☐

8.5. Risk Implications

Does this report and/or its recommendations expose the City to any risk?
(i.e. does it have any adverse influence on service delivery?)
No ☒
Yes ☐

8.6. Other Services Consulted

Department of Environmental Resource Management: Biodiversity Management Branch (Dr. Patricia Holmes – tel: 021 514 4170)

Department of Environmental Resource Management (Ms. Janet Bodenstein – tel: 021 487 2133

Spatial Planning and Urban Design Department: Metropolitan Spatial Planning Branch (Mrs. Anele Horn – tel: 021 400 2161)

Department of Sports, Recreation and Amenities (Mr. Joe Olivier - tel: 021 400 4181).

These departments have supported the proposed development guidelines and provided input and comment regarding this rapid planning review.

ANNEXURES

Annexure A1:	The study area (Map)
Annexure A2:	Strategy and policy imperatives
Annexure A3:	Summary of the key development challenges and opportunities
Annexure A4:	Zones of opportunity
Annexure A5:	Local informants: Coastal Nodes
Annexure A6:	Local guidelines: Coastal Nodes
Annexure A7:	Subcouncil meeting minutes

FOR FURTHER DETAILS CONTACT :

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DIRECTORATE	*Strategy and Planning*
FILE REF NO	
SIGNATURE : DIRECTOR	

☑ REPORT COMPLIANT WITH THE PROVISIONS OF COUNCIL'S DELEGATIONS, POLICIES, BY-LAWS AND ALL LEGISLATION RELATING TO THE MATTER UNDER CONSIDERATION.

LEGAL COMPLIANCE

☐ NON-COMPLIANT

COMMENT :

DATE 21 July 2009

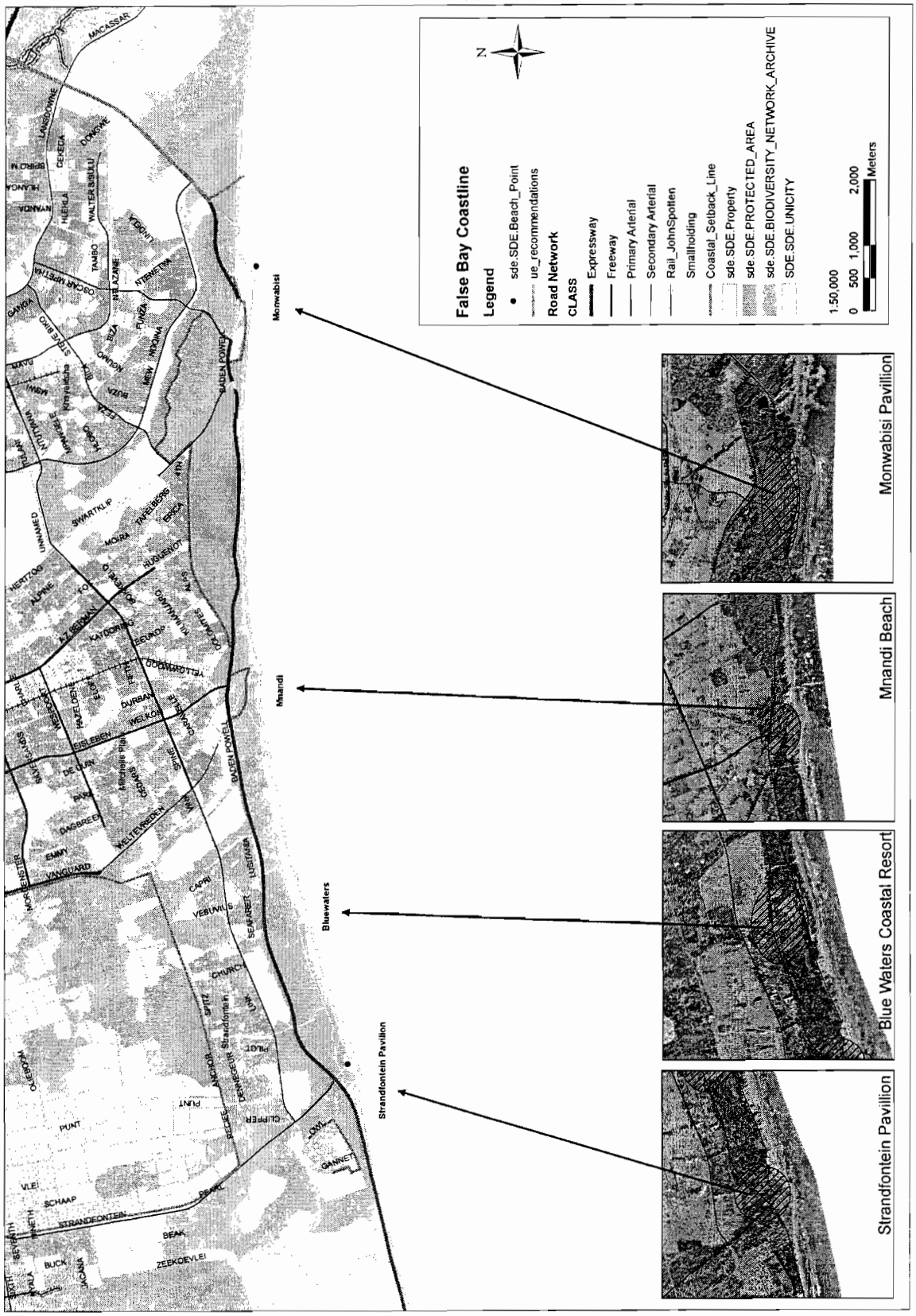
EXECUTIVE DIRECTOR
PIET VAN ZYL

Comment:

For review and approval by PEPCO.

DATE 23.07.2009

ANNEXURE A.1 – The study area



City-wide policy and planning frameworks that inform the development of the False Bay Coast include:

- Future Cape Town: An argument for the long-term spatial development of Cape Town (2006);
- City of Cape Town: Coastal Zone Management Strategy (2003);
- The Biodiversity Strategy (2003);
- Draft City of Cape Town - Coastal Development Guidelines report (2007);
- Draft City Development Edges Policy: Urban and Coastal Edge (April, 2009) and
- Draft Cape Town Spatial Development Framework and Draft District SDP/EMF Documents (Districts F and G)

All of the abovementioned documents subscribe to the vision of managing this coastline in an innovative and integrated manner that will ensure the environmentally sustainable functioning of its natural systems while optimizing its economic and social benefits (CoCT (b), 2005/06). There is also general alignment with reference to the principles relating to the "meeting of the coast."

Two key high level spatial directives emanating from the abovementioned policy and planning frameworks reviewed are clear:

- Firstly, meeting the coast should involve the creation of special people places. Celebrating the coast as a city destination place supports citywide policy imperatives of creating more great people places. Appropriate development at the coast contributes to the unique sense of place of Cape Town by creating new special places.
- Secondly, the creation of special people places should carried out while creating and maintaining a "functional coastal biodiversity corridor". We need to be mindful of the biodiversity imperatives of this significant coastal asset so that this great opportunity can be enjoyed by present and future generations.

ANNEXURE A.3 - Summary of the key development challenges and opportunities

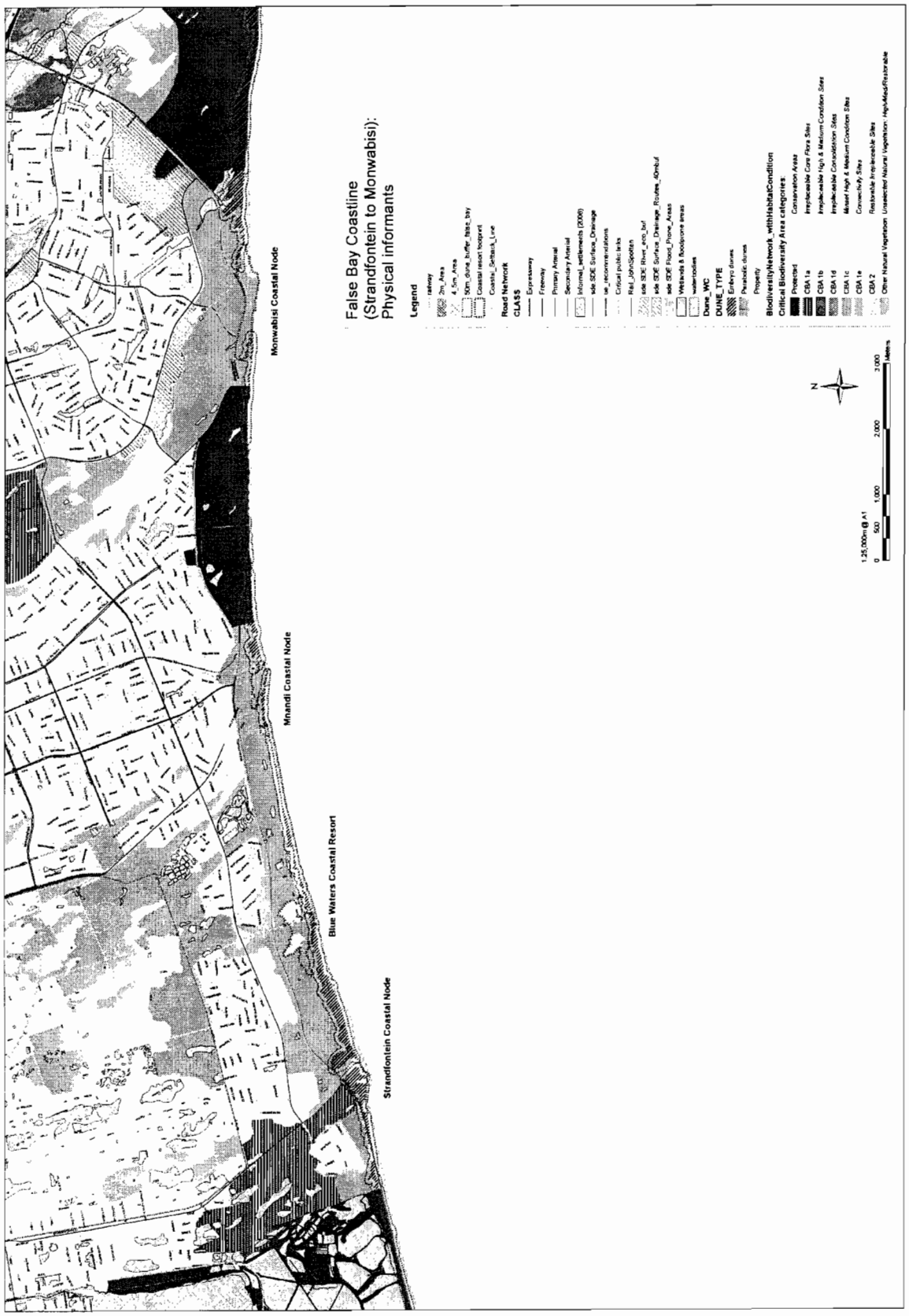
The following key development challenges and opportunities have been identified in respect of analysis of the sub-regional physical informants to development within the study area. Physical informants analyzed include coastal primary dune areas and associated buffers, coastal inundation and storm surge areas, topography, critical biodiversity areas, access and movement desire lines, settlement patterns, and existing infrastructure and coastal resort footprints (see figure below – False Bay physical informants: Strandfontein to Monwabisi).

(i) Challenges

- Achieving balance between the need for development and the maintenance of the integrity of a biodiversity corridor and other biophysical systems is a key challenge. Maintaining and enhancing a green corridor along the False Bay coast is seen as critical given the City wide importance of the False Bay coastline as one of the last remaining major ecological corridors.
- Limited physical linkage between communities and existing underdeveloped coastal recreation areas needs to be addressed. Development aimed at creating better access to the coast should actively seek means to create more accessible, safer and mixed use destination places that are sustainable and that enhance communities" (particularly poor communities) experience of the coastline.
- The inherent tension between the need to protect nature areas and the imperative to meet the coast to create 'great people places' requires careful consideration in determining guidelines for development in coastal nodes.
- Lack of safety and security along the FBC and particularly at existing coastal recreation nodes is a significant constraint. Mono-functionality of the existing resorts results in limited thresholds in terms of the users of these areas throughout the year.
- Land invasion, especially between Monwabisi and Khayelitsha remains a risk given the uncertainty over the future of this area. Ever-increasing levels of urbanisation and an escalating housing backlog means that land invasion will increase over time.

(ii) Opportunities

- Maintaining the integrity of the False Bay coastal biodiversity corridor between coastal development areas presents key recreational opportunities such as recreational walks on hiking trails and boardwalks, environmental education, lookout points and scenic views etc. The minimum corridor width for Dune Strandveld vegetation connecting larger remnants is 200m, with an accepted width of 70m to maintain connectivity for faunal movement where the east-west corridor intersects with coastal development nodes.
- Higher intensity activities of a mixed-use nature at coastal nodes could create the necessary preconditions to promote thresholds to support well functioning destination places. This will have a positive impact on the current safety and security challenge. Disturbed areas and existing infrastructure at coastal resorts present opportunities for higher intensity mixed land uses.
- Baden Powell Drive is identified as a scenic drive. Appropriate development at certain coastal nodes along its length could create destination points along its course, thereby further enhancing the functionality of the route as a scenic route. The City of Cape Town: Scenic policy guidelines should be considered when compiling detailed planning frameworks for identified zones of opportunity.
- Sea-level rise is a real threat to all coastal areas, both natural and developed. However, the advantage of the False Bay Coastline lies in the primary dune systems, which provides protection to areas landward of the dunes. Design and development with due regard for coastal processes will enable sustainable development along the False Bay Coast.


False Bay Coastline
(Strandfontein to Monwabisi):
Physical informants
Legend
railway
2m_Area
4.5m_Area
50m_dune_buffer_false_bay
Coastal resort footprint
Coastal_Setback_Line
Road Network
CLASS
Expressway
Freeway
Primary Arterial
Secondary Arterial
Informal_settlements (2006)
sde.SDE.Surface_Drainage
we_reconnaissance
Critical public links
Rail_JohnSpotten
sde.SDE.River_and_buf
sde.SDE.Surface_Drainage_Routes_40mbuf
sde.SDE.Flood_Prone_Areas
Wetlands & floodplains areas
waterbodies
Dune_WC
DUNE_TYPE
Embryo dunes
Parabolic dunes
Property
BiodiversityNetwork_withHabitatCondition
Critical Biodiversity Area categories:
Protected
Conservation Areas
CBA 1a
Irreplaceable Core Flora Sites
CBA 1b
Irreplaceable High & Medium Condition Sites
CBA 1d
Irreplaceable Consolidation Sites
CBA 1c
Mixed High & Medium Condition Sites
CBA 1e
Connectivity Sites
CBA 2
Restorable Irreplaceable Sites
Other Natural Vegetation
Unrestricted Natural Vegetation: High/Med/Restorable
N
1:25,000 @ A1
0
500
1,000
2,000
3,000
Meters
Monwabisi Coastal Node
Mnandi Coastal Node
Blue Waters Coastal Resort
Strandfontein Coastal Node

ANNEXURE A.4 – Zones of opportunity

Taking into consideration the key challenges and opportunities, as well as the key policy and planning imperatives, it is apparent that specific zones of opportunity can be identified. Each of the zones shares a number of common characteristics in that they are areas in which the key opportunities identified are present. They present opportunities to optimise meeting the coast in a manner that respects existing natural systems and maximises linkages with adjacent communities.

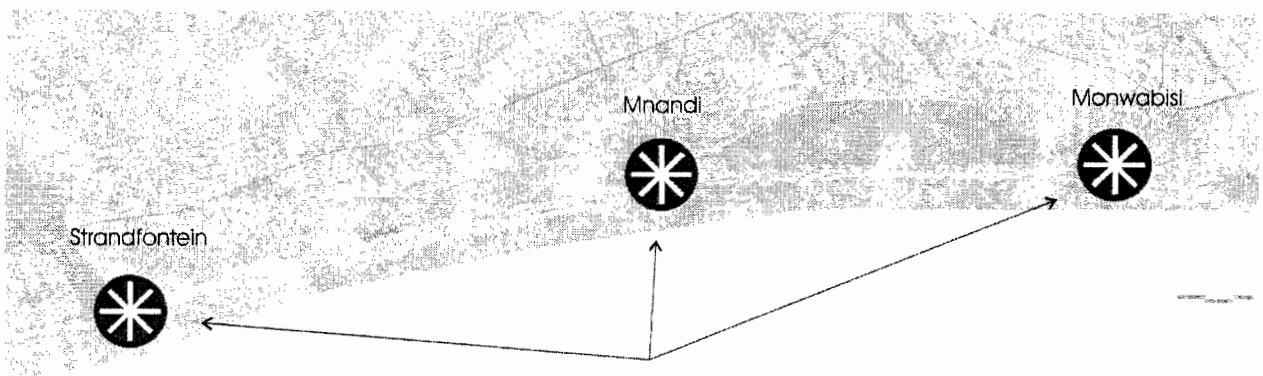
The rationale for identifying these coastal development zones includes:

- Areas that will facilitate nodal development at the coast as opposed to strip development
- Focussing on existing areas of environmental disturbance and existing infrastructure.
- Minimising potential impacts on dynamic coastal processes and critical biodiversity remnants.
- Capitalising on areas with high levels of accessibility within the study area (transport routes of sub-metropolitan and metropolitan significance)

The zones of higher intensity coastal development opportunity include (see figure below – coastal development zones of opportunity):

- Strandfontein Pavilion
- Mnandi Beach Resort,
- Monwabisi Coastal Resort.

It is envisaged that these locations accommodate high intensity mixed use activities that promote the creation of higher intensity destination places in meeting the False Bay coast. Blue Waters Resort and Promenade represents a lower intensity coastal development zone of opportunity due to its suitability (less accessible, more exposed to environmental processes etc) as a predominantly recreation and tourism node.



Coastal Development Zones
of Opportunity

ANNEXURE A.5 – Local Informants: Coastal Nodes

The following section is an extract from the False Bay Coastal Investigation technical report, which identifies the local physical informants in relation to identified zones of opportunity. These informants form the basis for determining development guidelines for each of the coastal nodes.

A.5.1 Monwabisi Coastal Node

At the local scale the following informants are applicable (refer to figure A.5.1):

- Relief (steep hill slopes; gentle slopes)

Most of the landscape in this zone consists of undulating plains. A larger dune ridge is situated to the immediate south of Mew Way, extending southwards from Monwabisi Park informal settlement to the primary dune system to the east of Monwabisi Resort. The area to the north of Mowabisi Resort on the landward side of Baden Powell Drive is of a gentler gradient, and may be better suited to development.

- Primary dunes

The extent of primary/embryonic dunes is limited within the Monwabisi Coastal Node area as this part of the coastline is made predominantly of rocky outcrops. There has been limited development in proximity to these dunes, thus they are in a relatively good condition. Future development should continue to respect a 50m buffer from primary dune areas.

- Flood prone areas

Due to the levels of protection provided by the primary dune system and the rocky coastline at Monwabisi Coastal Node, the area is at low risk from inundation and storm surge flooding. A stormwater detention pond exists south of Enkanini Informal Settlement, between Mew Way and Baden Powell Drive. The seepage from the detention pond flows southwards towards the ocean to the east of Monwabisi Resort.

- Green links

'High & medium condition' biodiversity sites are located within the Monwabisi Coastal Node. Ecological corridor linkages are required in this area to maintain biodiversity connectivity

- Movement desire lines

A strong desire line of movement exists between Monwabisi Park informal settlement and Monwabisi Resort. This desire line extends through harsh natural terrain and presents the opportunity to provide direct access with active land use interfaces fronting onto it.

- Informal settlements

The expansion of Monwabisi Park informal settlement south of Khayelitsha, on the seaward side of Mew Way, has resulted in increased development pressure on the biodiversity corridor at Monwabisi Coastal Node. Since Baden Powell runs relatively close to the coast at Monwabisi Coastal Node, it has been easier for informal settlements to expand southwards towards the coast.

- Existing areas of disturbance

Facilities existing at the resort include the beach and tidal pool area, an administration office, braai facilities, and a caravan park and overnight chalets. The footprint of Monwabisi Coastal Node is quite extensive due to the overnight camping facilities and chalets and other day recreation facilities.

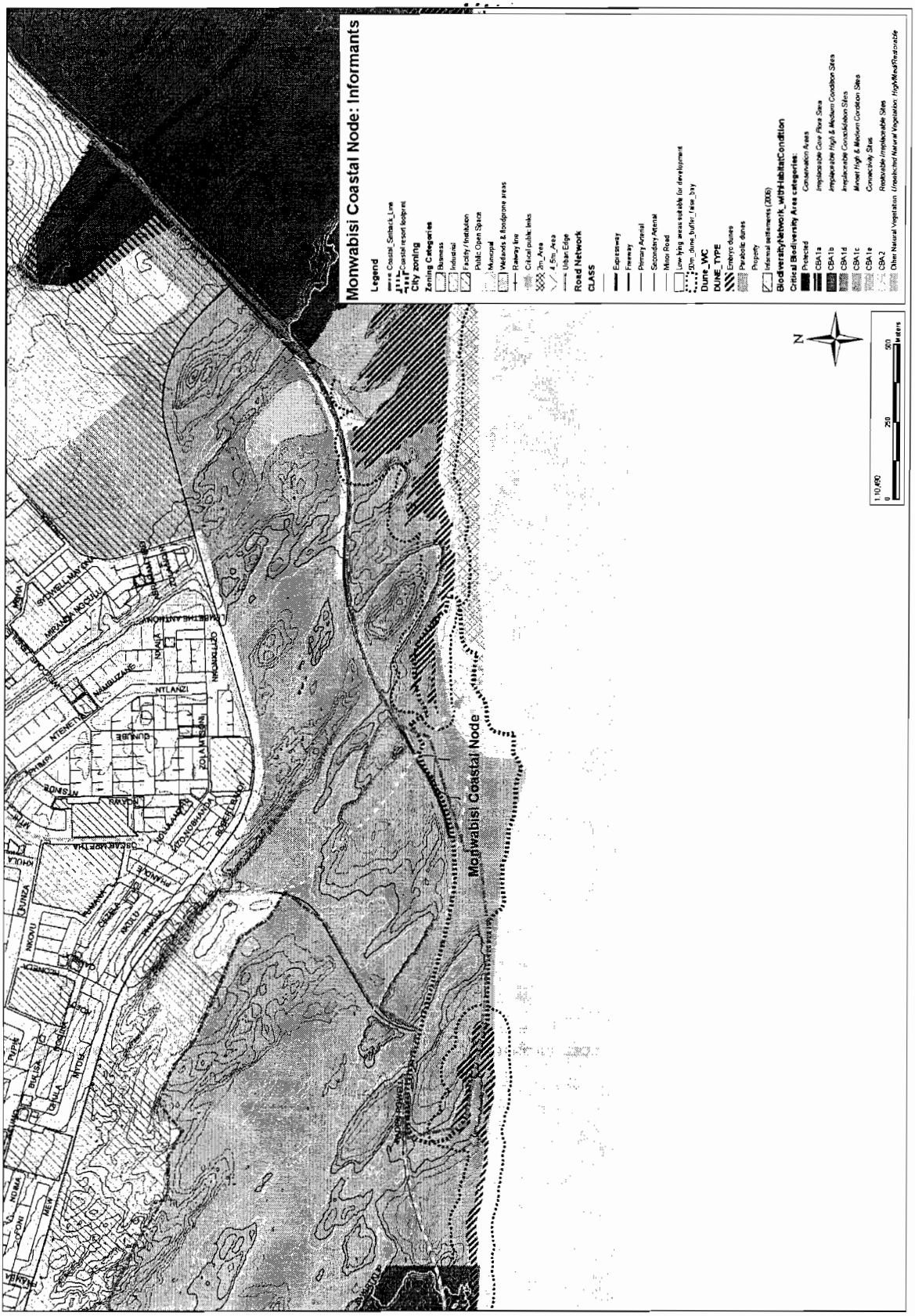


Figure A.5.1: Monwabisi Coastal Node - Informants

A.5.2 Mnandi Coastal Node

At the local scale the following informants are applicable (refer to figure A.5.2):

- Relief (steep hill slopes; gentle slopes)

Steep dune slopes exist within the Mnandi precinct, separating Mnandi coastal node from Kapteinsklip. The existence of these steep dune slopes reinforces the scenic quality of Baden Powell Drive.

- Primary dunes

Primary/embryonic dunes are not prevalent within the Mnandi Coastal Node area as this part of the coastline comprises predominantly rocky outcrops. Impact levels on existing primary dunes are low to moderate due to limited development impact.

- Flood prone areas

Due to the levels of protection provided by the primary dune system and the rocky coastline at Mnandi Coastal Node, the area is at low risk from inundation and storm surge flooding.

- Green links

The Mnandi Coastal Node is located within a 'high & medium condition' biodiversity site. An east-west ecological corridor linkage needs to be determined in this area to maintain biodiversity connectivity. A corridor link may be most appropriate along the southern boundary of Baden Powell Drive since this area is mostly covered by steep hill slopes.

- Movement desire lines

A strong desire line exists between Kapteinsklip Station and Mnandi Coastal Node. This desire line is enhanced by the pedestrian bridge linking these precincts across Baden Powell Drive. However, since there is no form of activity along this desire line, pedestrian movement during times of low activity is unsafe.

- Informal settlements

A small informal settlement exists on City-owned land north of Baden Powell Drive in close proximity of Kapteinsklip Station. Since there is no immediate planning for the area, the potential expansion of this informal settlement is a quite tangible threat to future development within the node.

- Existing areas of disturbance

Existing facilities available at the resort include the Mnandi Blue Flag Beach area, day recreation facilities, and extensive parking facilities. Facilities are scattered throughout the Mnandi Coastal Node are in relatively good condition and are in keeping with the standard of Mnandi Blue Flag Beach.

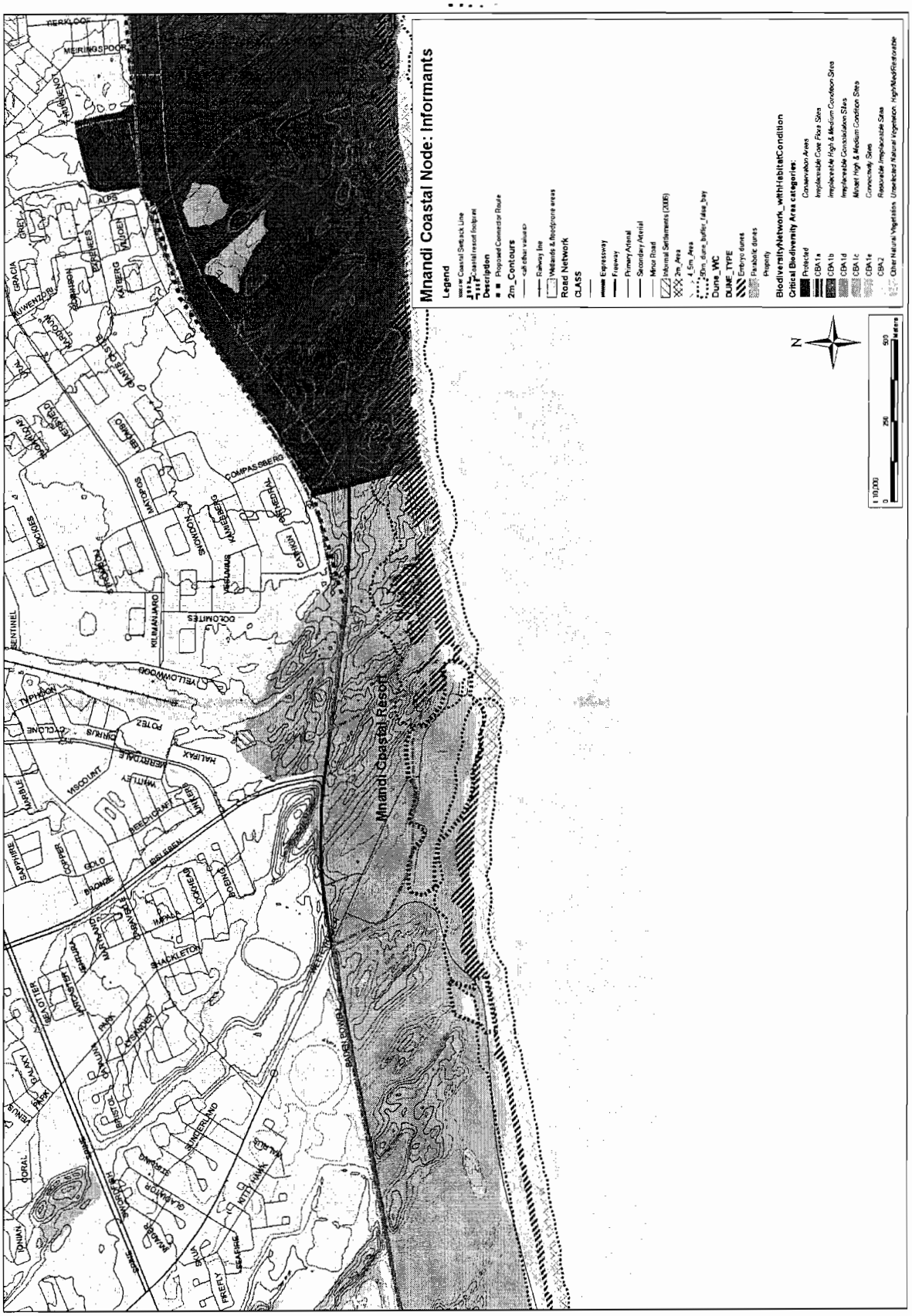


Figure A.5.2: Mnandi Coastal Node - Informants

A.5.3 Strandfontein Pavilion Coastal Node

At the local scale the following informants are applicable (refer to figure A.5.3):

- Relief (steep hill slopes; gentle slopes)

Relief is a significant informant to areas suitable for development. 2m contours, used to analyze the relief for the area indicate that steep slopes exist along the eastern side of Strandfontein Road (between Spine Road and Baden Powell Drive), with the primary ridge lines extending northwards into the False Bay Ecology Park and into Philippi.

Other slopes exist to the east of Strandfontein Sports Complex. These are major informants to the determination of functional ecological corridor links. Areas of gentler gradient should be considered more for development.

- Primary dunes

Primary/embryonic dunes are prevalent within the Strandfontein Resort area. These areas are partially vegetated and dissected by roads. Primary dunes have been moderately impacted on by urban development within the coastal node.

- Flood prone areas

Low-lying areas prone to flooding exist south of the Strandfontein Sports Complex. However, these are isolated depressions which do not form part of any larger watercourses or wetland systems.

Certain areas within the existing Strandfontein Resort footprint are prone to inundation during storm surges. However, the impacts of storm surges on the coastal node are moderate due to the integrity of the primary dune system.

- Green links

Parts of the Strandfontein Coastal Node are identified as 'high & medium condition' sites (refer to figure 6). These sites are selected areas in terms of national biodiversity targets. They require further articulation in terms of functional ecological connectivity in terms of physical analysis of the area.

- Movement desire lines

Currently, the coastal node is dislocated from the Strandfontein Community. Pedestrian and NMT links are virtually non-existent. However, footpaths are visible between the pavilion area and Strandfontein Sports Complex.

In addition, Camp Street is a tarred road, which provides vehicular access to Strandfontein coastal node. Camp Street does not provide vehicular access onto Baden Powell Drive as it passes underneath it. Other desire lines to the coast are visible from Pelikan Heights. It is most likely that these are unsafe passages for pedestrians.

- Informal settlements

A small informal settlement exists on City-owned land north of Baden Powell Drive and west of Camp Street. Since there is no immediate planning for the area, the potential expansion of this informal settlement presents a tangible threat to land suitable for development as well as the existing biodiversity corridor.

- Existing areas of disturbance

The existing Strandfontein coastal resort footprint constitutes an area of existing disturbance and could present opportunities for development. Existing facilities available at the resort include a tidal pool, a concrete berm/windbreak, a beach office, ablution facilities, and substantial parking

facilities. Structures are scattered throughout the resort area with extensive grass embankments in between.

Figure A.5.3: Strandfontein Coastal Node - Informants

A.5.4 Blue Waters Coastal Resort

At the local scale the following informants are applicable (refer to figure A.5.4):

- Relief (steep hill slopes; gentle slopes)

This section of the FBC is a relatively flat plain. Blue Waters Coastal Resort is partially protected by the parabolic dunes in the coastal zone, which provide sheltered from cold on-shore winds at night. Most of the Blue Waters overnight accommodation (chalets and camping areas) are found within this protected zone.

- Primary dunes

Extensive embryonic dune systems defend this stretch of the coast. However, these are significantly impacted on by built infrastructure. The Middelbank Promenade area is situated directly within the primary dune system up to the high water mark. In addition, Lukannon Drive, linking Strandfontein and Mnandi Coastal Nodes, and providing access to Blue waters Resort, dissects the Primary dune system and is often covered by windblown sand.

- Flood prone areas

The coastal zone at Blue Waters is fairly well protected from inundation by the primary dune system. There are a few isolated depressions on the landward side of the dunes which are prone to flooding.

- Green links

With the exception of the Blue Waters Resort area, this stretch of the coastal zone is identified as a 'high & medium condition' site. These sites are selected areas in terms of national biodiversity targets. They require further articulation in terms of functional ecological connectivity in terms of physical analysis of the area.

It is proposed that the existing resort footprint be rationalised to a more contained and manageable size. This will free up more land for rehabilitation of natural vegetation.

- Movement desire lines

Like Camp Street to the west of Blue Waters, Nautilus Road is an underpass with no road access being provided onto Baden Powell Drive. Nautilus Road to the east of Blue Waters provides direct access from Strandfontein to the coast.

At present, road access to Blue Waters Resort can only be obtained via Lukannon Drive between Strandfontein and Mnandi Coastal Nodes. This is problematic as Lukannon Drive is plagued by windblown sand, which has to be cleared regularly to keep the road open. This road is also unsafe, especially at night, as there is no lighting and there is very little activity apart from fishermen.

Salerno Way, which extends from Spine Road to Baden Powell Drive, is viewed as a critical movement desire line. The possible extension of Salerno Way to meet the road infrastructure at Blue Waters Resport would provide the opportunity for access to the Resort to be obtained from Baden Powell Drive.

- Existing areas of disturbance

Blue Waters is a predominantly recreational node. Infrastructure at Blue Waters Resort is currently scattered over a large footprint. The level of disturbance is moderate. Existing facilities and activities include a caravan park and chalets, staff housing, Department of Sports, Recreation and Amenities district offices, Blue Waters Life Saving Club (Beach area), braai areas on the seaward side of Lukannon Drive (Beach area).

The Blue Waters Resort was developed under the Apartheid Separate Amenities Act, No. 49 of 1953, which forced 'non-white' persons to use the resort, with the result of a false market being created for it. These days the resort is not seen as an attraction for most middle income holiday-makers. However, there is still some level of usage by the lower income segment of the market. More recently, a temporary refugee camp has been established to accommodate the overflow of foreign migrants to the city.

Structures are scattered over a large footprint, making inefficient use of available land. Extensive grassed areas exist on the periphery used for camping and daily recreation activities such as braaing and picnicking. Only certain portions of these areas are being maintained, while others have been overgrown with natural vegetation.

Infrastructure at Blue Waters Promenade area is a significant disturbance to coastal processes, especially embryonic dune movement. The promenade is highly visible and the towers are used as lookout points. This area is especially prone to vandalism (graffiti, theft, etc.) and vagrancy due to the general lack of activity limited to fishermen. There are a number of under-utilised parking areas along Lukannon Drive.

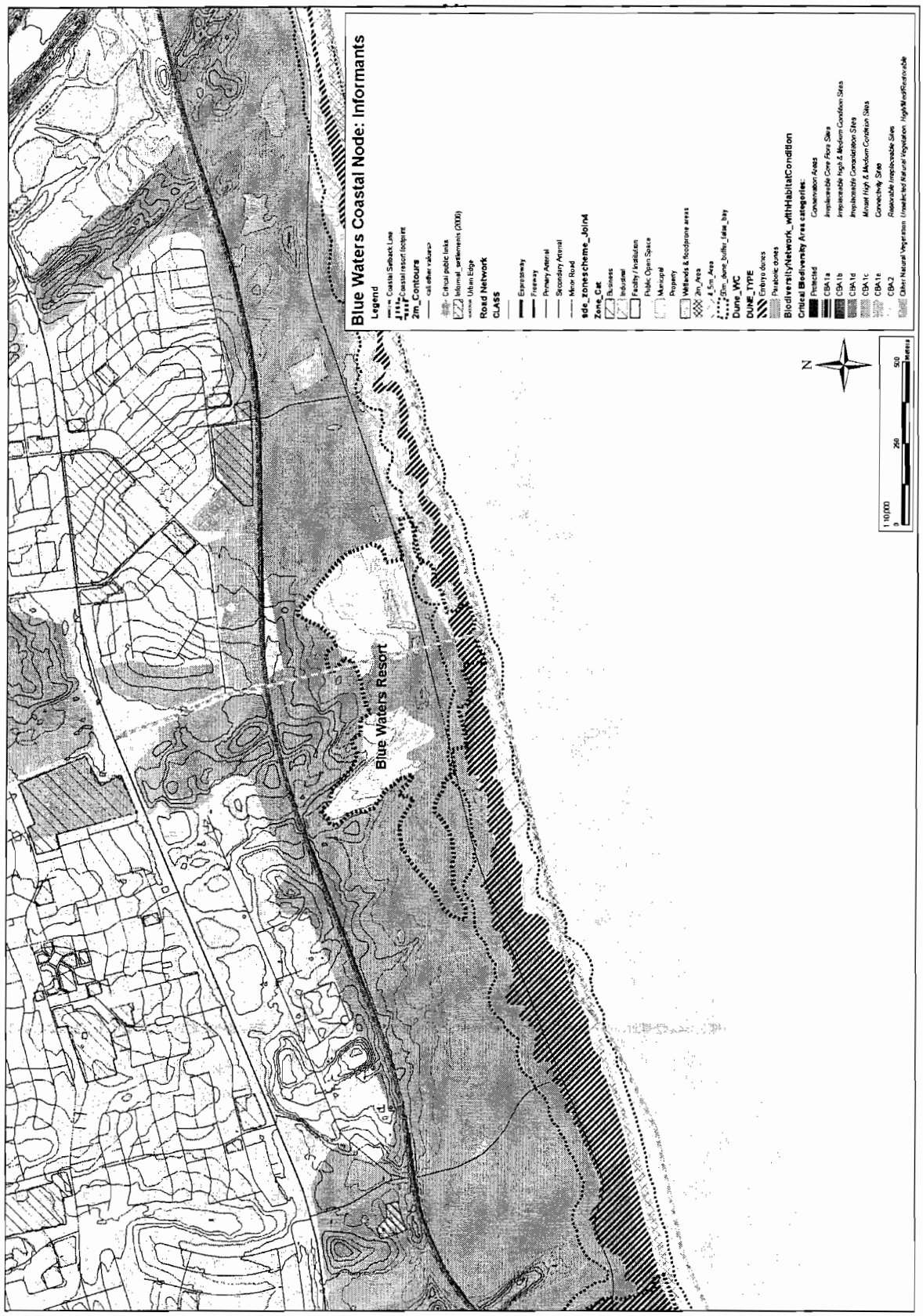


Figure A.5.4: Blue Waters Coastal Node - Informants

Annexure A.6 - Local Guidelines: Coastal Nodes

The purpose of this section is to provide localised development guidelines that reflect an understanding of the local context of the proposed coastal development nodes.

A.6.1 Monwabisi Resort

Local guidelines are developed in terms of generalised sub-regional guidelines for development (refer to figure A.6.1):

(1) Maintain a continuous east-west biodiversity corridor

a. Any development proposals in relation to the node should maintain and enhance a functional green link connecting Wolfgat Nature Reserve and Macassar Dunes Nature Reserve, running along the southern edge of Monwabisi Park Informal Settlement.
b. The biodiversity corridor should extend along the major dune ridge in a south-easterly direction towards the eastern edge of the Monwabisi Coastal Node.

(2) Ensure public access to and along the coast is maintained

a. A new access to the resort area off Oscar Mpetha Road, should be considered to provide direction public access to the focal point of the resort area tidal pool).
b. Safe north-south pedestrian movement should be prioritized between Khayelitsha and the resort area as part of any development proposals.
c. Any development proposal should enhance opportunity for public access along the coastline. This should be focussed on clearly demarcated footpaths designed so as to reduce impact on sensitive environments.

(3) Promote active, diverse and safe coastal nodes which become destination places

a. Promote active multi-functional places supporting higher thresholds for public services and public facilities:

- The broader nodal area should be developed as a high density mixed use coastal node linked to Khayelitsha via a development corridor. This type of development should occur in identified areas to the north of Baden Powell Drive.

b. Safe public destination places which promote tourism development

- Development within the existing resort footprint of Monwabisi should the focus on public facilities, tourism infrastructure which could include low impact or sensitively designed overnight accommodation. This development should contribute to the destination role of the resort.
- Existing resort buildings should be upgraded or reused where appropriate.

(4) Design with due regard for coastal processes

a. The beach area around the tidal pool as well as grass areas within the primary dune system should be rehabilitated. Protected natural dune corridors should serve as connectors of protected areas.
b. Active open space activities should be used as transitional areas between natural areas and urban development.
c. New development should avoid sensitive areas around the coastal cliffs to the west of the resort area.

(5) Maintain visual quality along the False Bay coast

a. The visual sensitivity of the Baden Powell scenic drive should be responded to when developing in proximity of this alignment.

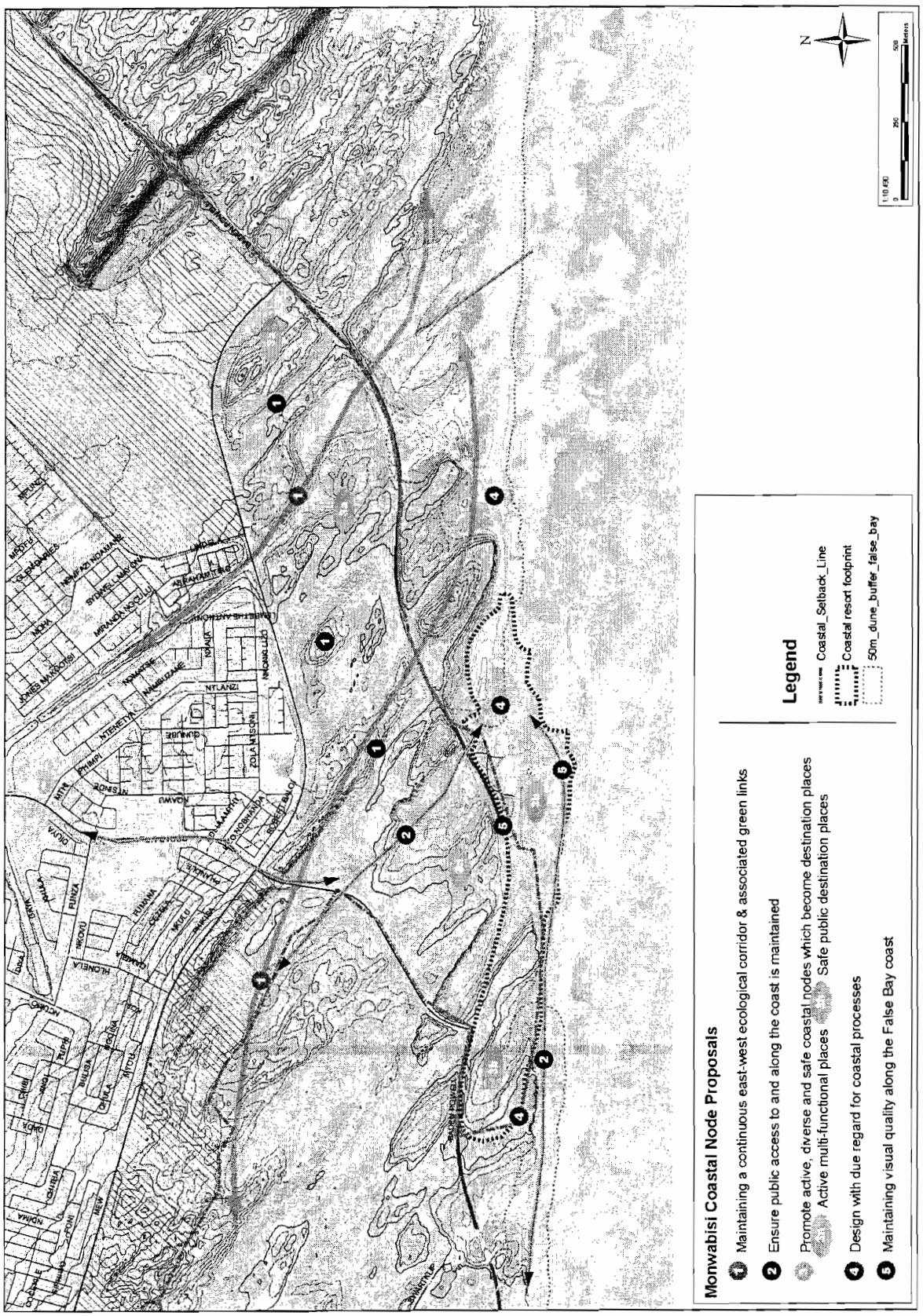


Figure A.6.1: Monwabisi Coastal Node - Proposals

A.6.2 Mnandi

Local guidelines are developed in terms of generalised sub-regional guidelines for development (refer to figure A.6.2):

(1) Maintain a continuous east-west biodiversity corridor

a. An east-west biodiversity link along the southern edge of Baden Powell Drive should be maintained. This alignment coincides with the major dune ridge running through Mnandi Coastal Node.
b. Biodiversity outside the coastal node between Baden Powell Drive and the high water mark should be protected. This includes embryonic dunes within this area.

(2) Ensure public access to and along the coast is maintained

a. NMT access from Kapteinsklip Station to Mnandi Coastal Node should be enabled and strengthened by new development within the precinct.
b. Public access along the coastline should be retained as an integral element of the any development proposal.

(3) Promote active, diverse and safe coastal nodes which become destination places

3a Active multi-functional places supporting higher thresholds for public services and public facilities:

- Land north of Baden Powell Drive (Kapteinsklip Station Precinct) should be developed in accordance with transit-oriented development principles to encourage a vibrant mixed use station precinct.
- Development relating to the resort area should include higher intensity mixed use activity promoting increased activity within the coastal node. Positive relationships should be ensured between development and upgraded public areas (resort and beachfront areas).

3b Safe public destination places which promote tourism development

- The existing resort footprint of Mnandi should be upgraded and public spaces and facilities enhanced with low intensity recreational and tourism infrastructure. This will reinforce the status of Mnandi Beach as a 'blue flag' beach and increase the tourism potential of the area.

(4) Design with due regard for coastal processes

a. The major dune ridge running in a south-easterly direction from the eastern section of Mnandi Coastal Node to the Baden Powell/Eisleben t-junction should be protected.
b. Embryonic dunes as well as the identified 50m dune buffer should be protected from any urban development. Therefore, development along the southern edge of the resort area should be managed to facilitate an appropriate transition between urban development and the coast.
c. The possible partial closure of Lukannon Drive should be investigated to encourage the rehabilitation of the embryonic dune system along this stretch of the coast and reinforce north-south links as the access to the coast.

(5) Maintain visual quality along the False Bay coast

a. The visual sensitivity of Baden Powell Drive should be adhered to by wrapping development around the existing Mnandi Resort footprint.

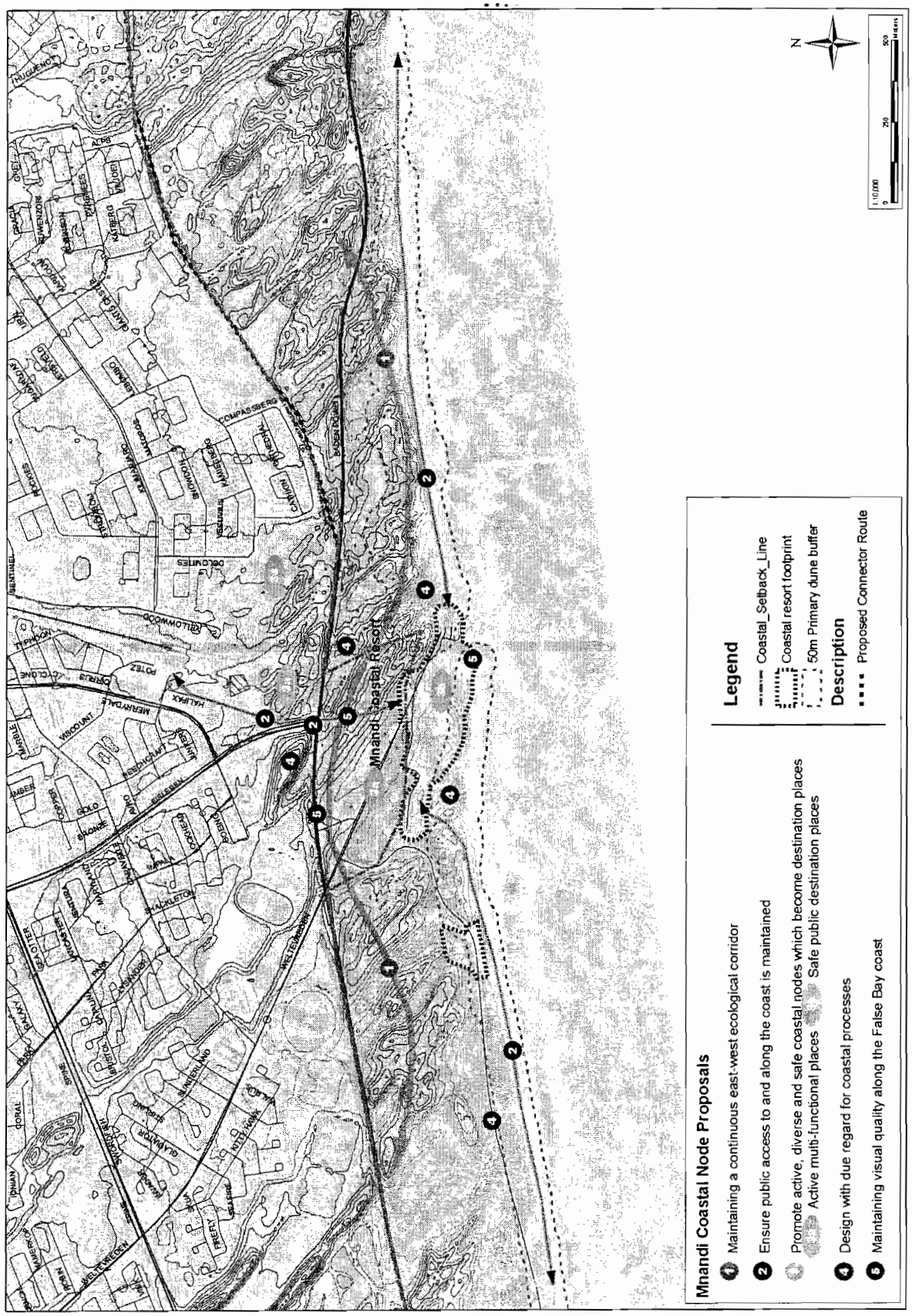


Figure A.6.2: Mnandi Coastal Node - Proposals

A.6.3 Strandfontein

Local guidelines are developed in terms of generalised sub-regional guidelines for development (refer to figure A.6.3):

(1) Maintain a continuous east-west biodiversity corridor

a. An east west biodiversity corridor should be maintained in the area between the eastern edges of Pelican Heights and the Strandfontein Sports Complex, and the southern edge of Pelikan Heights and the high water mark up to Strandfontein Coastal Node. The corridor should also include the dune ridge running between Strandfontein Road and the western boundary of the Strandfontein Sports Complex. The alignment of the biodiversity corridor should run along the seaward side of Baden Powell Drive where it intersects with Strandfontein Coastal Node, and continue along the landward side of the primary dune to the east of the coastal node.

(2) Ensure public access to and along the coast is maintained

a. NMT access between Strandfontein Sports Complex and Strandfontein Coastal Node should be enabled by new development in and around the resort area.
b. Public access along the coastline should be retained as an integral element of the development proposal

(3) Promote active, diverse and safe coastal nodes which become destination places

3a Active multi-functional places supporting higher thresholds for public services and public facilities:

- South of Spine Road, North of Baden Powell Drive, west of Camp Road and east of the dune, and adjacent to the eastern edge of the Strandfontein Sports Complex.
- East of the ridge, which is adjacent to the eastern edge of Strandfontein Road, south of the southern boundary of the Strandfontein Sports complex, north of Baden Powell Drive and west of the dune ridge identified east of the Strandfontein Sports complex.
- West of Camp Road, south of Baden Powell Road and north of the proposed east west green link (which is proposed approximately 50m north of Lukannon Drive), east of the existing eastern edge of the coastal resort and
- The area east of Camp Road, south of Spine Road and north of Baden Powell Drive comprises underdeveloped land which is home to various public institutions. The land is owned by the City of Cape Town and is leased to these institutions. The ad hoc and disjointed nature of the development has resulted in sub-optimal use of the land and thus it is proposed that the land is redeveloped and land uses intensified. This should be a mixed use precinct.

3b Safe public destination places which promote tourism development

- Urban development should seek to create a positive interface and well defined edge to the Strandfontein sports complex.
- Low intensity recreational and tourism infrastructure should focus within the disturbed area within the resort footprint.

(4) Design with due regard for coastal processes

a. Major dune ridges running along the eastern edge of Strandfontein Road between Strandfontein Road and the western edge of the Strandfontein Sports Complex and and to the western edge of the Strandfontein Sports Complex south of Spine Road and north of Baden Powell Drive should not be developed.
b. The embryonic dune, as well as a 50m buffer adjacent to the dune which has been identified along the entire length of the stretch of coastline in proximity to the Strandfontein node should be protected from any urban development.

c. The dune system and its restoration should be an integral part of the proposed recreational and tourism infrastructure proposed at the existing coastal resort.
d. The partial closure of Lukannon drive and facilitating access to the existing resort via a north south link should be considered.

(5) Maintain visual quality along the False Bay coast

a. The development of Strandfontein resort should celebrate its role as a gateway to the coast. Design should be sensitive to the role of Baden Powell Drive as a scenic drive.

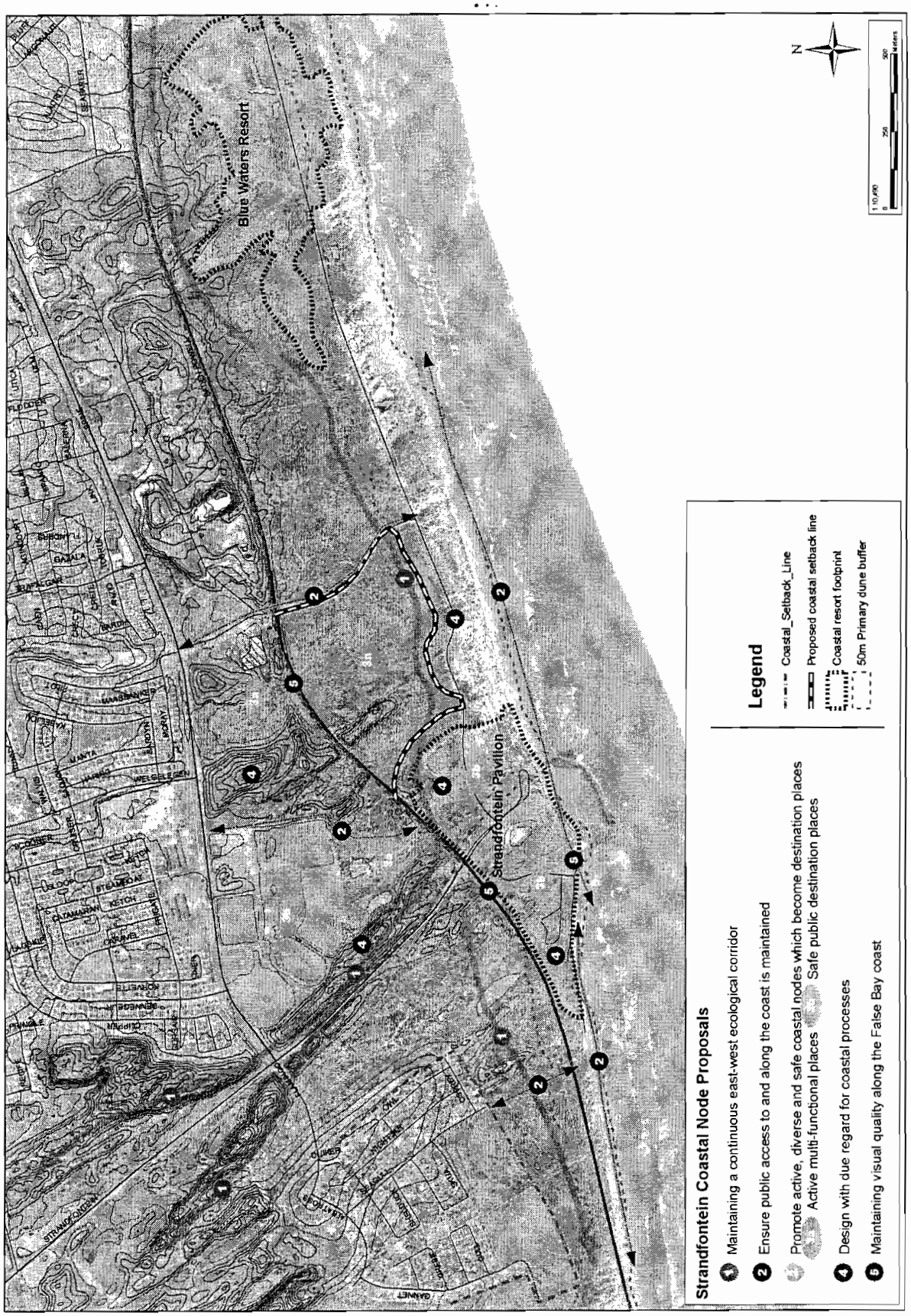


Figure A.6.3: Strandfontein Coastal Node - Proposals

A.6.4 Blue Waters Resort

The characteristics of the Blue Waters resort are distinctly different from the other three coastal development zones discussed. It is recommended that the Blue Waters Resort should remain a community resort which is easily accessible, particularly to local residents of the adjacent residential areas. Improvements should be made to existing resort infrastructure and beach facilities (refer to figure A.6.4).

(1) Maintain a continuous east-west biodiversity corridor

a. Essentially, the entire strip of the coastal zone on the seaward side of Baden Powell Drive between Strandfontein and Mnandi Coastal Nodes should be identified as a green corridor link, with Blue Waters Resort continuing to function within this link.

(2) Ensure public access to and along the coast is maintained

a. Consideration should be given to extending Salerno Way from Baden Powell Drive to meet the coast, in order to increase local access to the resort.
b. Consideration should be given to linking Salerno Street link with existing road infrastructure at the Department of Sports, Recreation and Amenities district offices, and provide north-south access to the coast at Blue Waters Promenade in order to provide direct and safer access to the resort and beach areas off Baden Powell Drive.
c. Camp and Nautilus Streets are existing north-south road links providing direct access to the coast for the residents of Strandfontein. Parking areas with ablution facilities should be provided on the landward side of the primary dune area, with boardwalks linking parking areas with the beach.
d. Any development proposals should maintain public access along the coast (e.g. through the provision of a structured east-west coastal pedestrian walkway).

(3) Promote active, diverse and safe coastal nodes which become destination places

3a Active multi-functional places supporting higher thresholds for public services and public facilities:

- Due to the role of Blue Waters Resort as a low intensity recreational node, no high intensity development is proposed.

3b Safe public destination places which promote tourism development

- Development should focus on upgrading and consolidation of existing infrastructure within the report footprint with a focus on tourism and recreation infrastructure.
- Consolidation of infrastructure should enable the shrinking of the grassed resort area and the re-establishment of natural vegetation (within areas such as the camp site).
- Consideration should be given to upgrading the chalet area and potential increased development of tourism accommodation in a low impact manner..
- The current main entrance to Blue Waters along Lukannon Drive is seen as a gateway precinct to the entire node. Consideration should be given to appropriately enhancing this precinct by means of landscaping (parking areas and visible signage) and high quality public recreation areas to maximise the public experience and promote tourism.

(4) Design with due regard for coastal processes

a. The existing resort footprint should be consolidated in order to restore under-utilised areas to their natural state, ensure more efficient use of land to facilitate the development of a higher quality multi-functional public destination place.
b. Consideration should be given to the closure of Lukannon Drive between Strandfontein and Mnandi Coastal Nodes, and the rationalisation of parking and ablution facilities along its

length to north-south road links to reduce the development impact of infrastructure on the primary dune system and also to minimise the maintenance costs.

(5) Maintain visual quality along the False Bay coast

a. The visual quality of the area should be maintained and enhanced where possible. To this extent, consideration should be given to investigation the potential of the little 'koppie' to the south-west of the district offices, as well as the towers at Blue Waters Promenade as public lookout points.
b. The visual sensitivity of the Baden Powell scenic drive should be responded to when developing in proximity of this alignment.

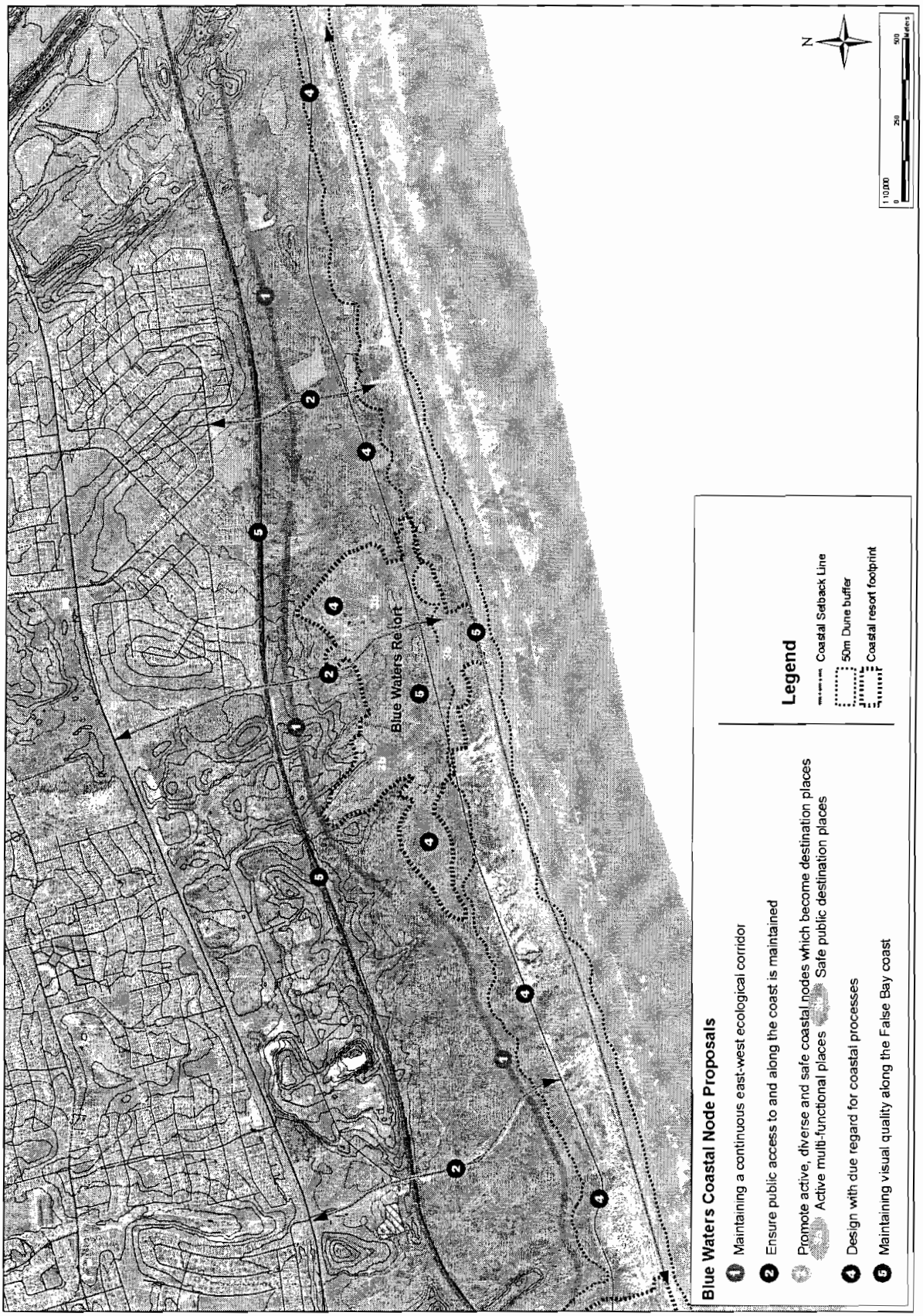


Figure A.6.4: Blue Waters Coastal Node – Proposals

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Agenda Item No	10SUB10/05/09
Subject	RAPID PLANNING REVIEW OF POTENTIAL FUTURE DEVELOPMENT AREAS ALONG FALSE BAY COASTLINE (DISTRICTS G 7 F)
SubCouncil	Charlotte Maxeke SubCouncil
Meeting Date	Monday, May 18, 2009
Resolution	;#Noted;#
Date Closed	Saturday, May 30, 2009

Resolution Detail

Mr Siwisa mentioned that he attended Sub-council 12 meeting and Mitchell's Plain people have been very vocal about development of False Bay coast line and it will also benefit the community of Khayelitsha since the document is submitted to this Sub-council for comments before it can be submitted to PEPCO for endorsement as per recommendations.

Resolved that

The report be noted by Sub-council 10.

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Agenda Item No	12SUB12/04/09
Subject	RAPID PLANNING REVIEW OF POTENTIAL FUTURE DEVELOOPMENT AREAS ALONG FALSE BAY COASTLINE (DISTRICTS G & F)
SubCouncil	Mitchells Plain SubCouncil
Meeting Date	Thursday, April 30, 2009
Resolution	;#Noted;#
Date Closed	Thursday, April 30, 2009

Resolution Detail

This item was dealt with item 12SUB08/04/09

Action: Refer to L Boyd (author)

Annexure B

A preliminary assessment towards a Coastal Access Management Plan for the City of Cape Town in terms of section 18(1) of the Integrated Coastal Management (ICM) Act (No. 24 of 2008)

Contents

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1. Introduction

Cape Town's coastline is approximately 307km in length, making it the largest coastal metropolis in South Africa. The coastline of Cape Town extends from Silwerstroomstrand (18˚20'34.959"E and 33˚34'14.994"S) on the west coast to just south of Kogelbaai (18˚50'44.905"E and 34˚16'10.554"S) on the east coast (Figure 1). Cape Town is renowned for its beaches and coastal beauty which are arguably its greatest socio-economic and environmental asset, providing a support base, both directly and indirectly, to a coastal population with vast socio-economic inequalities.

Value from the coast is derived from a multiplicity of ecosystems goods and services (EGS) as a consequence of the coast's unique biophysical attributes. Ecosystems goods and services may be broadly categorised as cultural, regulatory, supportive and provisional. Reflecting the value of the coastline, and based on cultural services alone, it is estimated that the city's beaches are valued at approximately R77 million per annum. This figure reflects only a fraction of the Total Economic Value (TEV) as it is based purely on the cultural value of beaches alone in Cape Town. It does not reflect the regulatory, provisional and support value (de Wit *et al*, 2009). Considering the value and importance of the City's coastline, and South Africa's past of separation and exclusion, it is of utmost importance that these historical inequalities are redressed through promoting equitable access to these coastal resources for all the residents of Cape Town in perpetuity.

Figure 1: City of Cape Town coastline

South Africa's coast is governed by a number of Acts. The most important of which is the Integrated Coastal Management Act (No. 24 of 2008) – hereinafter referred to as the ICMA. The ICMA requires that municipalities, whose area includes Coastal Public Property (CPP), demarcate strips of land as coastal access land to secure public access to the coast and its resources. The ICMA defines coastal access land in terms of section 18(1), read with section 26.

There are a number of factors to consider before designating access land. These factors can be considered as general principles, and are obtainable from section 29 of the ICMA. Amongst others they include the need to take into account what the access is required for, i.e. pedestrians, vehicles, vessels, etc. A critical objective in the promotion of access to the coast is that such access is sustainable and socially responsible. In order to achieve this, the ICMA requires that each coastal municipality develop a Coastal Access Management Plan. Prior to developing the Coastal Access Management Plan, the City considered it necessary to undertake a status quo assessment of existing access along Cape Town's Coastline. This report describes the City's method in reviewing existing access along the metro's coastline and presents the results of the assessment.

2. Methodology for determining the status quo of Coastal Access Land

Upon assessing the coast using aerial imagery, the City's Environmental Resource Management Department (ERMD) identified a range of access types along the City's coastline. These range from footpaths, to parking areas, to promenades, to stairways, etc.
Baseline data that was used for this is obtainable from the City's GIS Server. GIS layers that were used include Aerial Imagery (AP 2011 Dec and AP 2012 Dec) suburbs and a formal roads layer. The aerial imagery helped with identifying the access points, whereas the suburbs layer helped with determining the geographical location of the access areas, and thus the location of the access areas is labelled according to the suburbs. Points of access that were considered and digitised were those that fell within 150m landward of the high water mark. The distance was considered as a crude proxy for identifying access points as being 'coastal' provided there was evidence of access to CPP.

2.1. Categories of coastal access

The methodology applied a hierarchical approach for the categorisation of access types along the City's coastline. Two broad levels of access types were identified and were classified according to the scale at which access is promoted along the coast. The first scale, or macro scale, is at the level of promoting broad scale socio-economic benefits through connecting communities to the coast by means of nodal growth points. Typically this includes coastal resorts and identified nodal growth points, in particular along the False Bay coastline.

Figure 2: Macro – scale access, Silwerstroomstrand Coastal Resort.

The second tier or micro scale is at the level of promoting safe and environmentally sensitive access to the beach via designated access routes. The ICMA requires that, when designating coastal access land, a municipality must take into account the type of public access required and the way in which it is intended to be used. Upon assessing the coast using aerial imagery and through ground proofing, five types of micro-scale access points were identified:

1) Cul-de-sacs
2) Car parks
3) Boat launch sites
4) Public roads
5) Walkways

These access types were then categorised as either formal or informal access points:

Formal – refers to access points that have the explicit purpose of promoting access to the coast and which may or may not have supporting infrastructure.

Informal – refers to access areas that have developed over time as a result of continued use. These generally have no supporting infrastructure. Informal may also refer to access areas that fall within private property and/or are servicing private property.

Informal access points were then distinguished between public and private:

Public – refers to access points that fall within public and/or state owned land; and/or that the general public can use freely to gain access to CPP.

Private – refers to access points that service private residential property and which is generally inaccessible to the broader public.

3. Definition of access types

3.1. Cul-de-sacs

Cul-de-sacs refer to an end point of a road leading to CPP. These are demarcated as *point features*. Only those that are within 150m of the high water mark (HWM) were considered for the purpose of this *exercise.*

Cul-de-sacs are defined as point features where an end point of a road providing access to CPP. Where paths extend to CPP from the cul-de-sacs, a point feature has been created at the cul-de-sac. Where cul-de-sacs had no paths (formal or informal) leading from them, and provided they fell within 150m of the HWM, point features were still created for them. The cul-de-sacs were further categorised as formal or informal. Formal cul-de-sacs were those that are located on City land (with supporting infrastructure) and those located on private land (informal). Cul-de-sacs were further classified as either public or private. The classification was based on whether the cul-de-sac was located on public or private owned land.

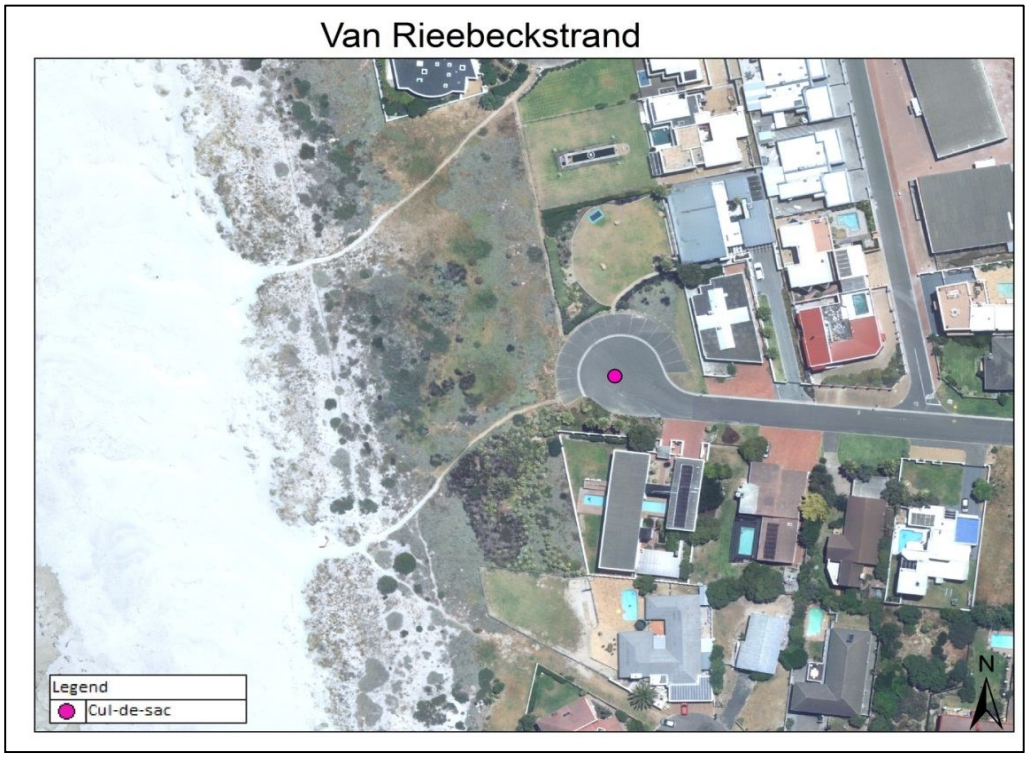


Figure 3: Formal Cul-de-sac providing access to CPP in Van Riebeeckstrand.

3.2. Car Parks

Car parks are areas where vehicles can park and users can access CPP. Car parks are demarcated as *polygon features*. Only those that are within 150m of the high water mark (HWM) were considered for the purpose of this *exercise.*

All car parks are categorised as formal and public. Polygon features were used to demarcate car parks so as to enable the calculation of their total area for each district.

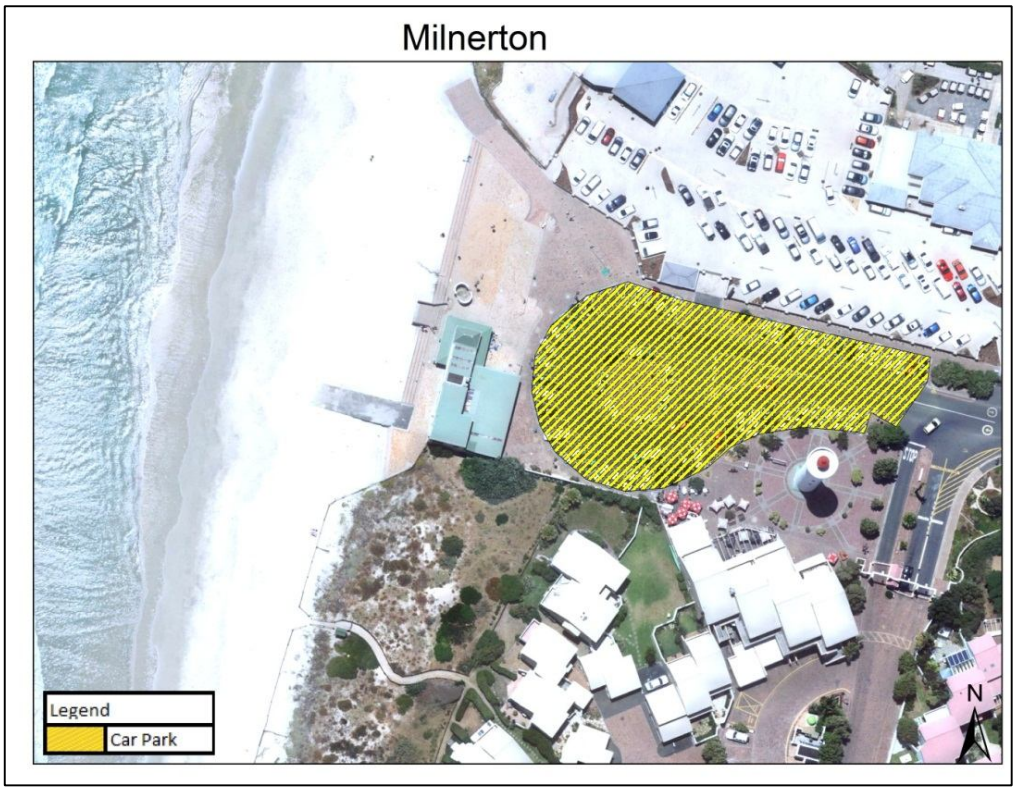


Figure 4: Car park in Milnerton

3.3. Boat Launch Sites

Boat launch sites refer to ramps or areas used to facilitate access to the sea for vessels. Boat launch sites are demarcated as *point features.* Only those that are adjacent to the coast – as opposed to those along estuaries – were considered and are recognised as registered boat launch sites, for the purpose of this *exercise.* Therefore the estuary launch sites such as in Muizenberg and Zandvlei were not considered.

Boat launch sites within the coastal area can be either one of two surface types, i.e. beach launch or coastal slipway. These were demarcated as point features. Attributes collected for launch sites included site name, location (GPS coordinates), launch surface type (coastal slipway or beach launch), management authority, lease status (depending on who the management authority is for a particular boat launch site.

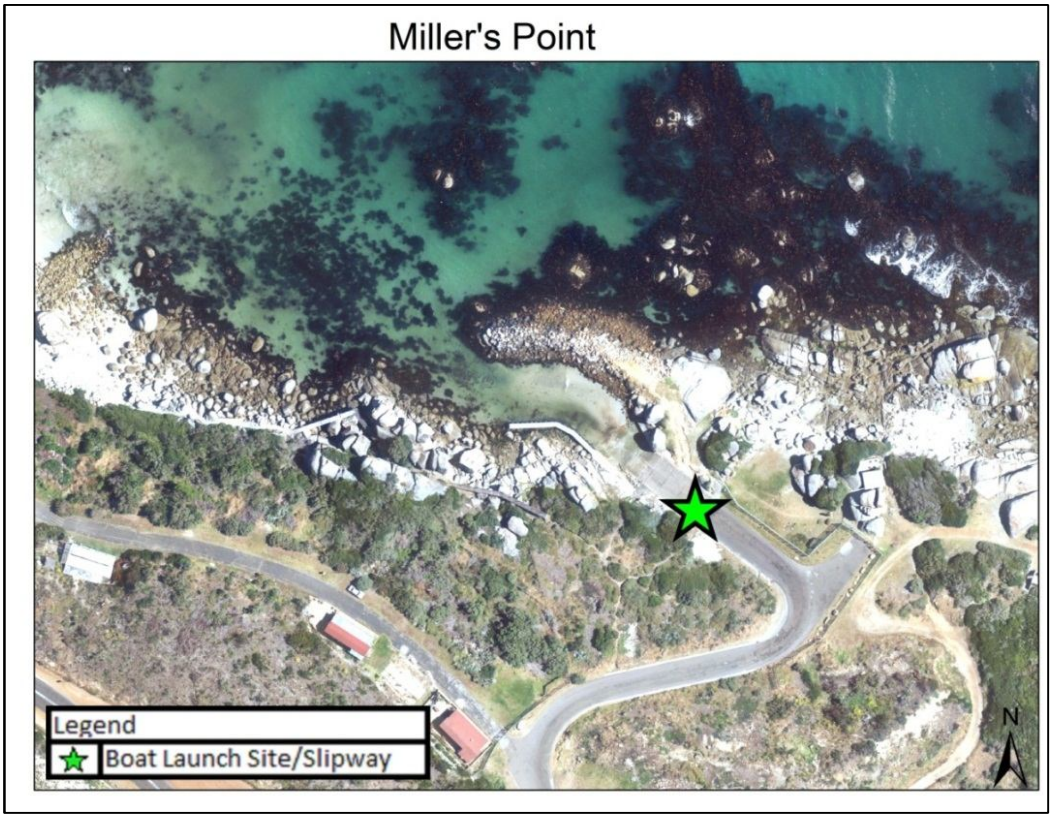


Figure 5: Miller's Point slipway

3.4. Roads

Roads refer to any path and/or tarred surface on which vehicles travel and which are demarcated in the City's spatial data as the formal roads layer. Coastal access roads are demarcated as *line features.* Only those that are within 150m of the HWM were considered for the purpose of this *exercise.* Where perpendicular roads (to the coast) lead to parallel roads (to the coast) – and where these parallel roads have access points leading from them, the perpendicular roads are not defined. In the case where a road originates from an area above the 150m buffer zone, the road is only marked from the buffer line.

Roads that fall within private land but lead to coastal public property were also defined (e.g. Silwerstroomstrand).

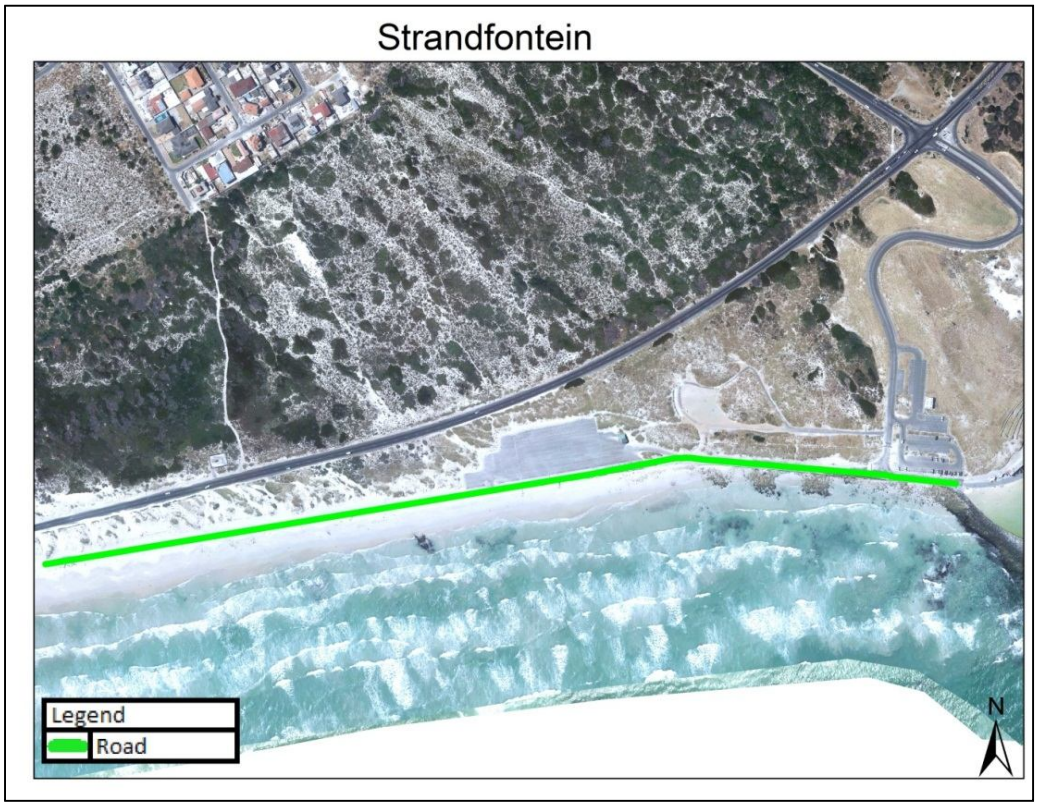


Figure 6: Strandfontein public road

3.5. Walkways

Walkways were identified as any paths or routes designed to facilitate pedestrian access to or along the coast. Walkways were further divided into formal and informal walkways. Formal walkways are those that have been constructed by the municipality for public use, and informal walkways are those created by the public. The following types of walkways have been identified:

1. Boardwalk: constructed from wooden planks or slabs;
2. Footpath: dirt paths, typically informal;
3. Paved walkway: cemented or constructed from bricks;
4. Promenade: paved walkway along the beach/shoreline which often doubles as a sea defence structure (i.e. the Sea Point promenade)
5. Ramp: sloping walkway to facilitate wheelchair access to the beach;
6. Staircase: stairs that lead to the beach (often leading from a promenade), and
7. Stone walkway: constructed from gravel paths.

These access types are demarcated as line features. Only those that are within 150m of the HWM and which provide access to CPP were considered for the purpose of this *exercise*.

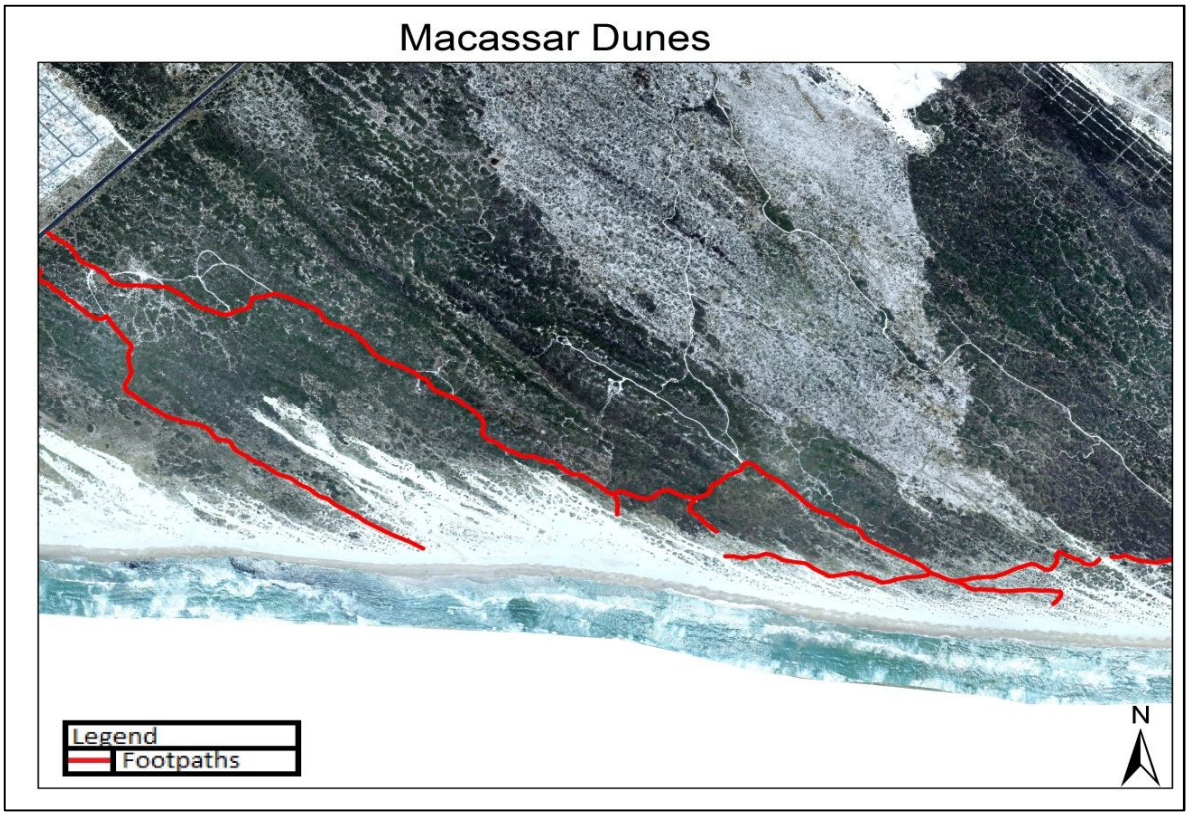


Figure 7: Footpaths, Macassar dunes

Figure 8: Boardwalk in Big Bay

Figure 9**: Paved Walkway, Bikini Beach.**

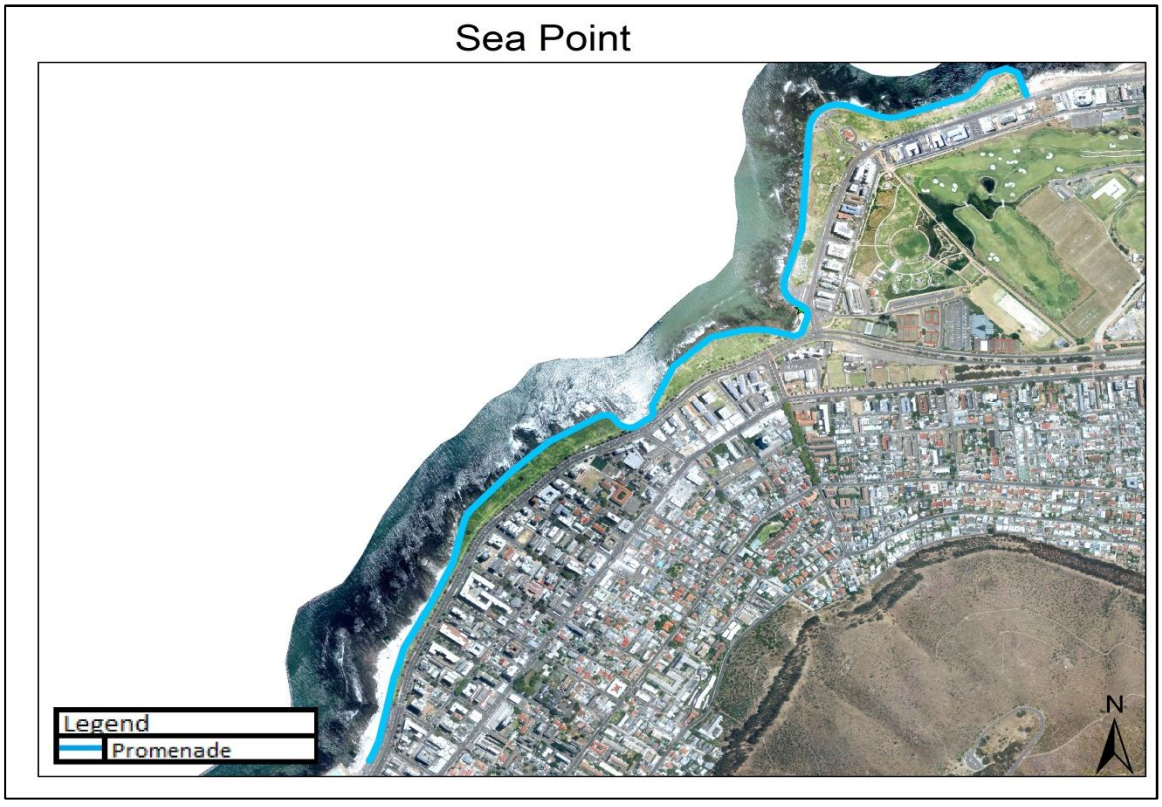


Figure 10: Promenade, Sea Point

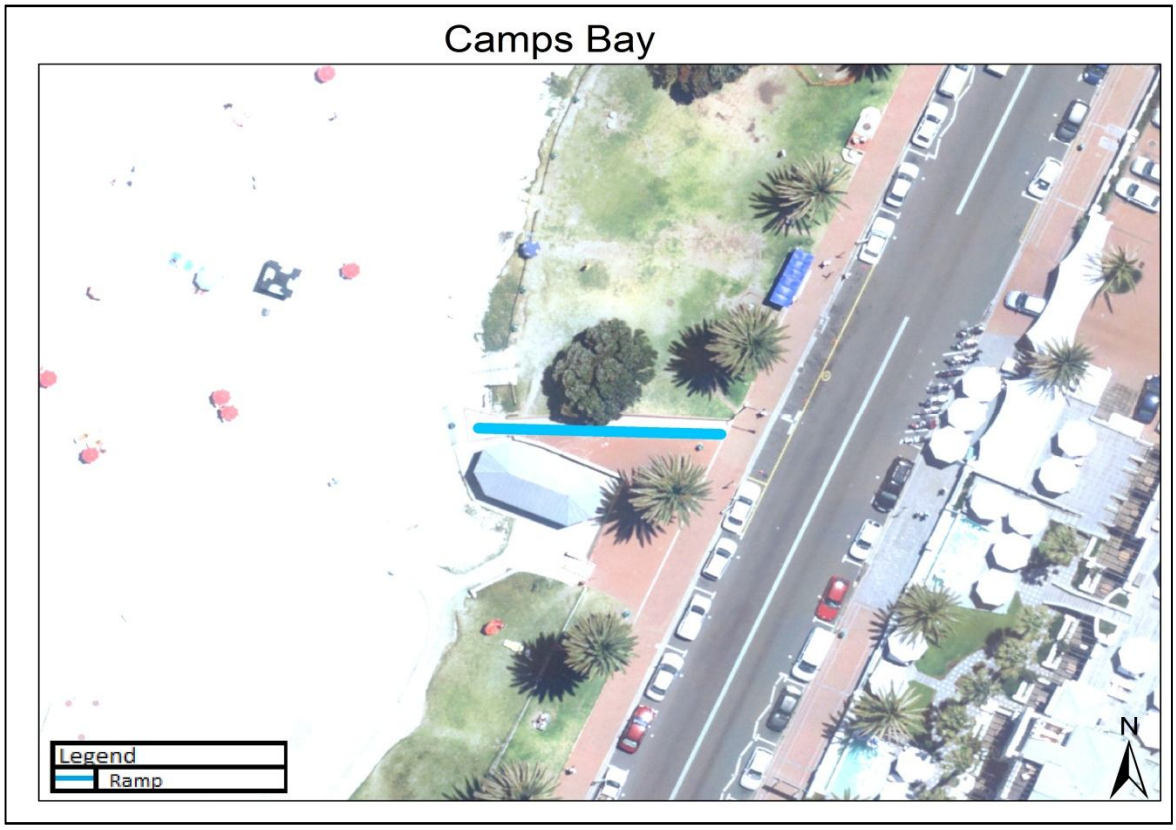


Figure 11: Ramp, Camps Bay

Figure 12: Staircase, Silwerstroomstrand

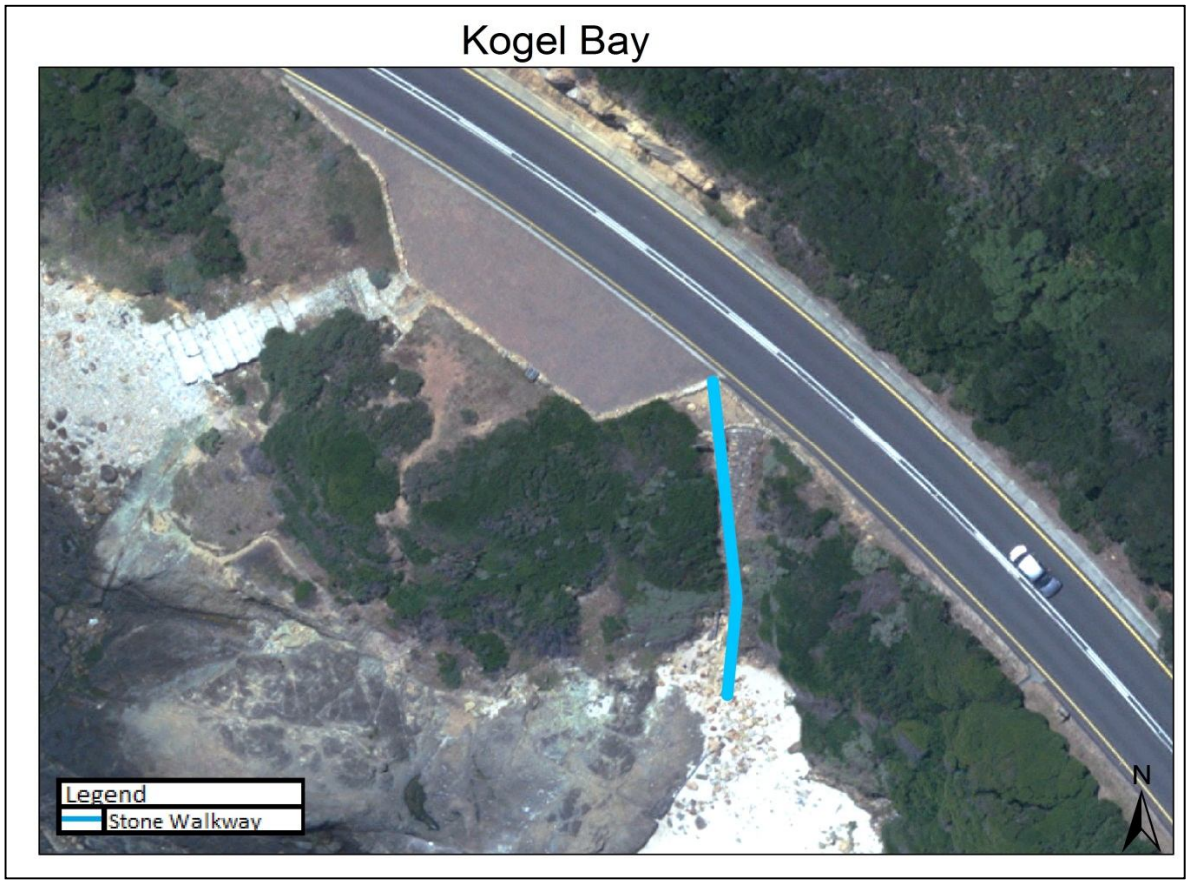
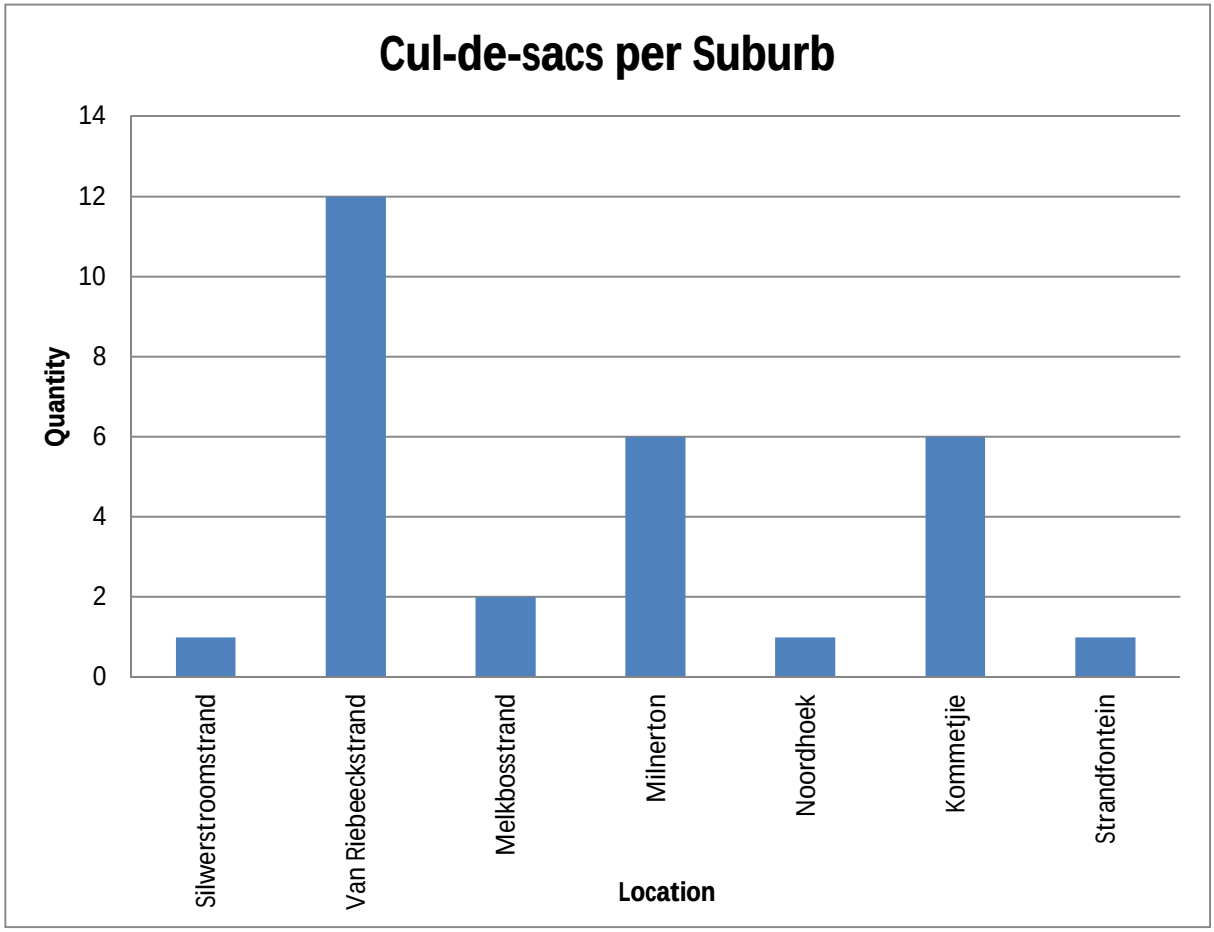


Figure 13: Stone Walkway, Kogelberg

4. Results and Analysis

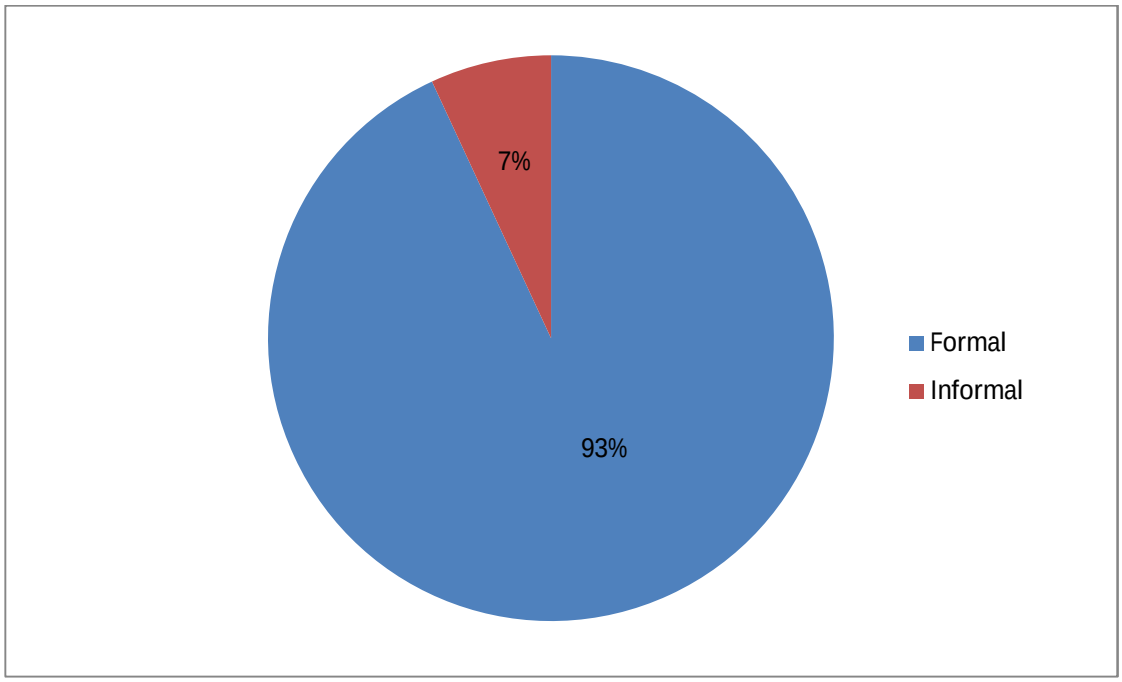
4.1. Cul-de-sacs

Most (12 out of 29) of the cul-de-sacs are located in Van Riebeeckstrand (Graph 1). 86% of all cul-de-sacs (24 out of 28) are formal with supporting infrastructure and 5 cul-de-sacs are informal (Graph 2). The informal cul-de-sac were categorised as such because they either fall within private land (e.g. in Cape Farms - District B); or because they are on an informal road (e.g. Strandfontein). They are also classified according to whether they are private or public, i.e. 9 cul-de-sacs are classed as private, whereas the remainder (20) are all classed as public (Graph 3).



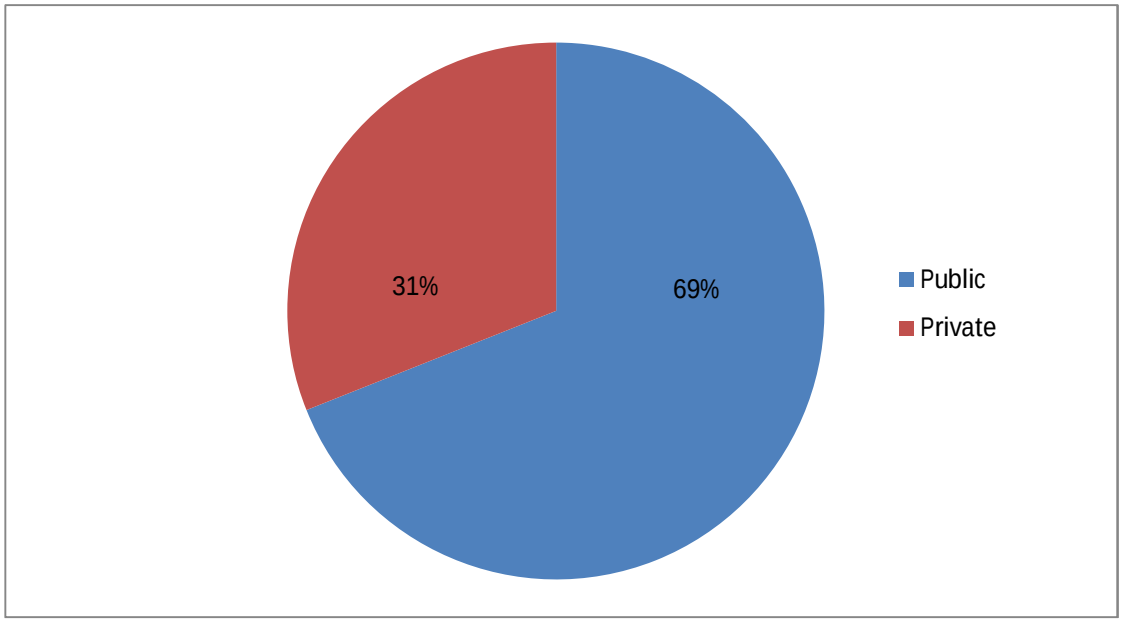
Graph 1: Cul-de-sacs per suburb

The above graph indicates Van Riebeeckstrand as having the highest number of cul-de-sacs, followed by Milnerton and Kommetjie with both having 6 cul-de-sacs. Silwerstroomstrand Noordhoek and Strandfontein have the same number of cul-de-sacs, i.e. 1.



Graph 2: Formal vs. informal cul-de-sacs

The pie chart above indicates that the larger percentage (93%) of the cul-de-sacs are formal with the minority (2) of them are informal. One of the two informal cul-de-sacs are located in Silwerstroomstrand on a gravel road within private land whereas the other one is located in Strandfontein on an informal road.

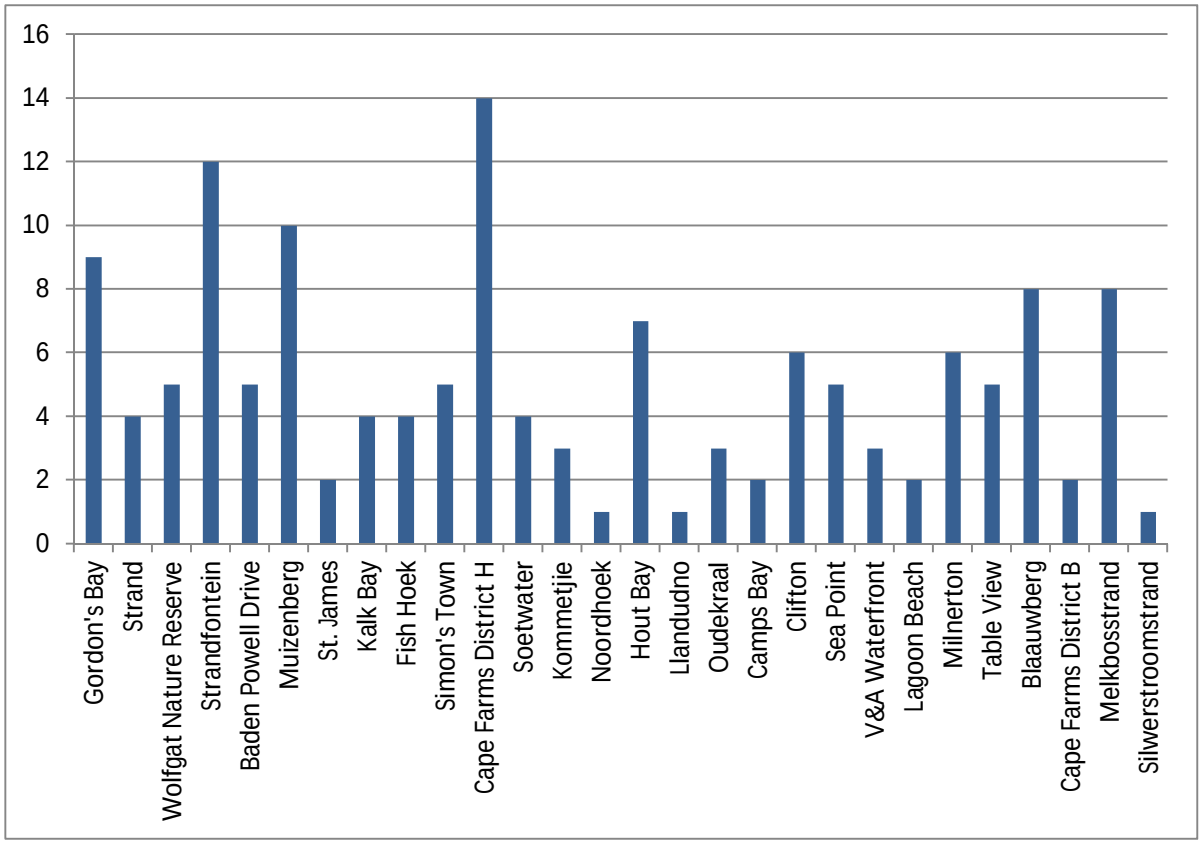


Graph 3: Public vs. private cul-de-sacs

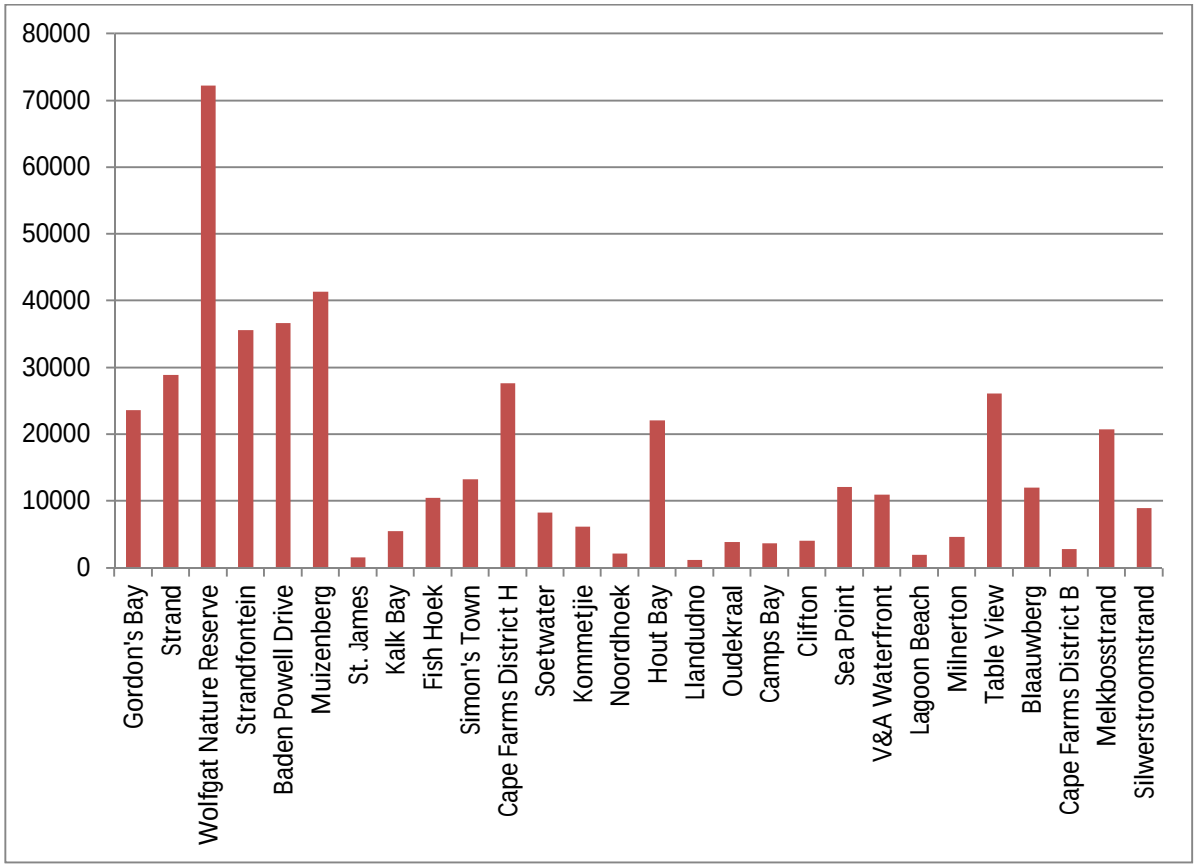
From the above pie chart, it is evident that most (69%) of the cul-de-sacs are classified as public and 31% of the cul-de-sacs are private – located in Silwerstroomstrand (1) Milnerton (6) and Kommetjie (2).

4.2. Car Parks

According to Graph 4, the Cape Farms – District H has 14 car parks that cover a surface area of approximately 27657m^2 (Graph 5) – this district includes the following suburbs: Witsands, Scarborough, Olifantsbos, Platboom, Buffels Bay, Bordtjiesdrift and Miller's Point, making it the district with the largest area covered by car parks (Graph 4). Compared to the other suburbs, Wolfgat Nature Reserve has few car parks that cover a large surface area (approximately 72240m^2). Conversely, in other instances, it is found that there are a number of car parks that cover only a small surface area, examples include – Milnerton (6 car parks covering 4642m^2), Kalk Bay(4 car parks covering 5518m^2), Oudekraal (3 car parks covering 3918m^2), Clifton (6 car parks covering 4099m^2). This trend is interesting to note because although there are a number of car parks, the surface area they occupy is quite small. However, the majority of cases depict a trend where an area has few car parks that cover a large surface area, examples include – Table View (5 car parks covering 26109m^2), Strand (4 car parks covering 28912m^2).



Graph 4: Number of car parks per suburb



Graph 5: Area of car parks (m²) per suburb.

Graph 4 shows that the Cape Farms District H (14), Strandfontein (12) and Muizenberg (10) have the three highest numbers of car parks; yet the car parks in Muizenberg cover a larger area than those in the Cape Farms District H and Strandfontein. The highest area taken up by car parks, however, is in Wolfgat Nature Reserve Area (72240m^2). The least area covered by car parks is in St. James (with only 1604m^2 of land covered). The total area covered by the total number (141) of car parks across the City is approximately 448312m^2.

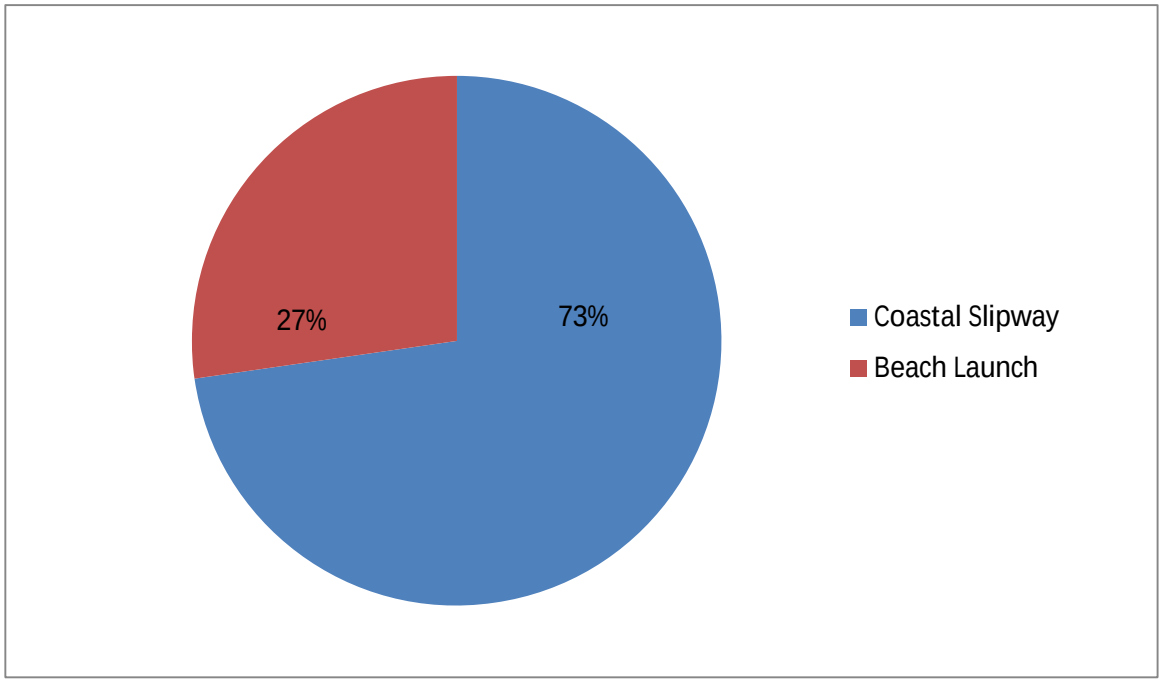
4.3. Boat Launch Sites

Within the City of Cape Town Metro, there are approximately 11 boat launch sites (Table 1). These can be categorised into beach launch sites and coastal slipways. For purposes of this *exercise*, the sites that were considered are those that are within 150m of the HWM and those that do not fall within land administered by Table Mountain National Park. These boat launch sites are spread among 9 suburbs from Silwerstroomstrand to Strand Beach. As per the table below, there are 19 coastal slipways in total. 64% of the boat launch sites are managed and maintained by the City and the remaining sites are leased and managed by privately owned clubs.

NAME/LOCATION	COORDINATES	MANAGEMENT AUTHORITY	AUTHORISATION	VALIDITY	LEASE STATUS
Silwerstroomstrand	33°35'16"S 18°21'39"E	City of Cape Town	Department waiting response	Withdrawn	N/A
Melkbosstrand	33°43'42"S 18°26'19"E	City of Cape Town	Department waiting response	25/02/2016	N/A
Table View	33°48'36"S 18°28'6"E	City of Cape Town	Department waiting response	Pending	N/A
Three Anchor Bay	33°54'20"S 18°23'52"E	City of Cape Town	Department waiting response		N/A
Kommetjie	34°8'24"S 18°19'20"E	Kommetjie Boat Club	Not	Pending	Expired
Witsands	34°10'39"S 18°20'40"E	City of Cape Town	Authorised	Pending	N/A
Miller's Point, Rumbly Bay	34°13'49"S 18°28'26"E	Cape Boat and Ski Club	Authorised	Pending	Missing
Fish Hoek (sailing)	34°8'13"S 18°26'2"E	Fish Hoek Sailing Club	Authorised	Withdrawn	Missing
Hottentots Holland Beach Sailing Club	34°6'18"S 18°49'1"E	Hottentots Holland Sailing Club	Authorised	25/02/2016	Expired
Melkbaai, Strand	34°7'4"S 18°49'37"E	City of Cape Town	Authorised	Withdrawn	N/A
Strand	34°6'30"S 18°49'12"E	City of Cape Town	Authorised	25/02/2016	N/A

Table 1: City of Cape Town boat launch sites

The City has recommended that Silwerstroomstrand's launch site should only be used for life saving purposes; Three Anchor Bay's launch site should only be used to launch kayaks; the Fish Hoek Beach Sailing Club slipway should only be used for vessels without vehicles; and the Melkbaai (Strand) slipway should only be used for utilities and specific events.



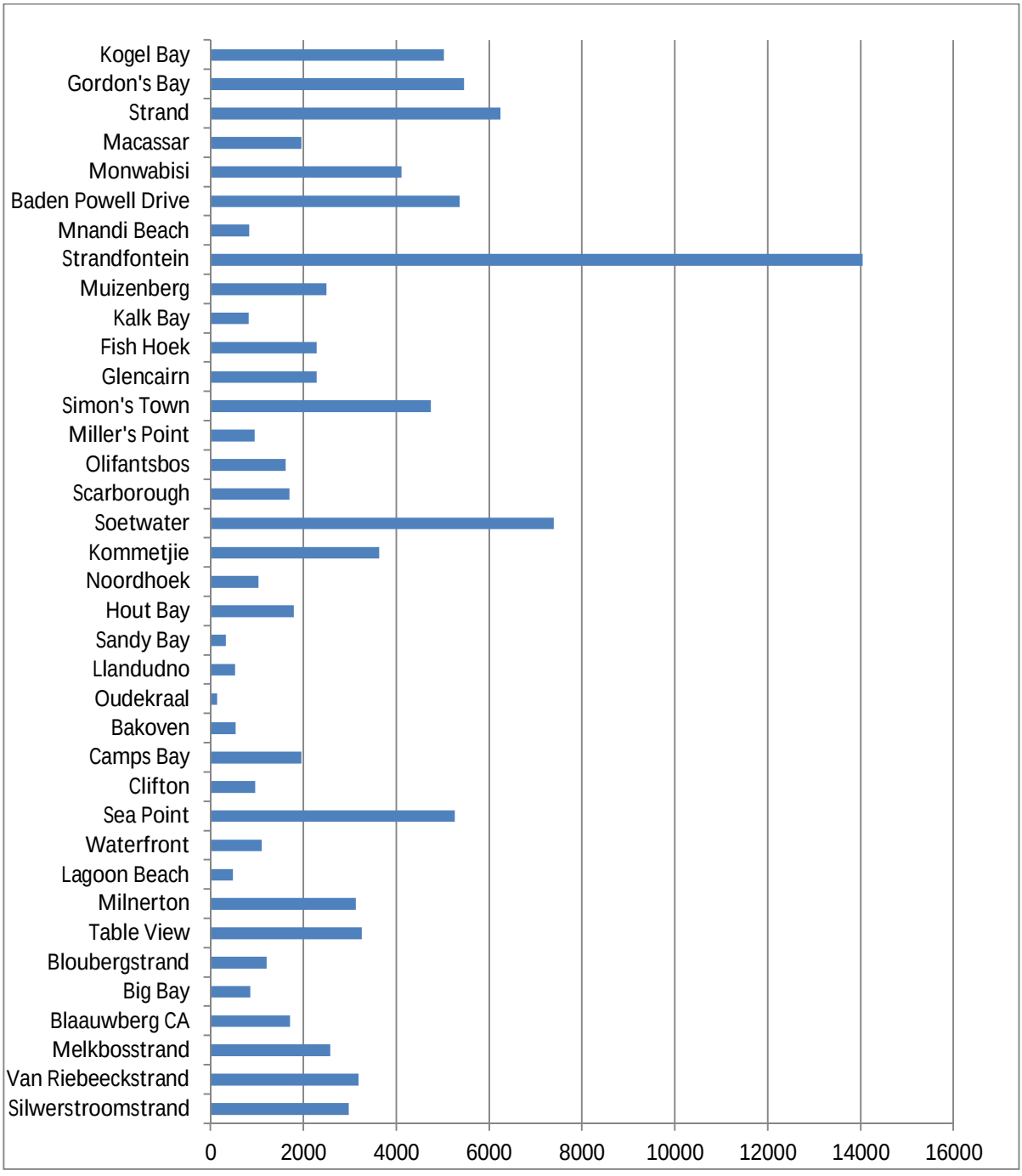
Graph 6: Launch surface types

On average, suburbs have one boat launch site, with exception to Strand (which has three launch sites). Approximately three quarters of the boat launch sites are coastal slipways, and the remainder are beach launches. All identified launch types are considered to be in a fair to good condition, thus they are suitable for launching vessels and all launch sites are considered to be formal and public.

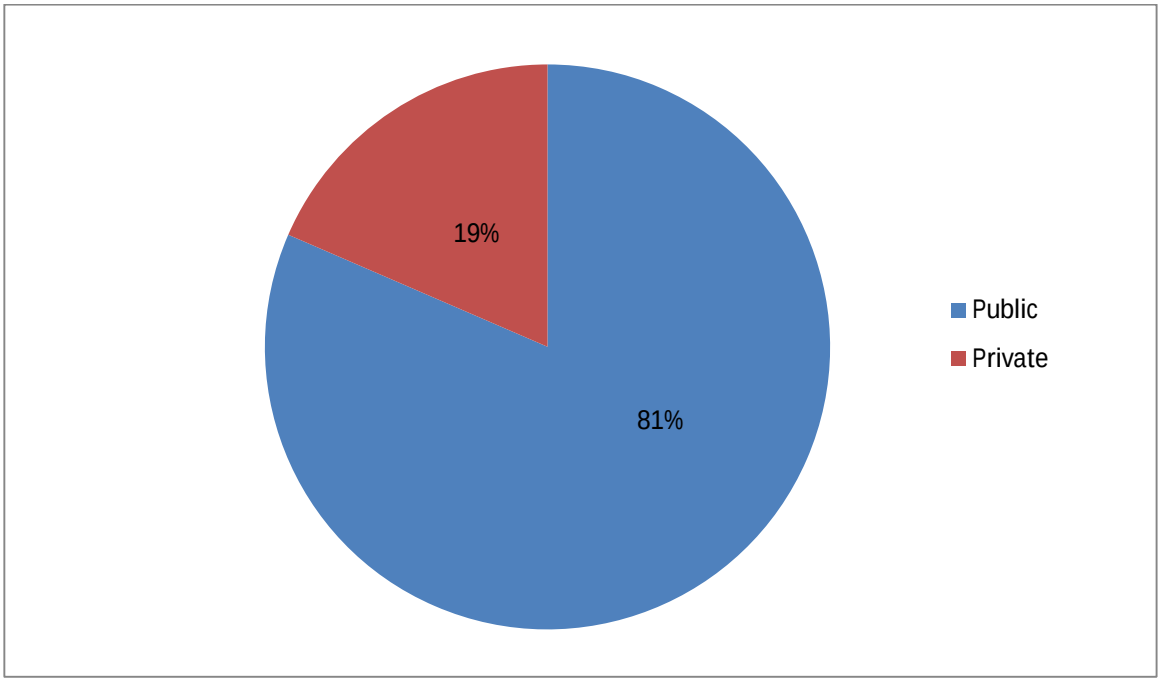
4.4. Roads

The City's coastline consists of approximately 94.92505km of roads (that fall within 150m of the HWM) which were categorised as formal (public) or informal (private). About 81% of all roads that fell within 150m of the HWM were classified as public. The remainder 19% of roads are private.
Built-up suburbs have a significant length of road network that falls within 150m of the HWM. These suburbs include Melkbosstrand, Table View, Sea Point, Camps Bay, Simon's Town, Glencairn, Fish Hoek, Muizenberg, Strandfontein, Baden Powell Drive and Strand. This is mainly due to the fact that these formal-public roads provide direct access to the coast and/or provide access to smaller access routes such as footpaths and walkways.

It is evident from Graph 7 that Strandfontein has the highest total length of public roads (14,037km) falling within 150m of the HWM. One should also consider that areas such as Kommetjie have many small access roads (public-formal) accumulating to the overall length of that particular suburb. Other examples of these types of public-formal roads are also found the following suburbs: Van Riebeeckstrand, Melkbosstrand, Bloubergstrand, Milnerton, Hout Bay, Simon's town, Strandfontein and Gordon's Bay.



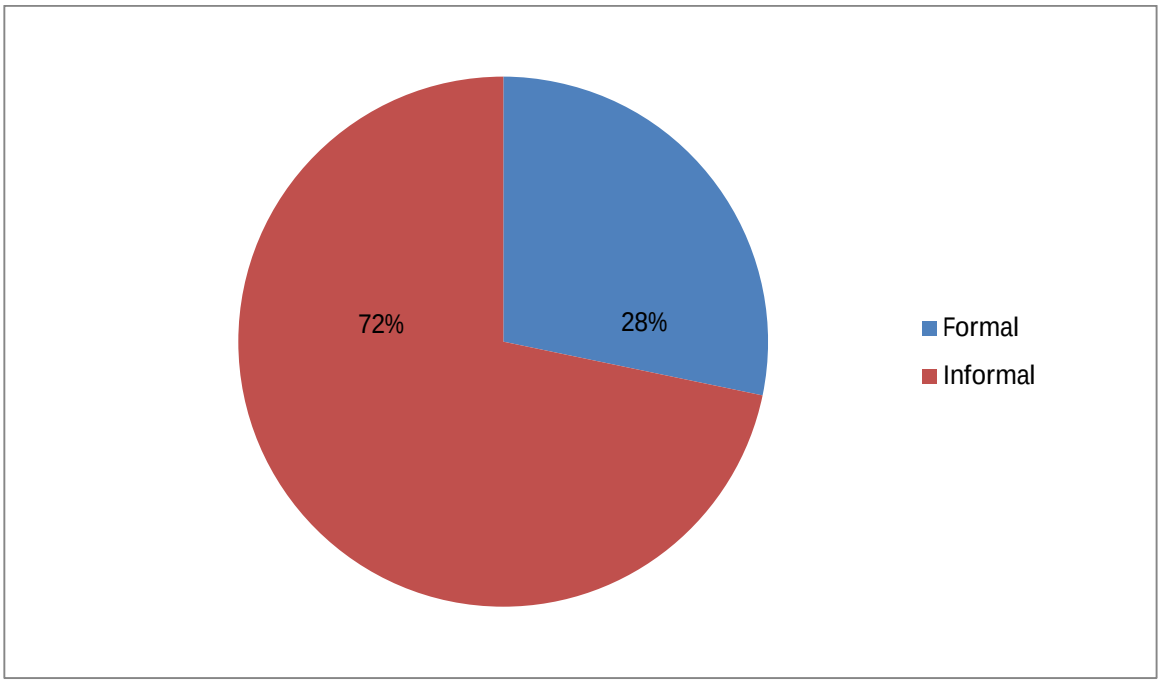
Graph 7: Total length of roads per suburb (meters)



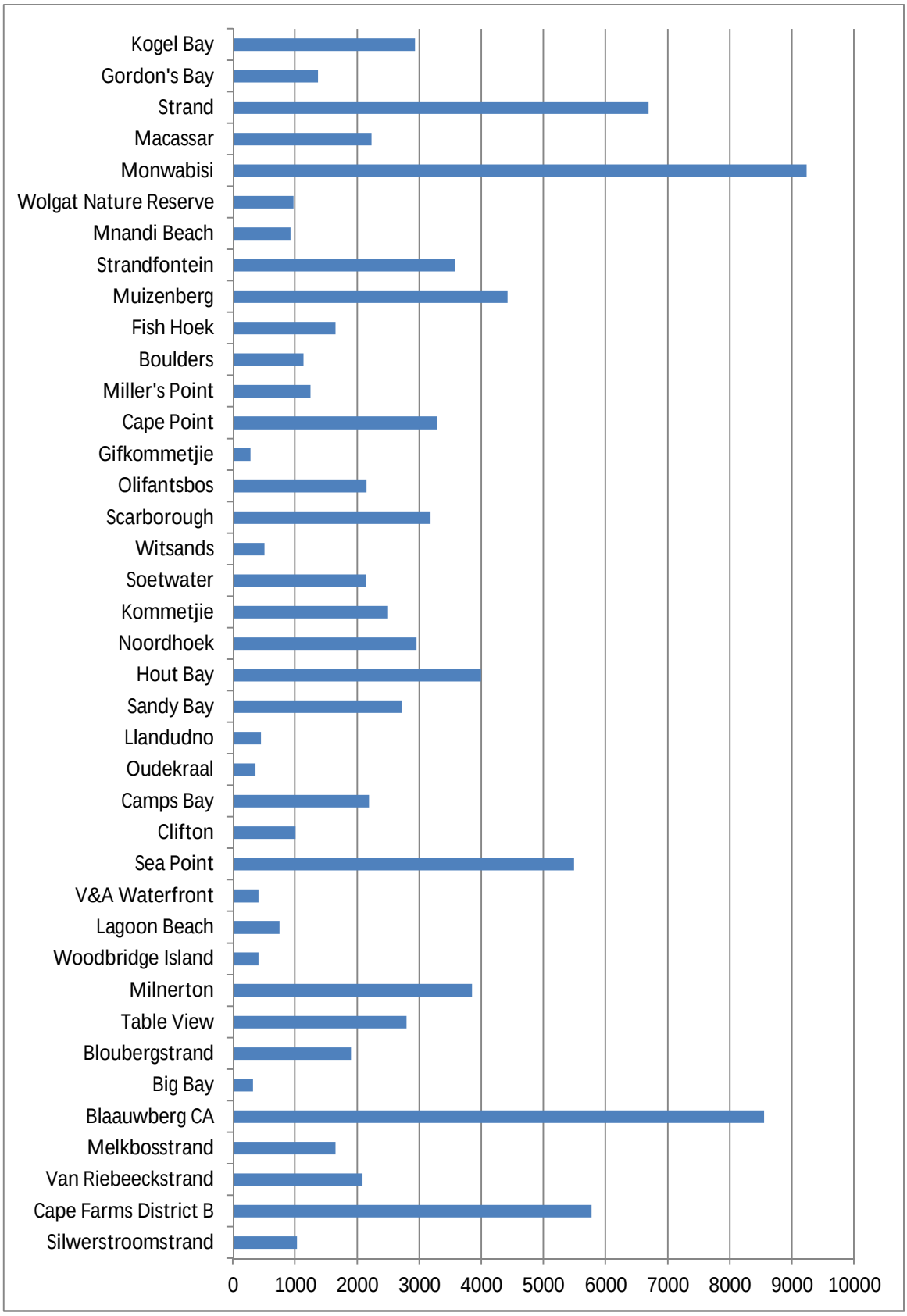
Graph 8: Total percentage of public vs. private roads

4.5. Walkways

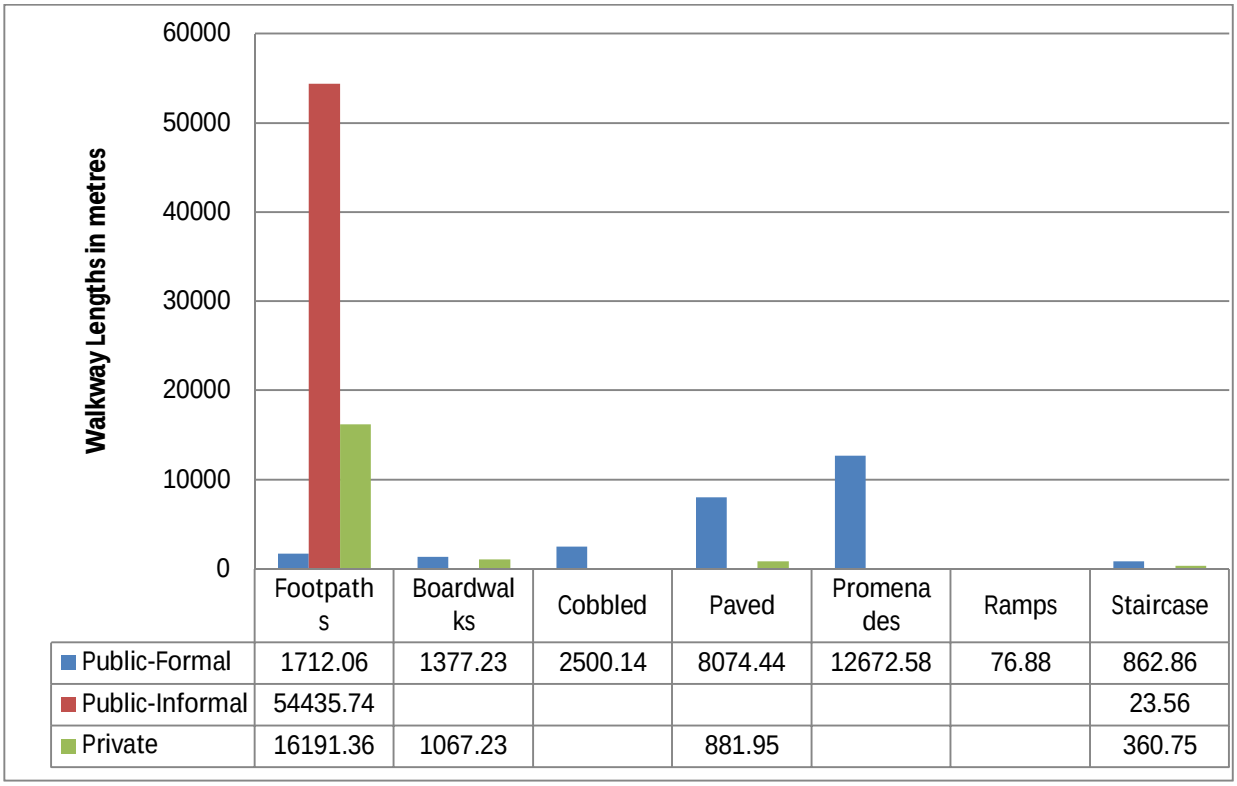
Walkways cover a length of approximately 99km across the City's coastline. The majority of these walkways are informal (72% - Graph 10) as they either do not have supporting infrastructure or are located on private land. Looking at the walkways per suburb, it was evident that Monwabisi and Blaauwberg Conservation Area have the highest total length of walkways – the majority of these walkways were identified as footpaths.



Graph 9: Formal vs. informal walkways



Graph 10: Total length of walkways per suburb (meters)

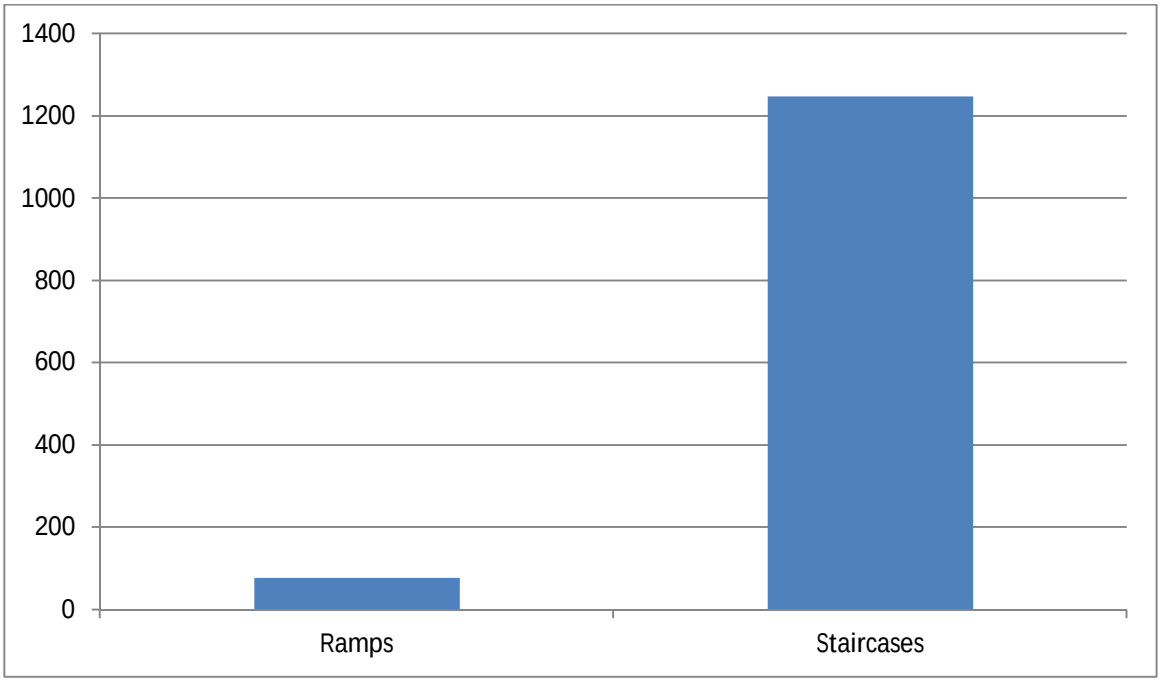


	Footpaths	Boardwalks	Cobbled	Paved	Promenades	Ramps	Staircase
Public-Formal	1712.06	1377.23	2500.14	8074.44	12672.58	76.88	862.86
Public-Informal	54435.74						23.56
Private	16191.36	1067.23		881.95			360.75

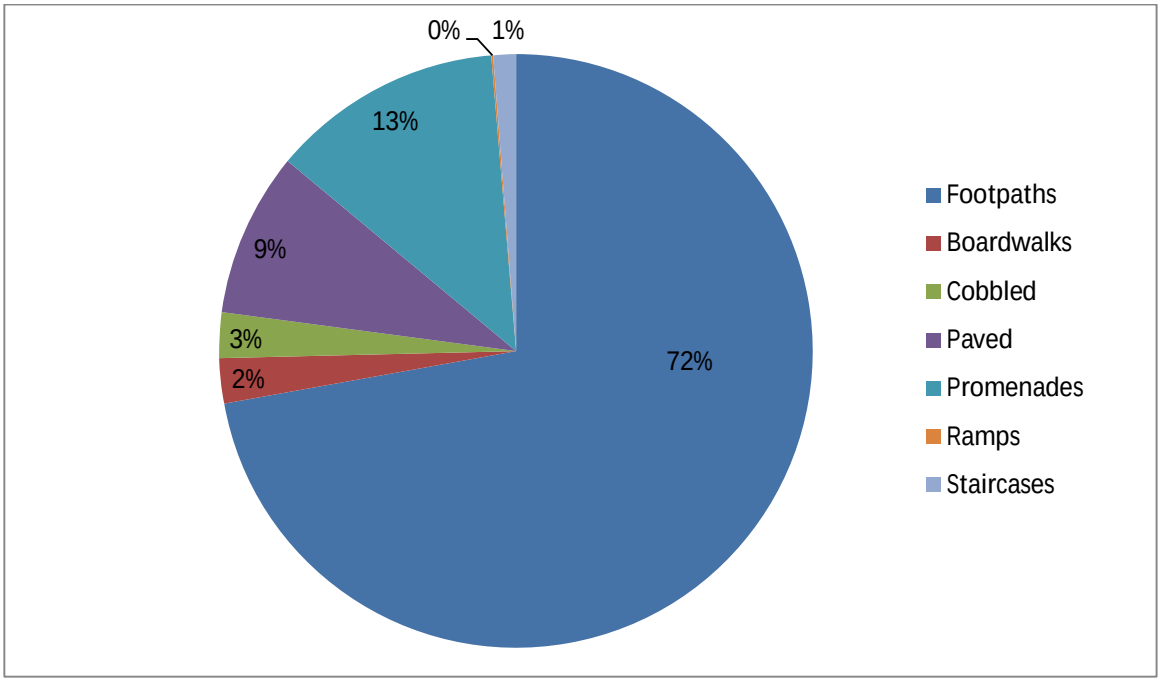
Graph 11: Category and classification of walkways (meters)

It is evident from the graph above as well as Graph 14 that footpaths dominate the types of walkways across the City's coastline. Approximately 78% of all footpaths are publically accessible with approximately 16km of footpaths being privatised for residential use or are merely located on private land for the length of the City's coastline. Most private footpaths (in terms of collective length) are located in the following suburbs: Riebeeckstrand, Melkbosstrand, Milnerton, Kommetjie, Strand and Gordon's Bay.

All promenades are public and formal and located in the following suburbs: Melkbosstrand, Lagoon Beach, Sea Point, Camps Bay, Strand and Gordon's Bay. They occupy nearly 13% of the identified walkways, of the coast. Public and formal staircases were predominately located in the following suburbs: Bloubergstrand, Clifton, Camps Bay, Fish Hoek, Muizenberg, Monwabisi, Strand and Gordon's Bay.

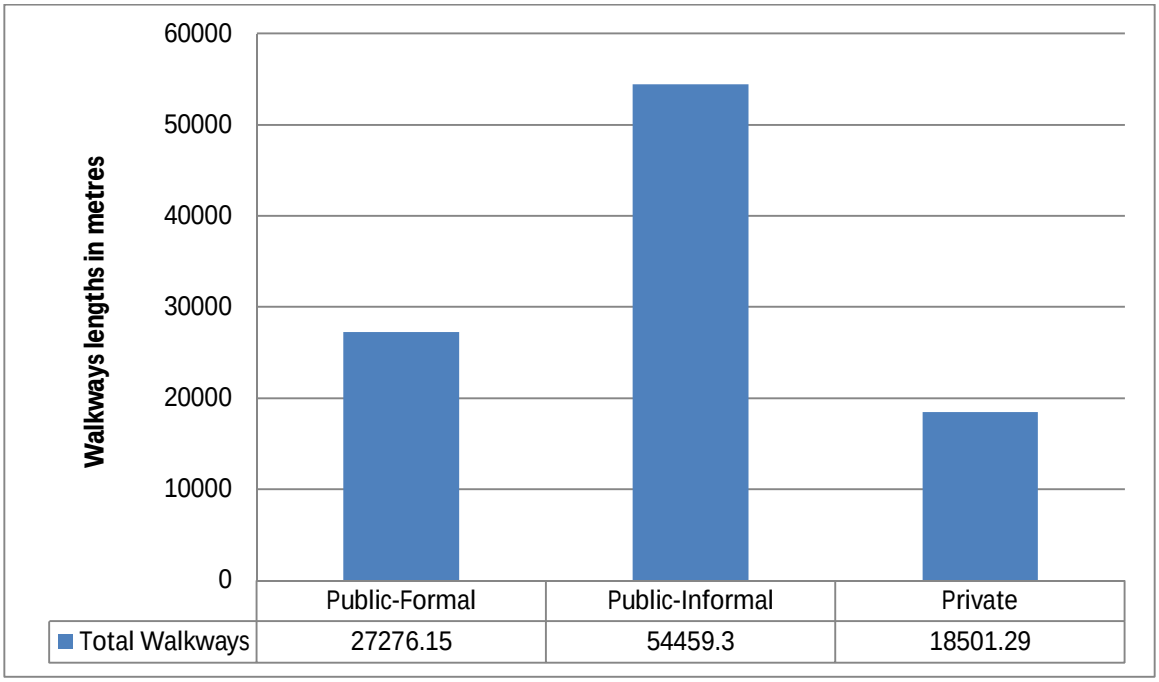


Graph 12: Count of ramps and staircases



Graph 13: Percentage of overall walkway types

Footpaths account for the most part of walkways – 72%. Although promenades makeup a small percentage, it is noteworthy to mention that they do cover longer stretches of coastline for example in areas such as: Melkbosstrand, Lagoon Beach, Sea Point, Camps Bay, Strand and Gordon's Bay.



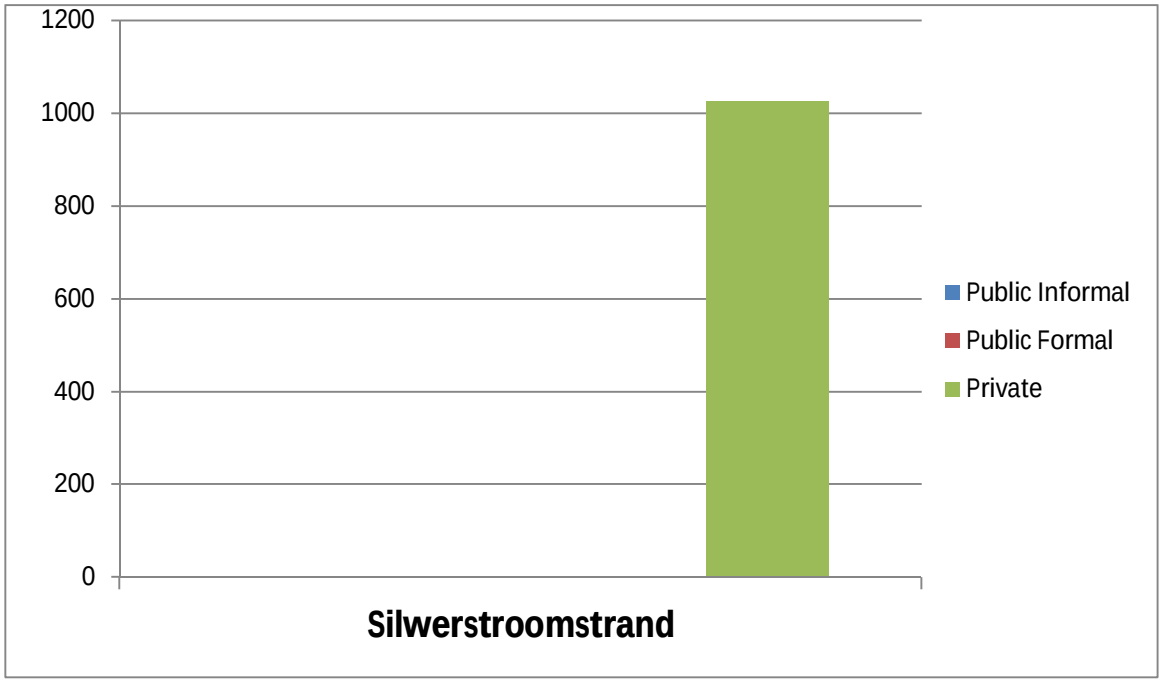
Graph 14: Public formal and public informal vs. private walkways

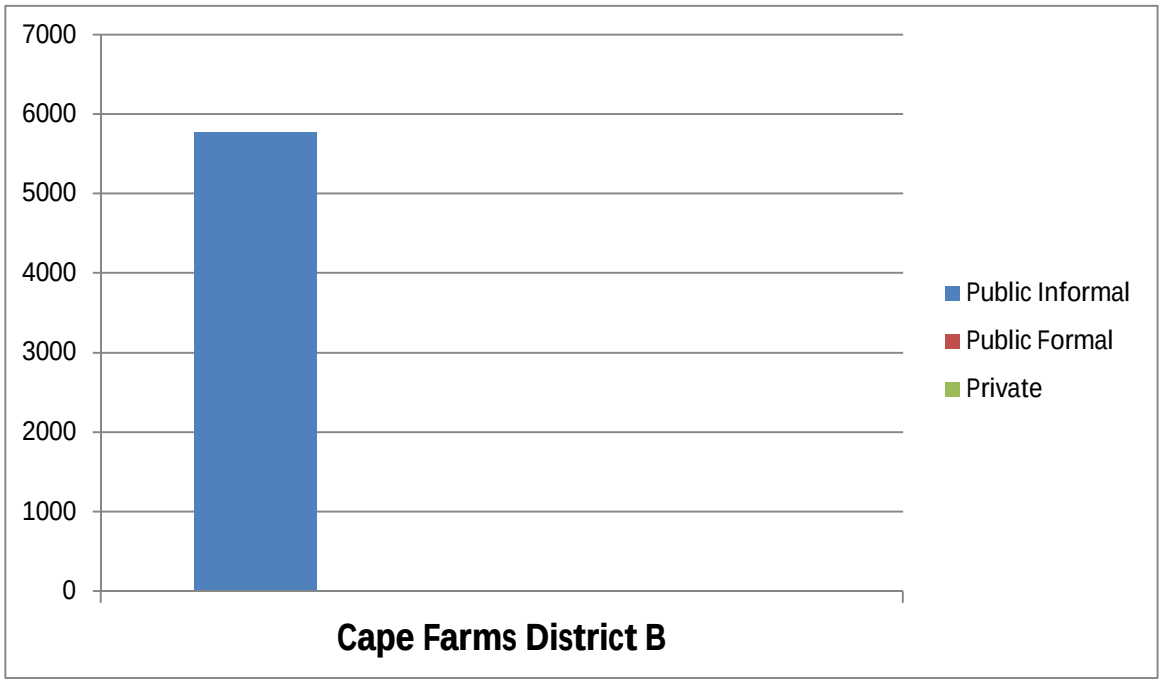
5. Conclusion

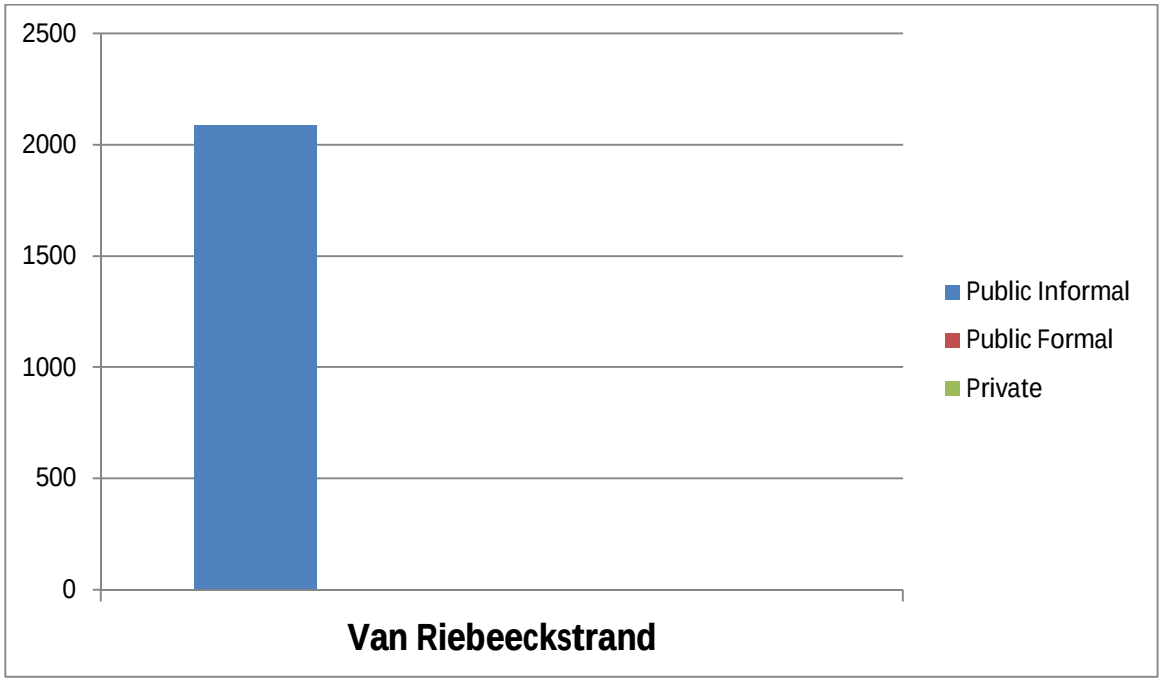
The majority of access land across the city of Cape Town is public, yet informal in nature. This combination is indicative of a lack of strategic planning regards to the facilitation of appropriate and environmentally sensitive access to and along the coast. Yet there is clearly the demand for access to the entire coast by the public. This type of access has the potential to negatively and irreparably impact the sensitive coastal environment and its resources. This matter needs to be addressed urgently so as to minimise and control the degradation along the coast. This report helps in outlining the areas that require the most urgent of interventions.

6. Appendix

Length of walkways per suburb (meters)



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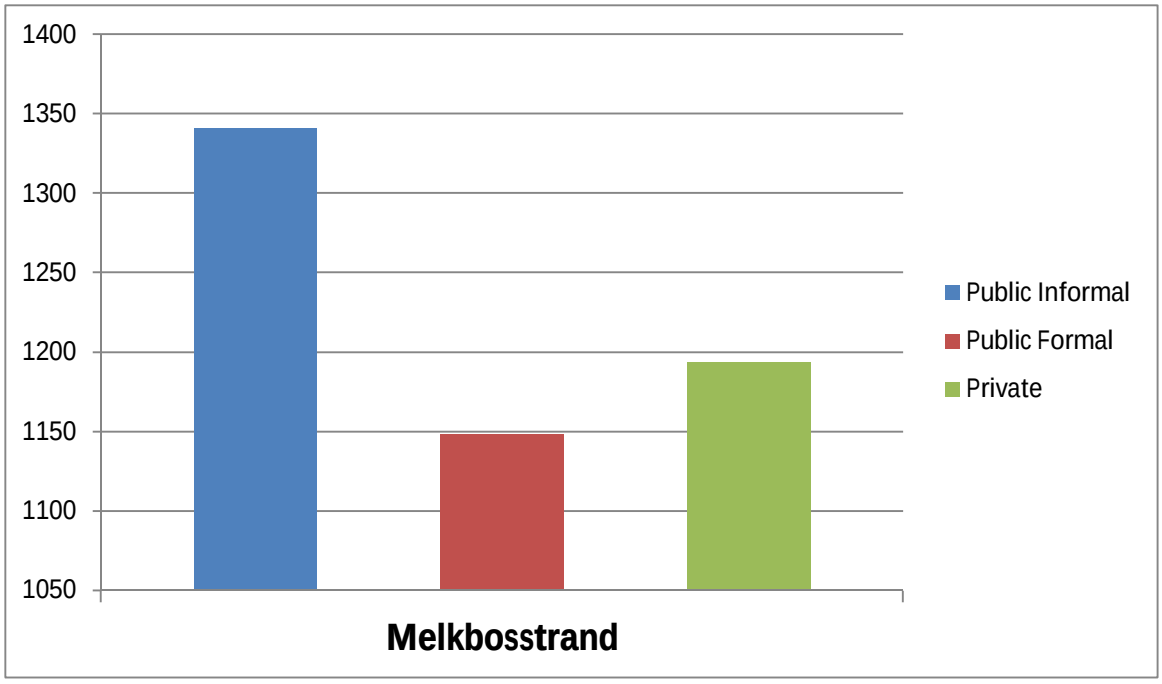
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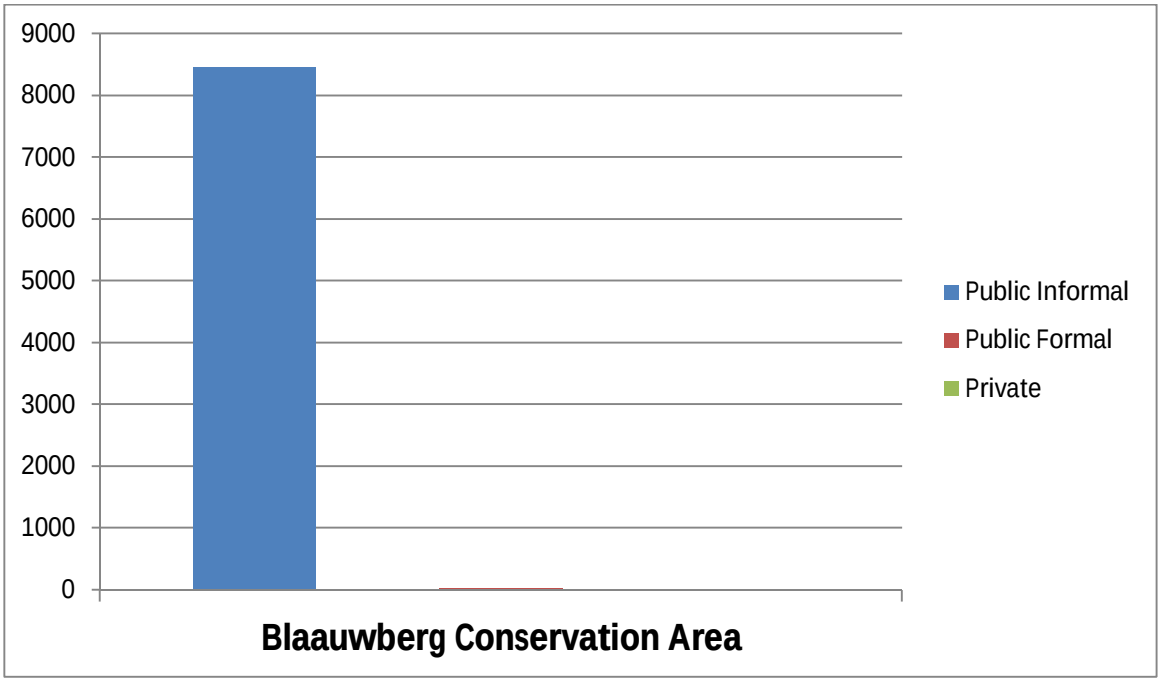
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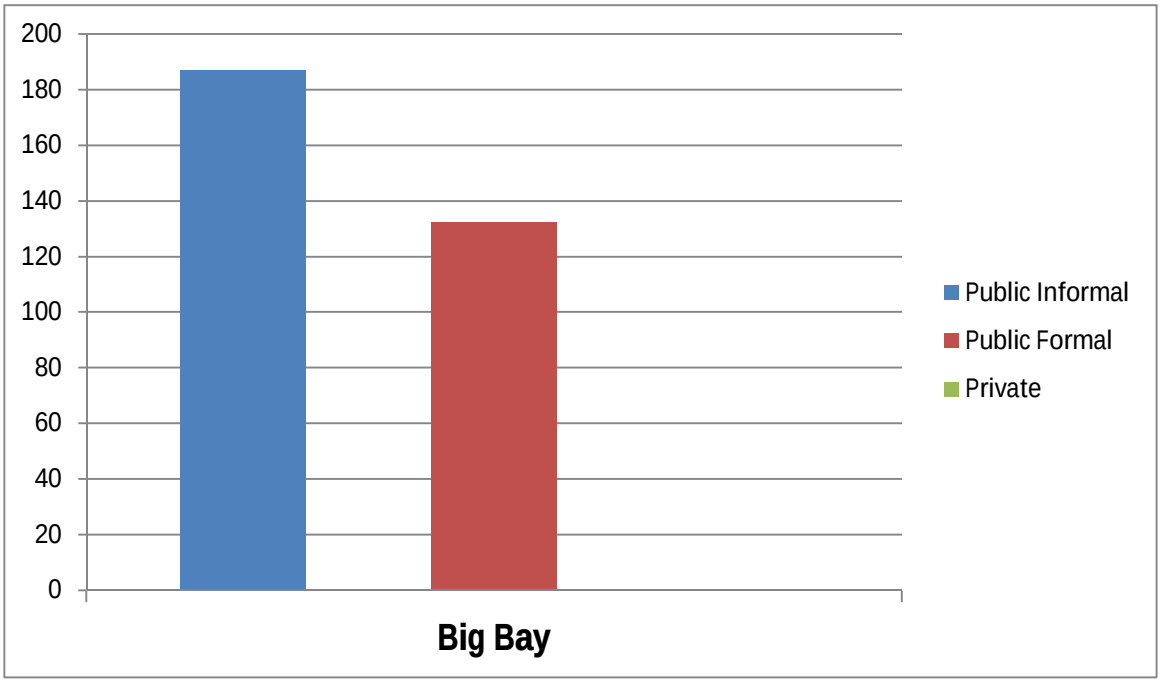
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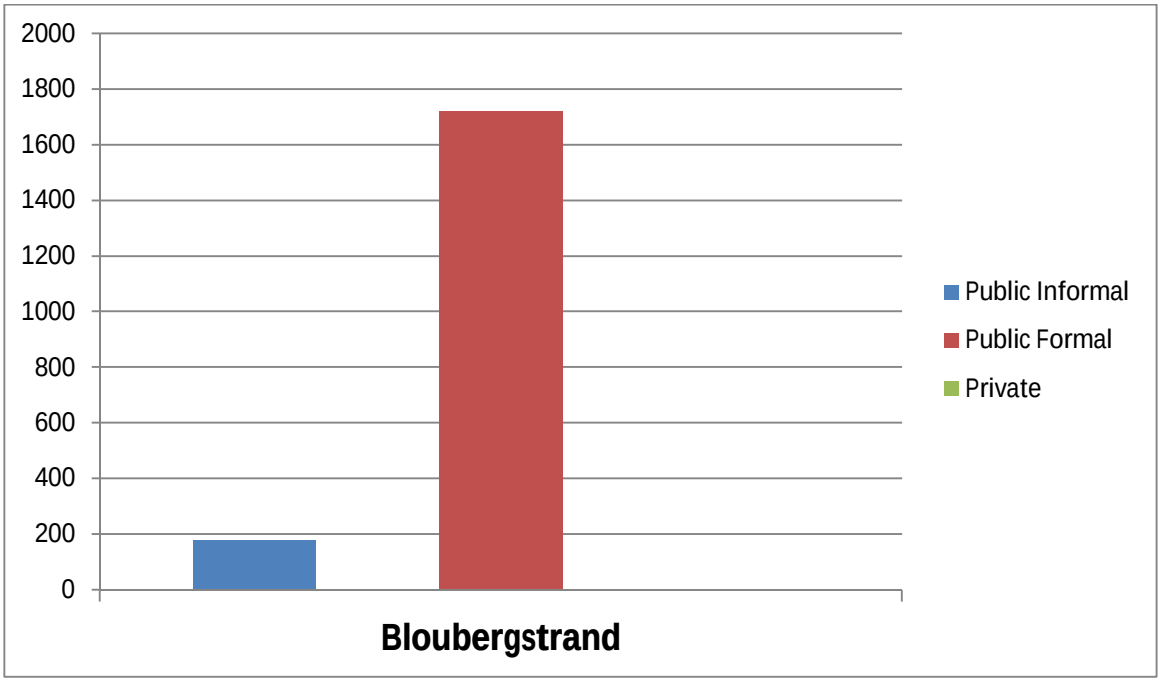
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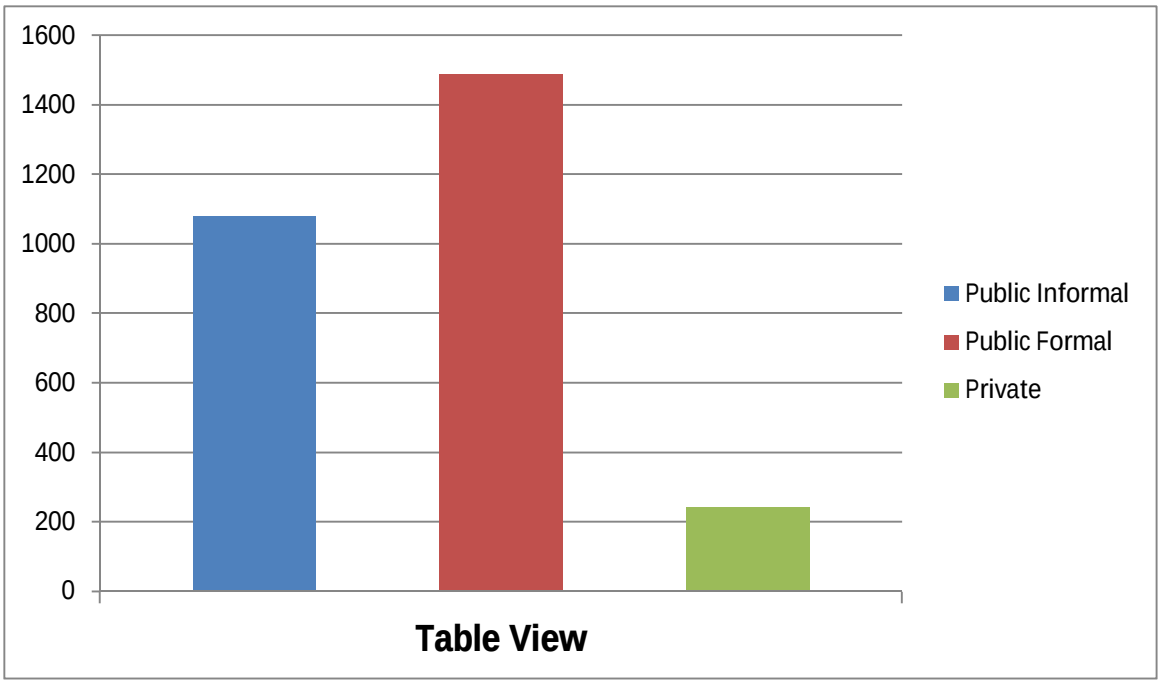
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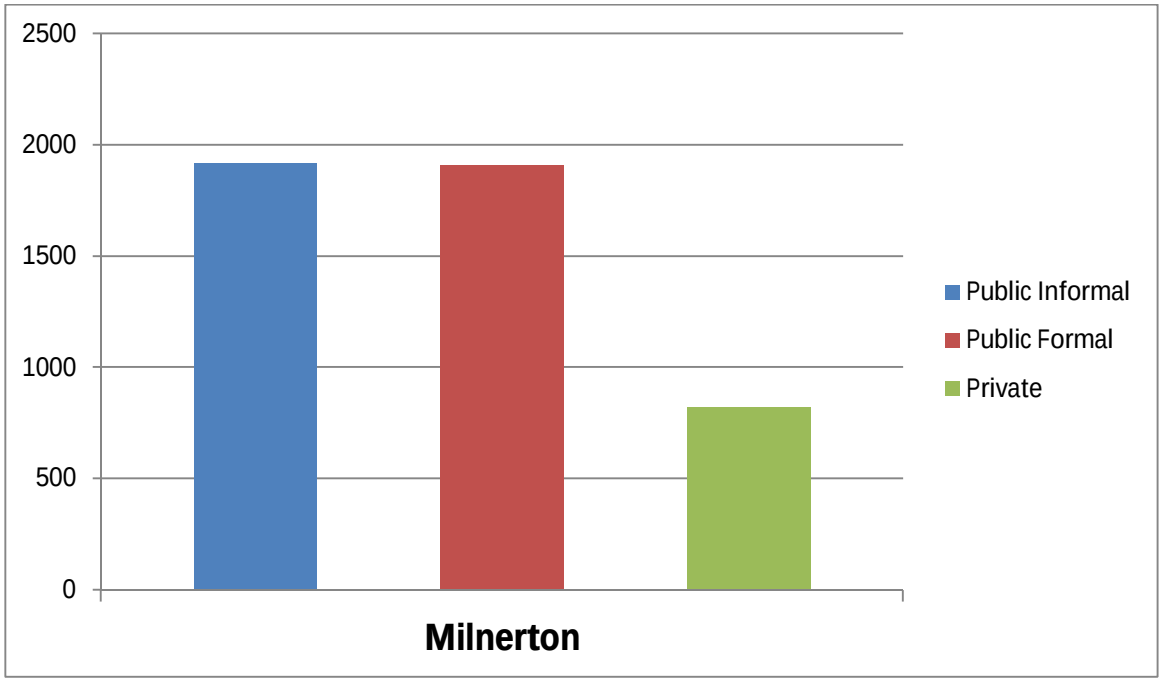
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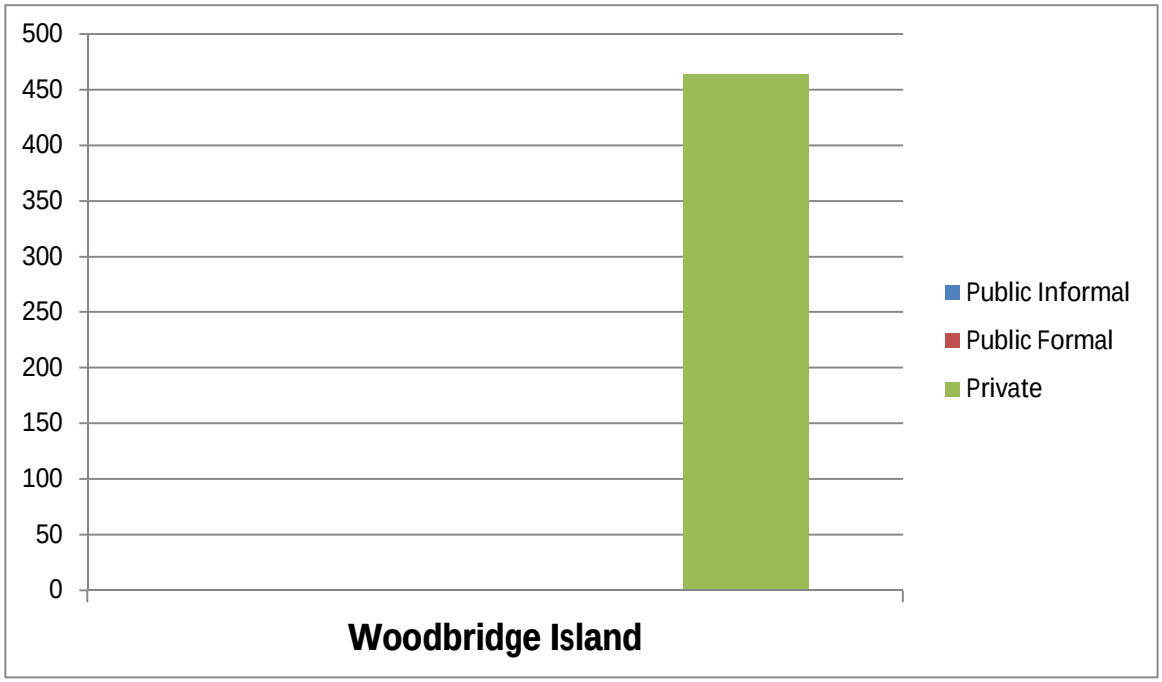
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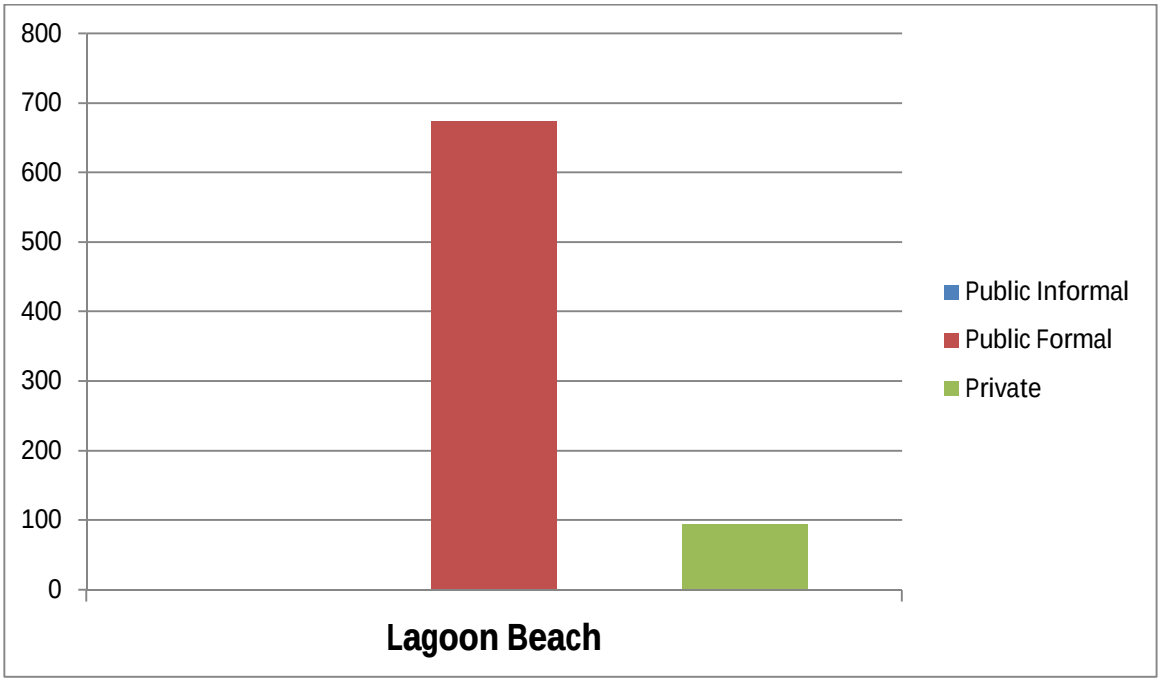
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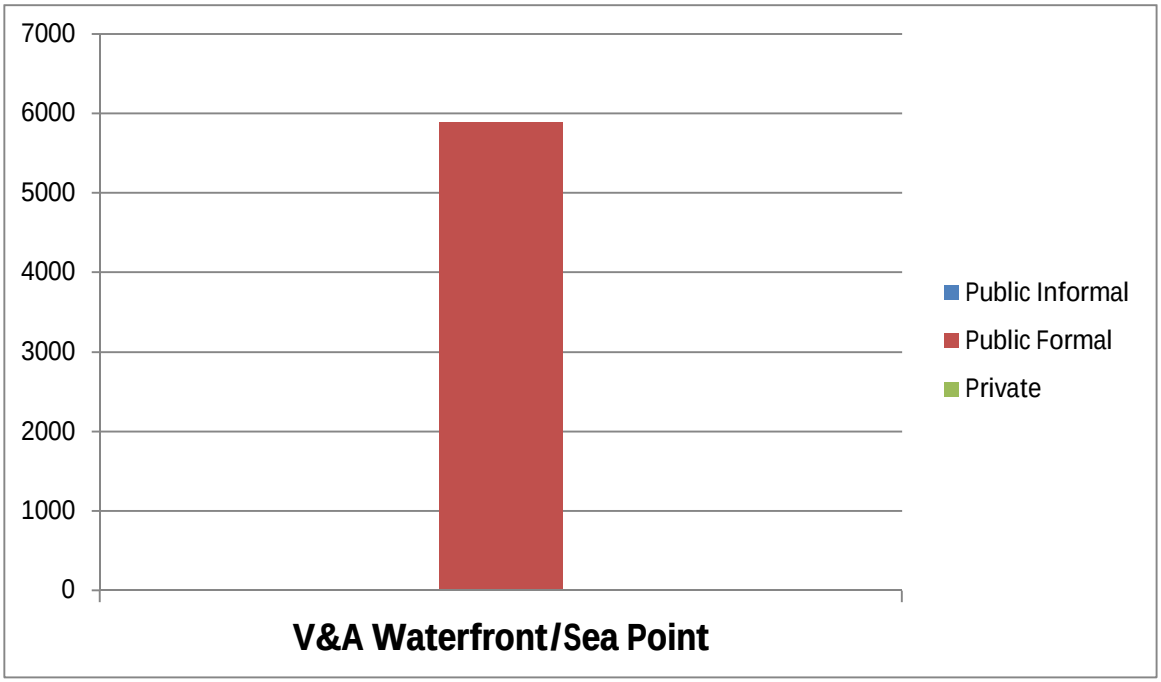
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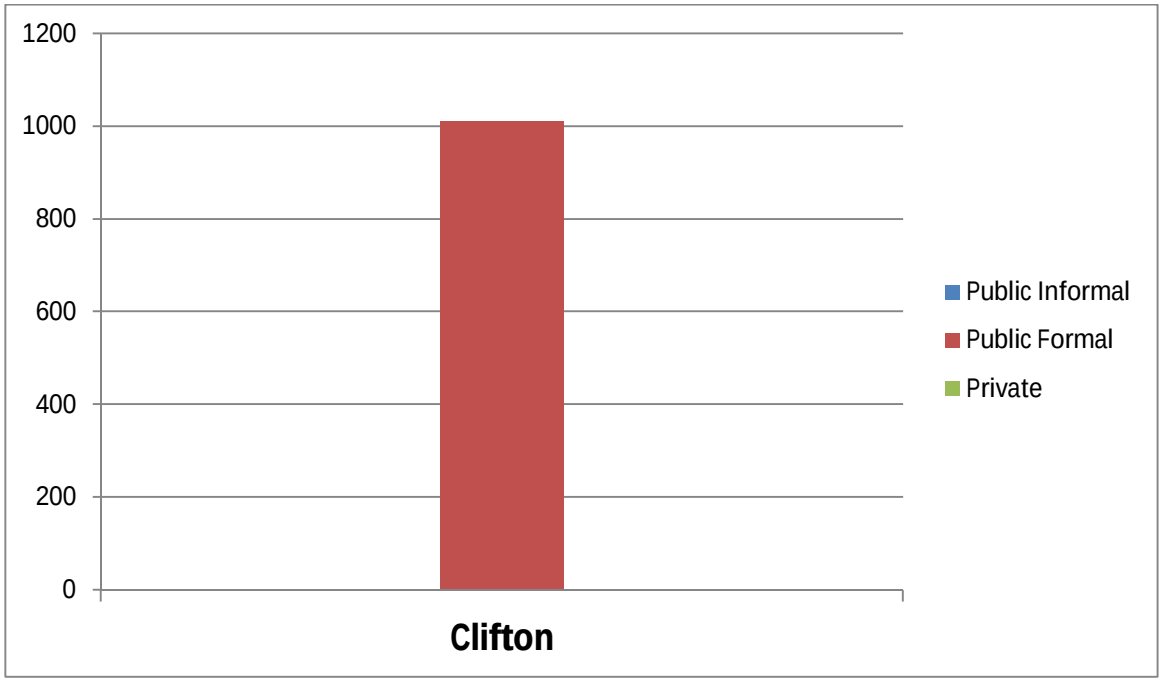
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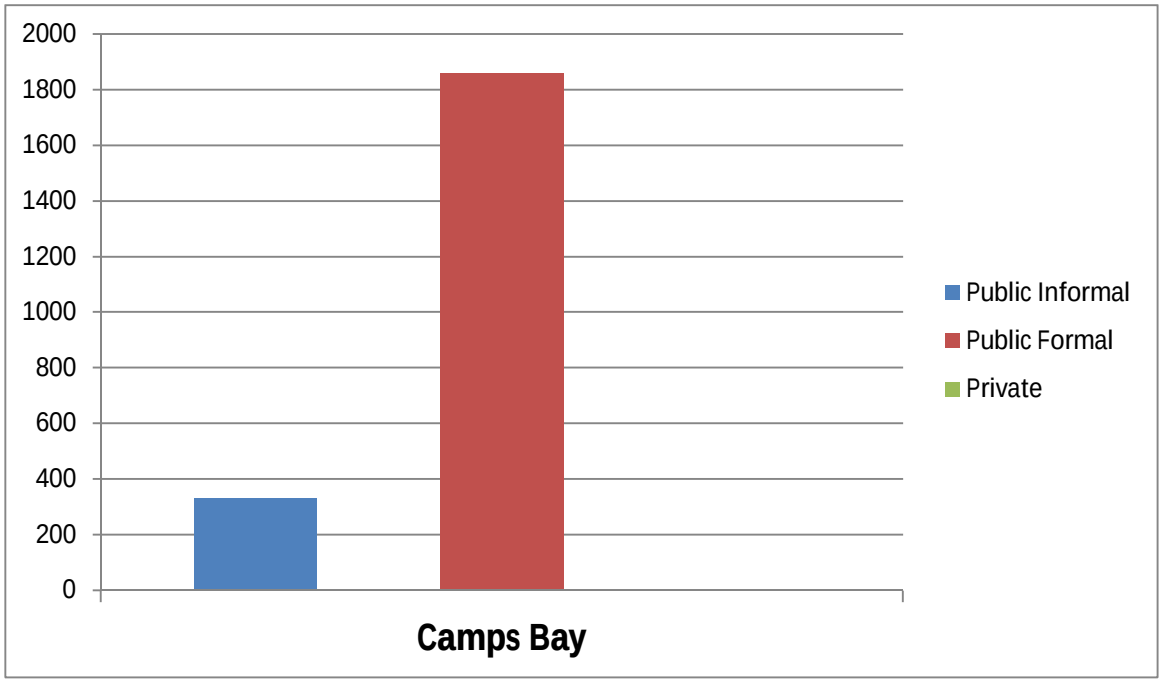
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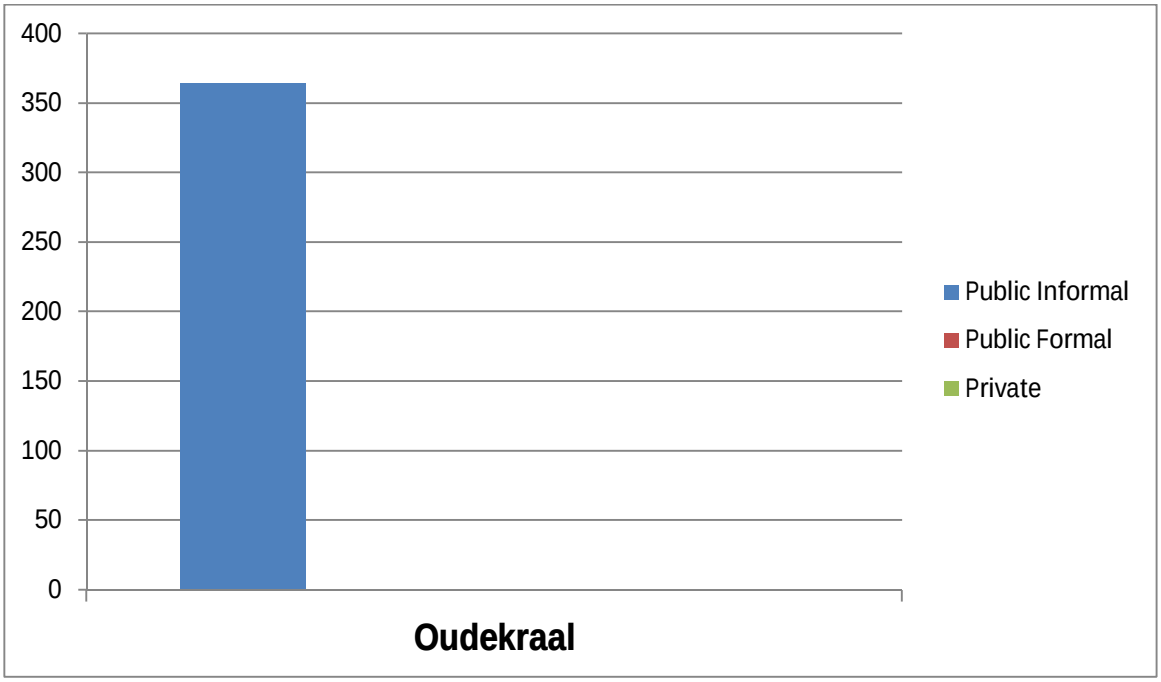
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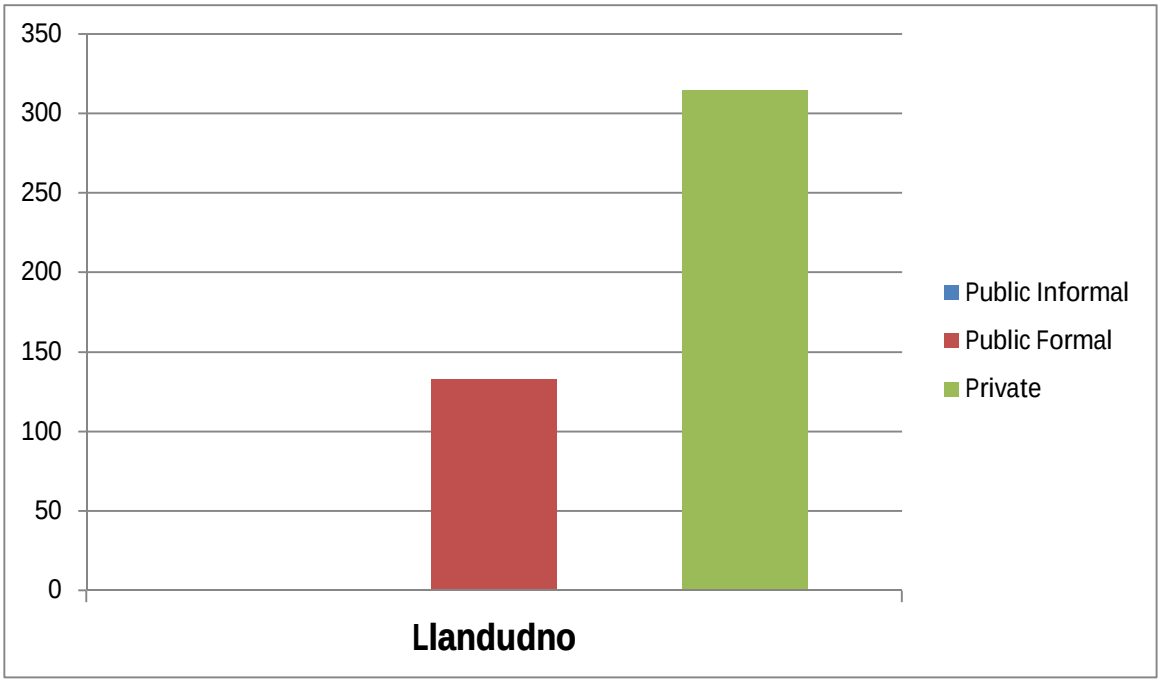
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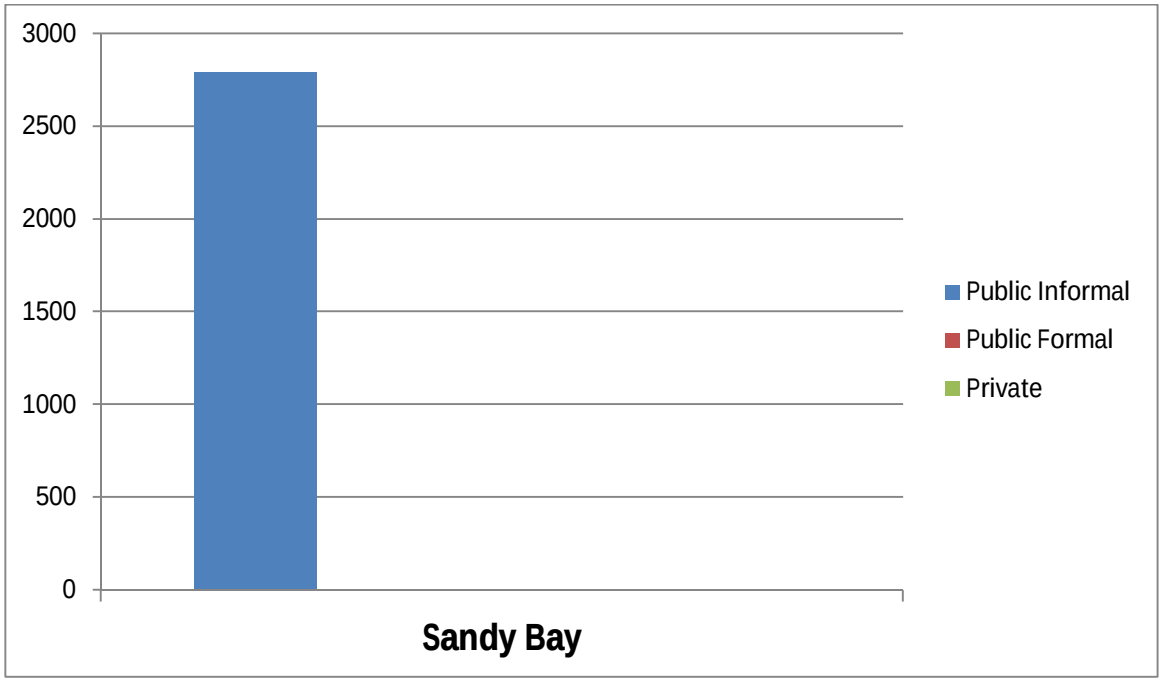
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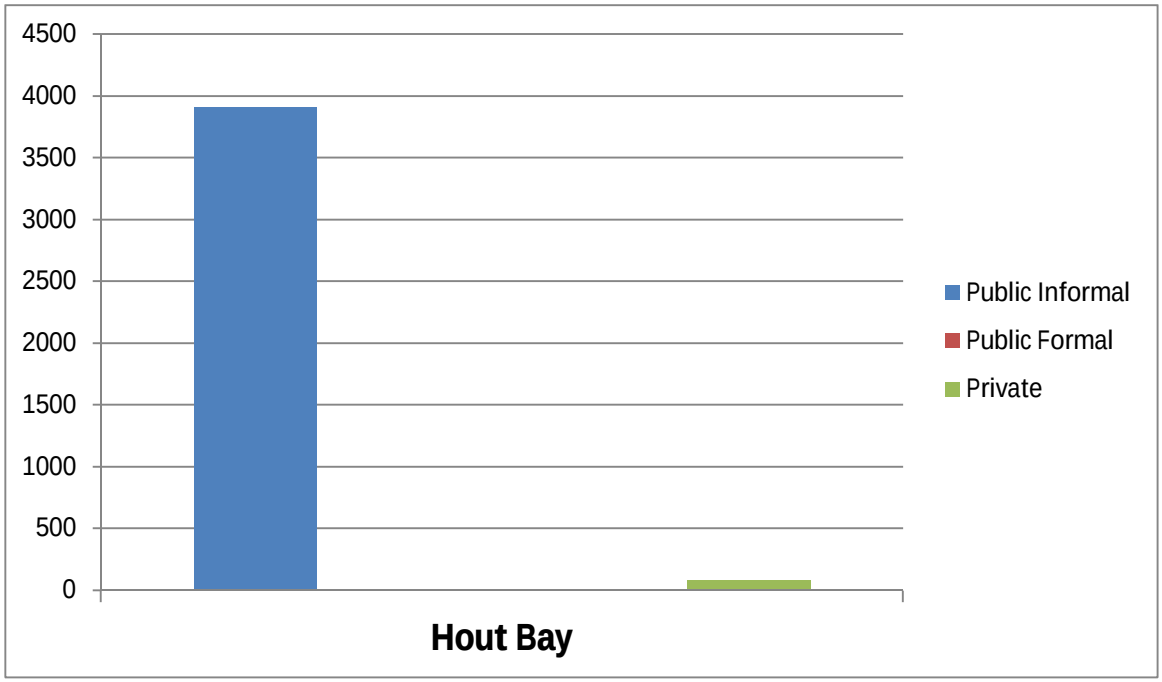
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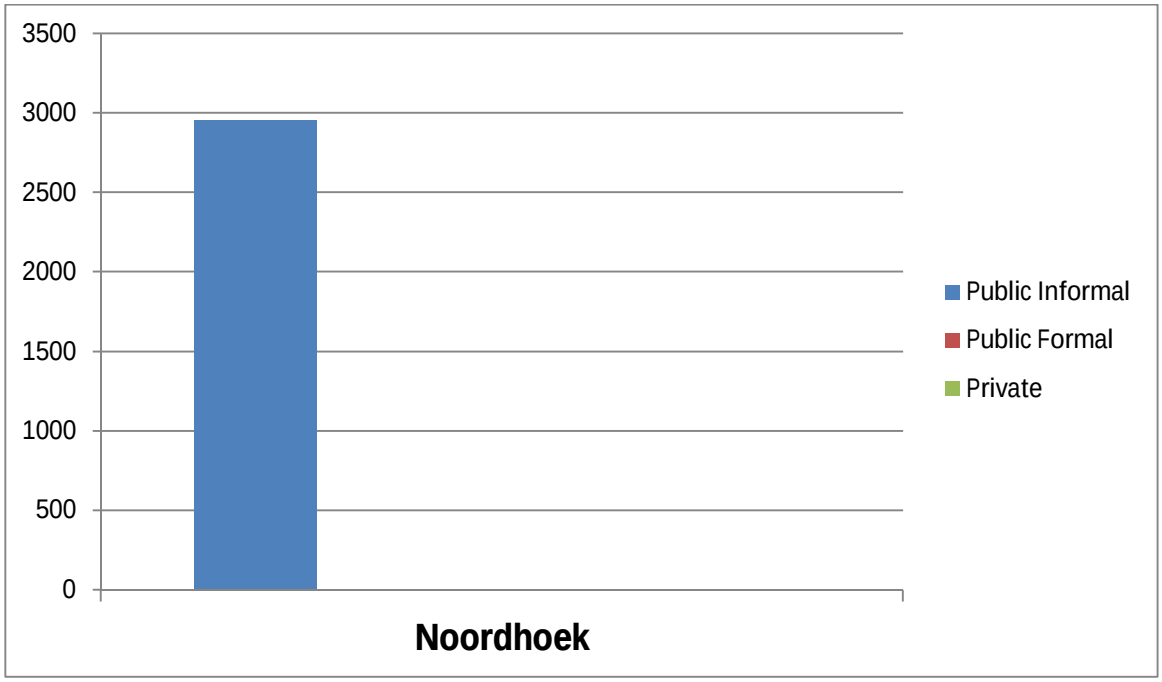
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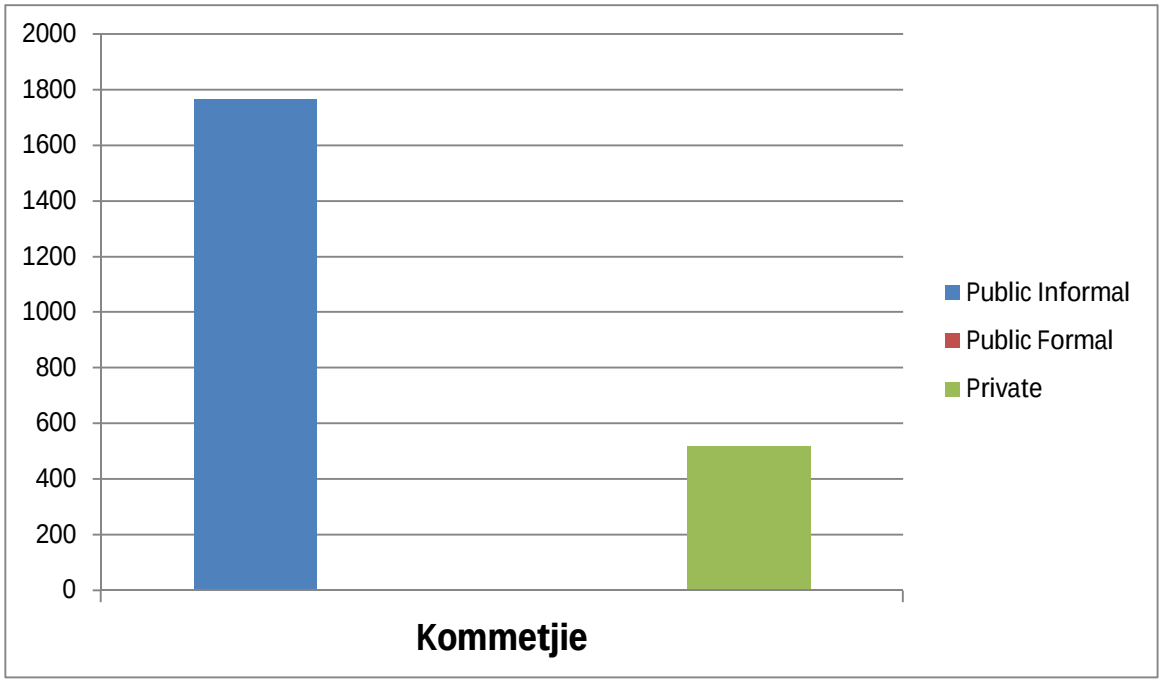
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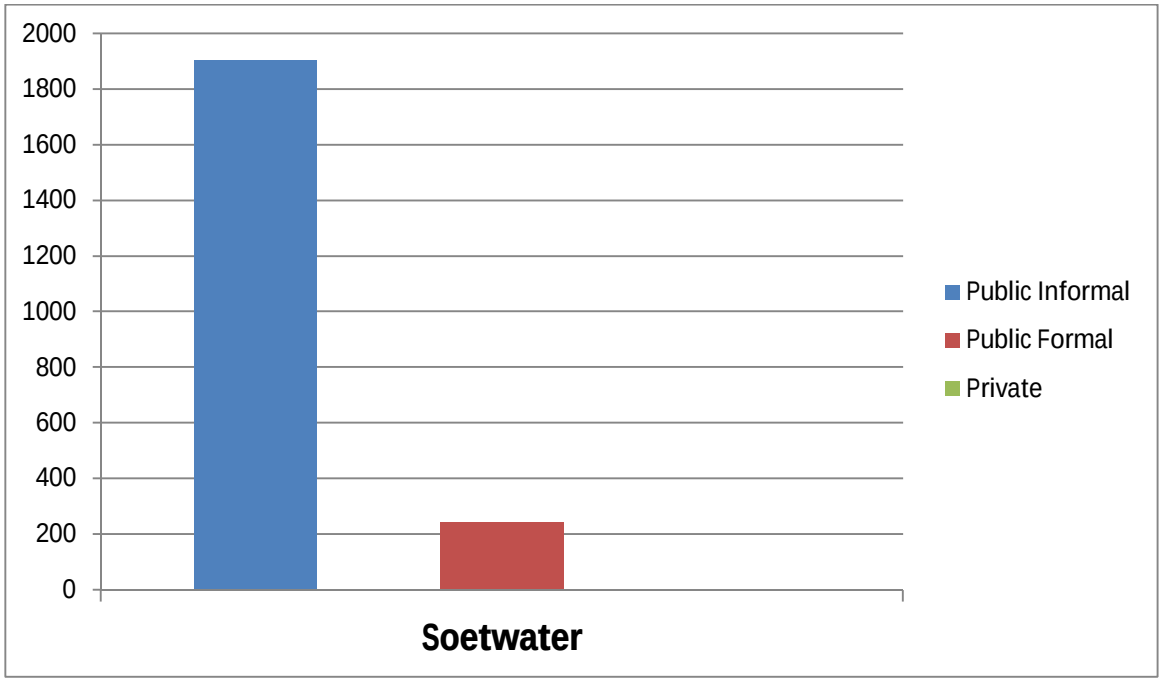
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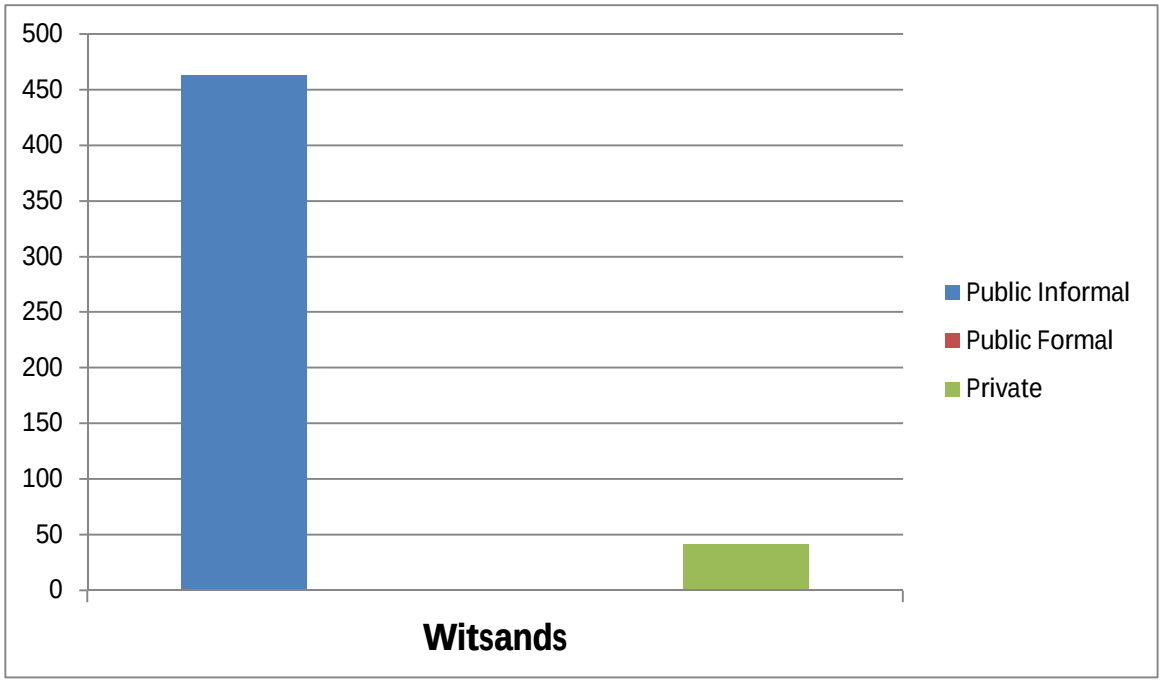
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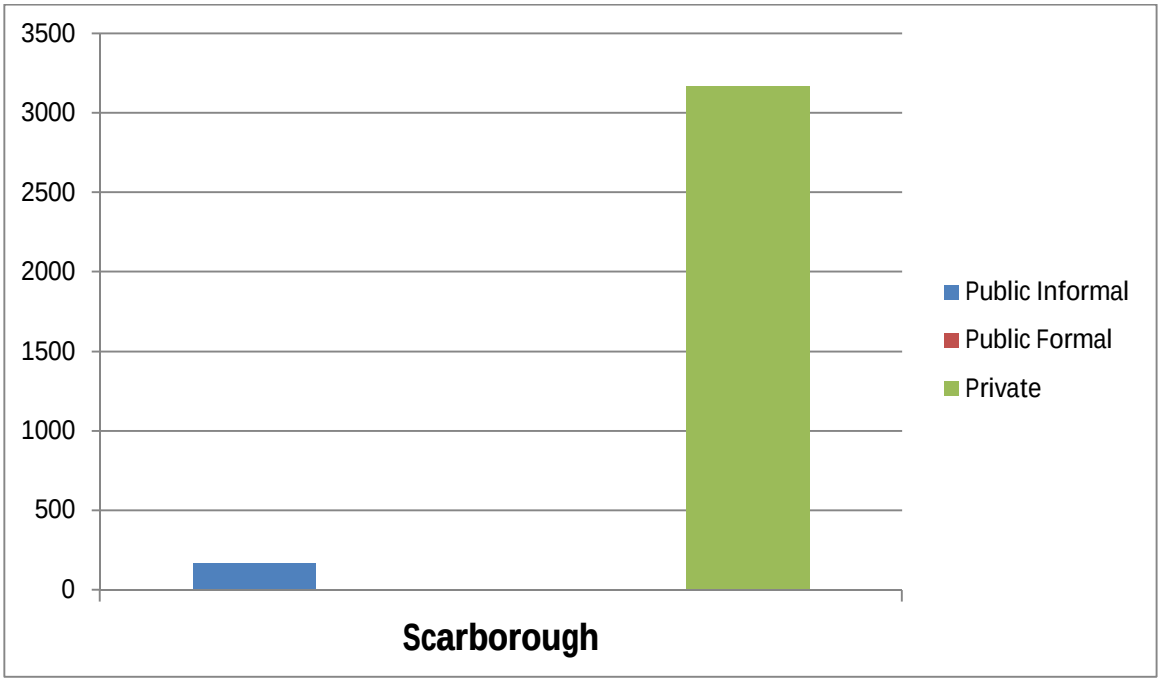
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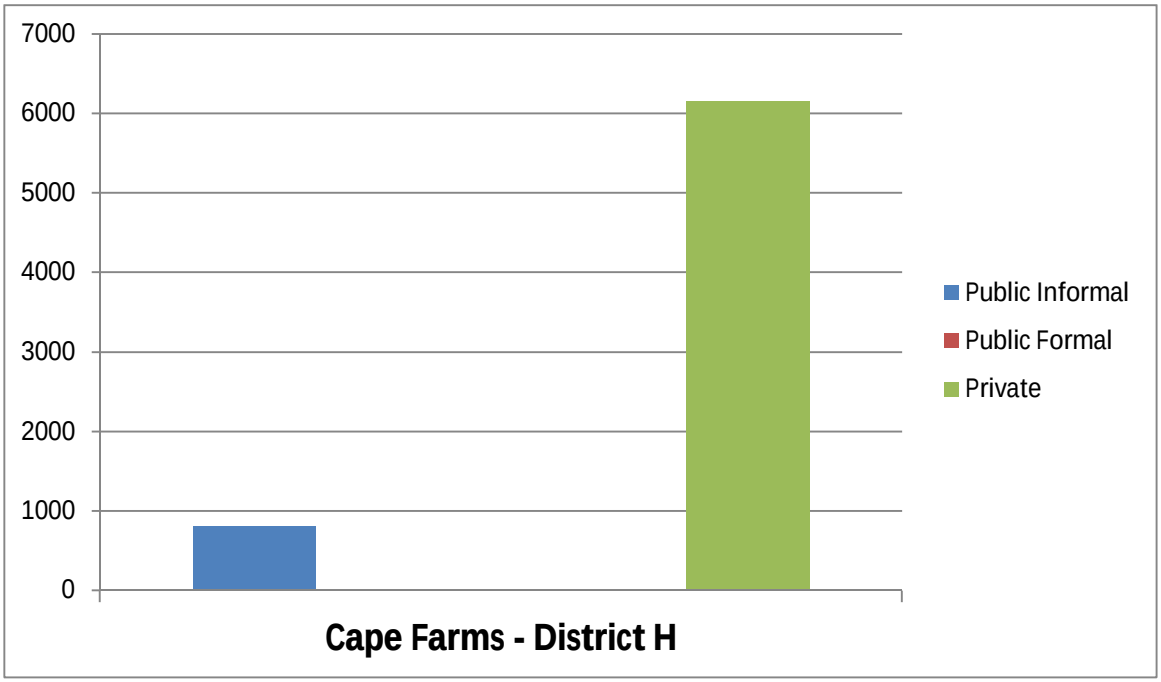
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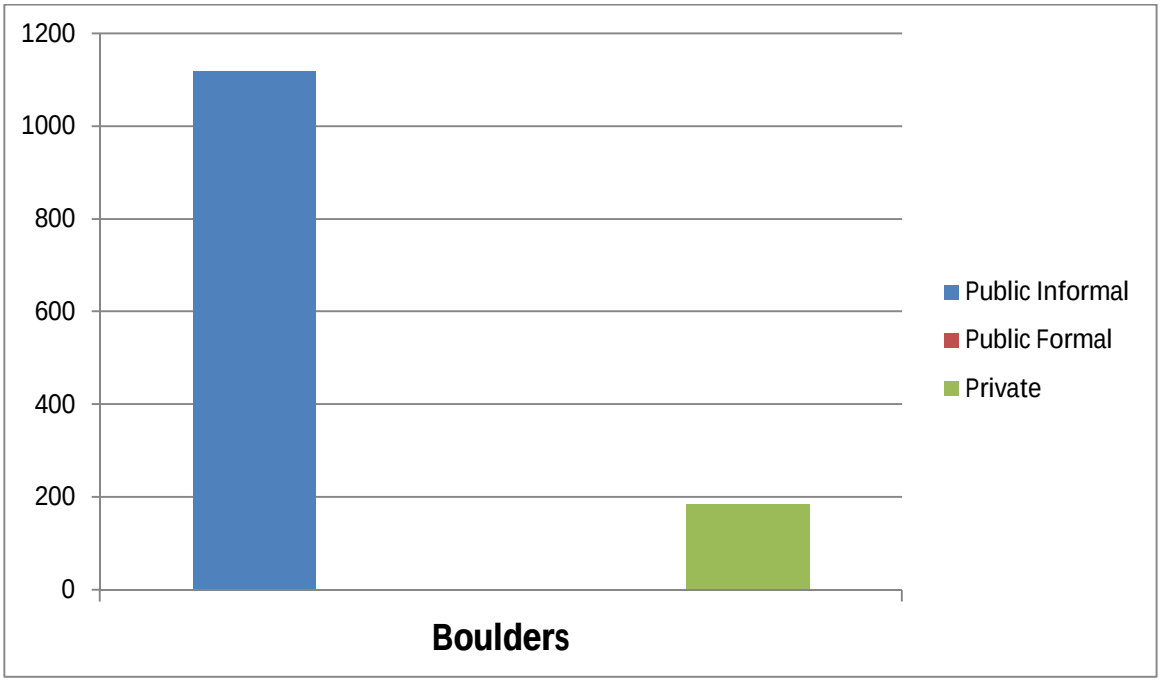
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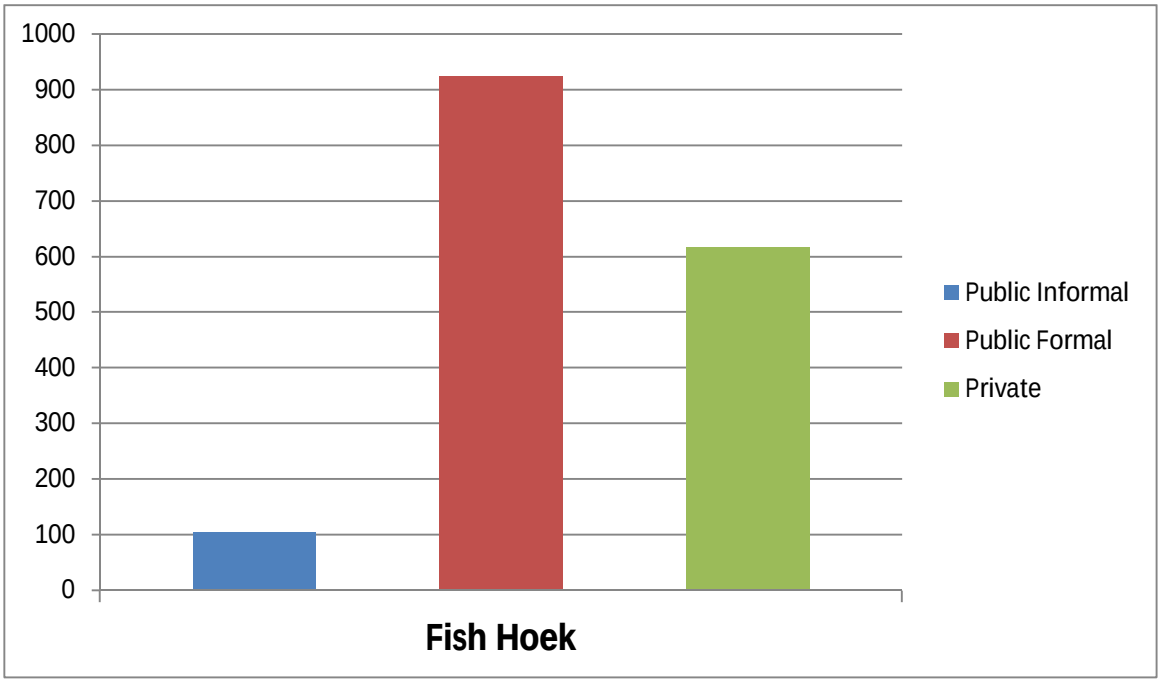
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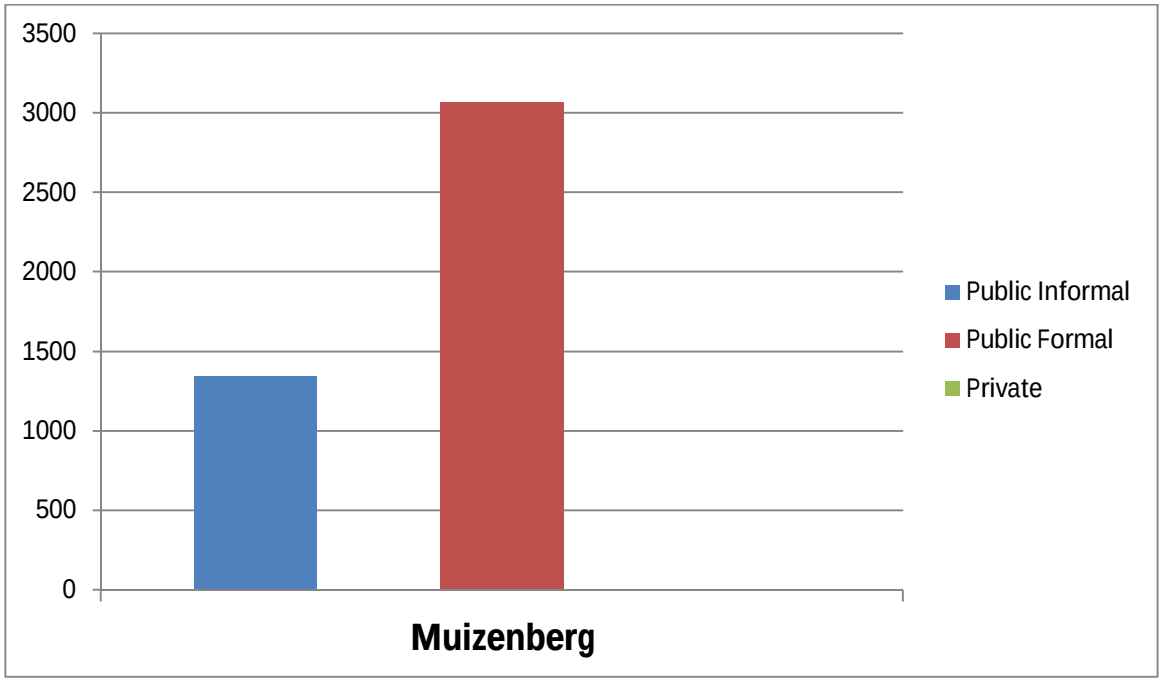
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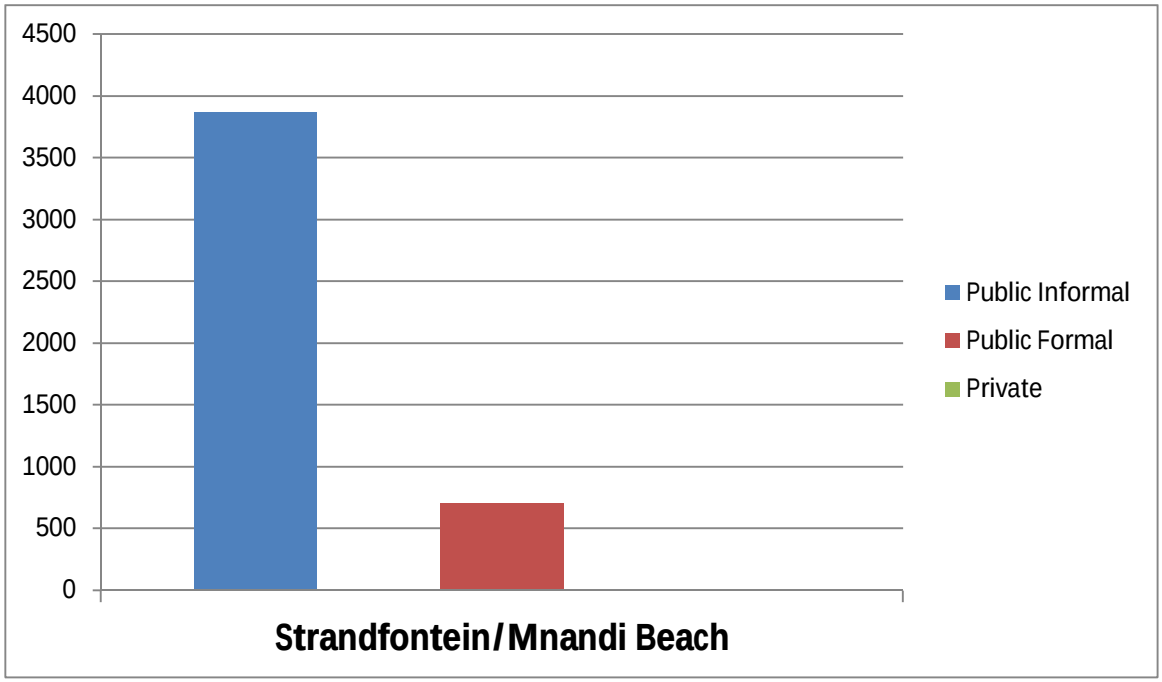
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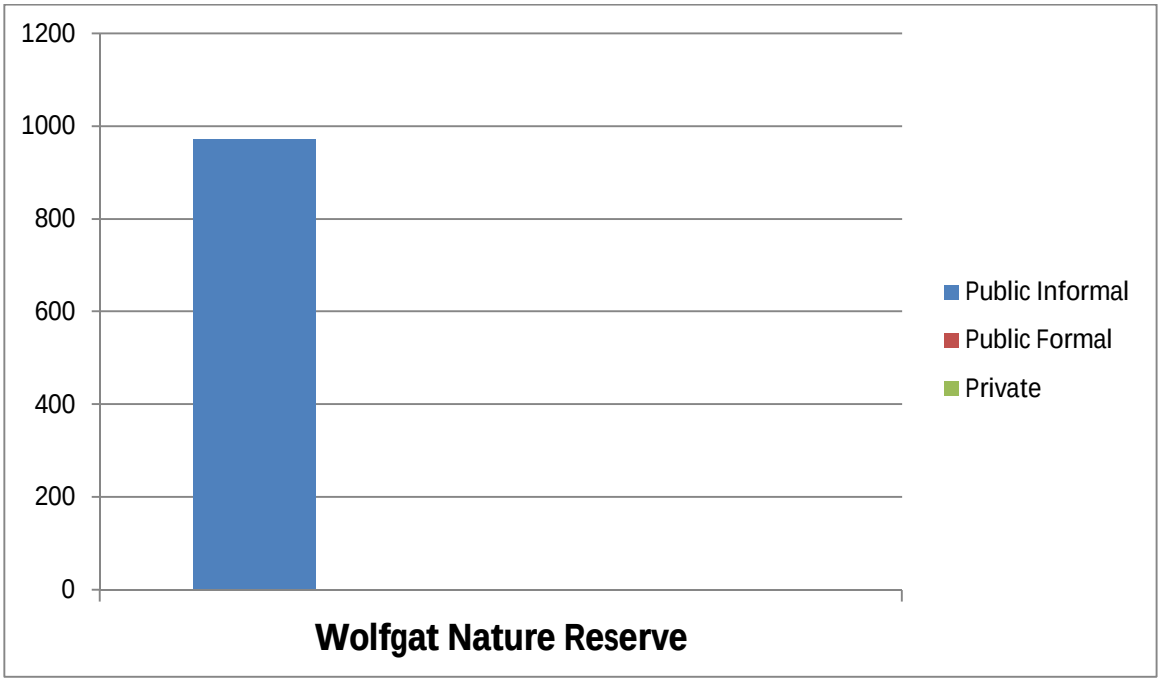
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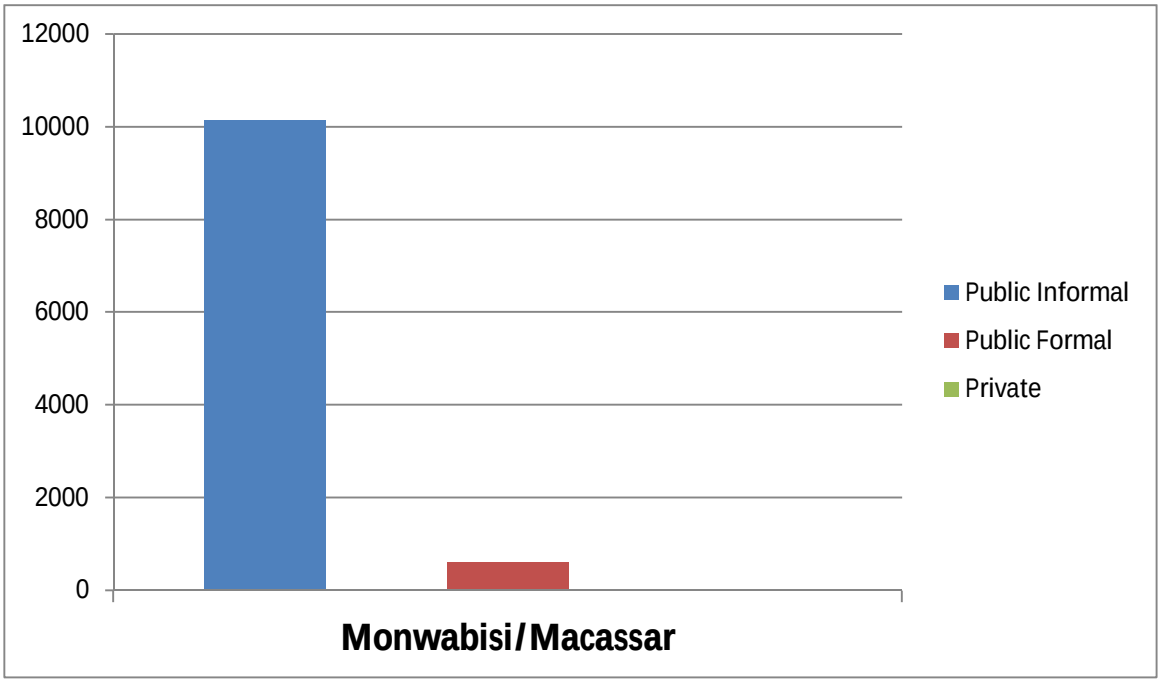
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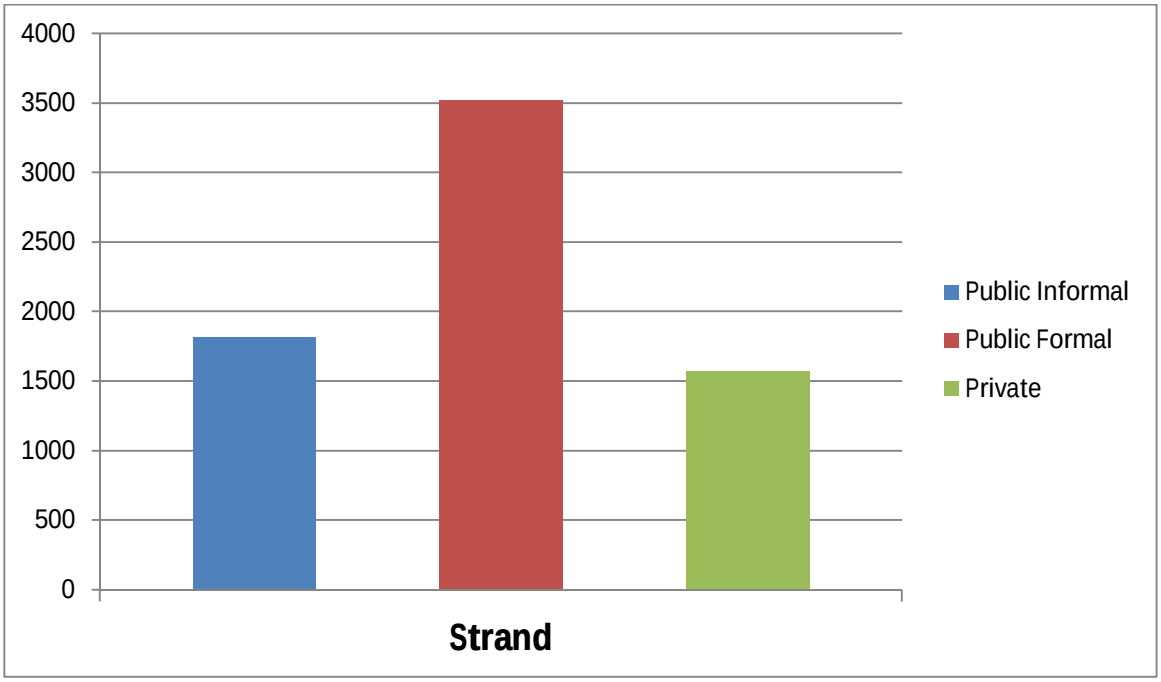
Monwabisi/Macassar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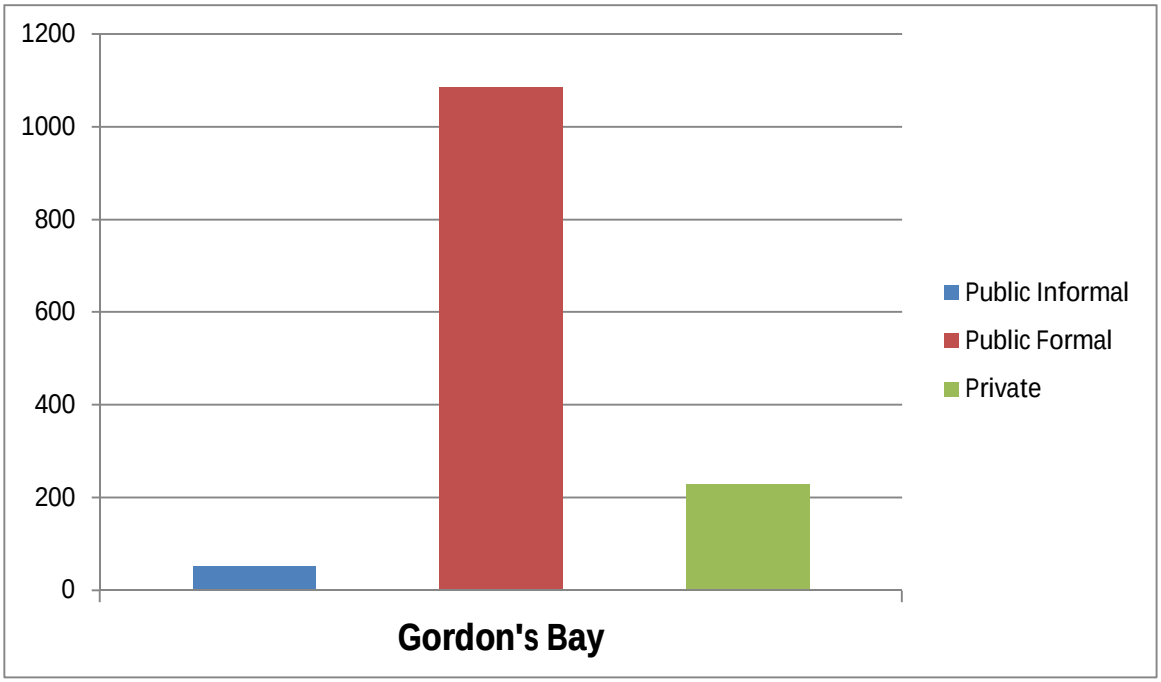
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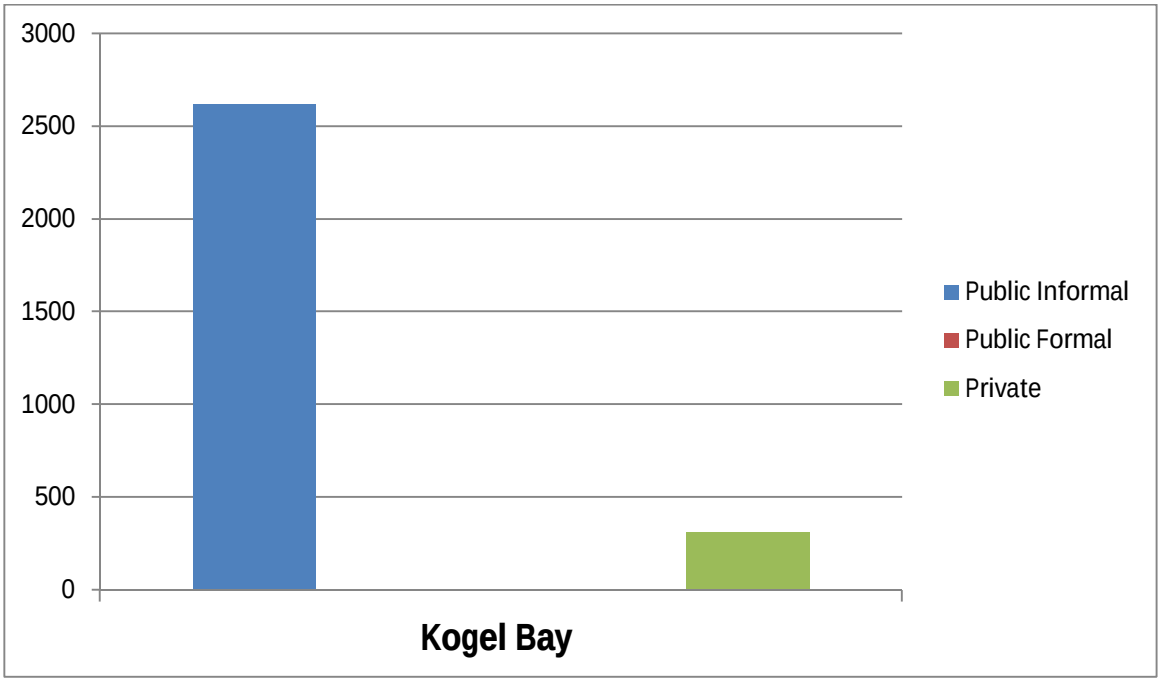
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