

**AGENDA of the  
Portfolio Committee : Infrastructure and Planning  
22 September 2015  
(Also the agenda for the Mayoral Committee Meeting : 30 September 2015)**

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**3.**

**ERF 305, 6 CLIFF ROAD, WESTCLIFF, HERMANUS, OVERSTRAND MUNICIPAL AREA : PROPOSED DEPARTURE : DETAIL CONSTRUCTION ON BEHALF OF NL & L FISH**

**305 HWC (2797)**

**H van der Stoep**

**11 August 2015**

**(028) 313 8900**

**Hermanus Administration**

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**1. Executive Summary**

Application has been received on 20 January 2014 from Messrs. Detail Construction (R. Kok) on behalf of the Mr. NL & L Fish on Erf 305, Hermanus for a departure from the relevant Scheme Regulations in order to relax the street building line from 4m to 0m to accommodate a carport and access gate.

A Locality Plan of the property concerned is attached as Annexure A. The proposed Site Development Plan is attached as Annexure B, while the Motivation Report in support of the proposal is attached as Annexure C.

**2. Service Delivery and Budget Implementation Plan - IGNITE**

Infrastructure and Planning  
Town- and Spatial Planning

**3. Compliance with Strategic Priority**

Provision of democratic, accountable and ethical governance

**4. Delegated Authority**

Executive Mayor

**5. Legal Requirements**

Section 15 of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985)

**6. Background/Discussion/Evaluation/Conclusion**

**Background/Discussion**

Registered notices were sent to all surrounding affected property owners, and one (1) objection was received from Ms. A Scholtz against the proposal.

The application was also circulated to all relevant municipal departments and no objections were received against the application.

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### **Discussion**

The objection received from Ms. A Scholtz can be summarized as follows:

- ❖ The size of the plot makes any relaxation of the building lines unnecessary.
- ❖ Hermanus has lost most of its large plots to subdivisions. The island of large plots is essential to break the monotony of high density development and should be protected.
- ❖ Mr. Fish's physical hindrance was already in place when they purchased the property.
- ❖ The proposed carport will impact negatively on the general tone of Westcliff Drive.

Applicant's replies per objections are as follows:

#### **Size of the plot:**

The two alternatives relating to the property has been investigated.

Alternative A is to erect the carport adjacent to the newly built hobby room. This area forms part of the recreational area and garden area and subsequently not suitable for a carport.

Alternative B is to locate the carport in the front garden. This will impair the character of the dwelling house and be detrimental to the aesthetic appearance to the property and is not a viable solution.

The proposed location of the carport over the street building lines will not be visible from the street and is the most practical, visually suited area.

#### **Loss of larger plots:**

This point is considered inappropriate as this is an application for the relaxation of the building line and has no impact on the densification or size of the erf. The purpose of building lines is not to control density, but rather safety and the reservation of open space for municipal services. It should be noted that the application site is in actual fact located in an area proposed for densification as illustrated by the Overstrand Growth Management Strategy, 2010.

#### **Mr. Fish's physical hindrance was in place when he purchased the property:**

This objection is factually incorrect. The owner does require the need for vehicles to assist with his physical health condition. Erf 305 offered suitable

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opportunity to accommodate these vehicles without deterring to the character of the area and was considered most suitable for the needs of the owner.

**Proposed carport will negatively impact on the general tone of the area:**

It is evident that the objector has a preconception that the proposed carport will be unsightly and result in the deterioration of this upmarket section of Westcliff.

Town Planner's comments

The comments will be dealt with in the same order as the objections received:

- ❖ The size of Erf 305 is quite extensive, however the dwelling is placed in such a manner that it is difficult to aesthetically place the proposed carport within the building lines. The erf is restricted by three street fronts, which is very restrictive in developing the erf.
- ❖ The application is not for a subdivision.
- ❖ Mr. Fish's physical condition needs to be taken into consideration and the possible deterioration thereof.
- ❖ The general tone of Westcliff Drive is not general in as far as the development of the erven is concerned and varies. There is no general tone along Westcliff Drive and owners over the years had to accommodate an increasingly busy street in terms of high pedestrian and traffic volumes.

**Evaluation**

The erf is located in the Westcliff residential area on the corners of Westcliff Drive and Cliff and Link Streets. The erf measures 1561m<sup>2</sup> in extent and is zoned Residential Zone 1. The applicant renovated an existing dwelling to accommodate his lifestyle. The design of the house is as such that the house and garden fronts towards Cliff Street.

Westcliff Drive has over the years become an access route from the Hermanus Central Business District to the New Harbour and Zwelihle. This has the implication that Westcliff Drive has had a substantial increase in pedestrian and vehicle movement. Many of the houses have responded in raising walls facing the road and newly designed houses where possible designed the houses facing away from Westcliff Drive. The response on Westcliff Drive has had no single response and is there no general tone evident along Westcliff Drive. Historical houses are limited in their response, newly designed houses faces away from Westcliff Drive if it has another street front and or build the maximum wall height to counter the activity along Westcliff Drive. Another option executed is in placing dead space such as garages towards Westcliff Drive or build to the maximum height as per the Zoning Scheme.

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The development of Erf 305 is an existing single storey house all within the building lines. It should be noted that the erf is restricted to three street fronts, which place a severe restriction on the developable area on the erf. The erf has a boundary wall to the maximum allowable height on Westcliff Drive, which tapers towards Cliff Street.

The options as discussed by the applicant namely, to put the proposed carport in the front garden are not viable as this will be detrimental to the owner whose view and living space is towards the garden. Aesthetically it will also be to the detriment of Cliff Street, which is a quiet street with less traffic and more pedestrian friendly. The other option of placing the proposed carport in front of the hobby room will impede the sunlight entering the room. The dead space available is on the back on the property, the area on Westcliff Drive to accommodate the proposed carport.

It is evident that the owner has a need for more vehicle space due to his physical disability, which needs to be accommodated. Clearly the special vehicle and trailer and other lifestyle vehicles, such as a boat and caravan needs to be accommodated on the erf. The owner did not demolish the existing house and rebuild the dwelling, which if it was the case, he could have made provision for all the vehicles he owned. The design of the present building is as such that it accommodates the physical disability of the owner and is conducive to a house that can accommodate an elderly couple.

The applicant clearly indicated that the proposed carport will not be visible from the street level and that landscaping will be done to accommodate the double storey houses along Westcliff Drive. The impact of the proposed carport will have little to no detrimental effect on the streetscape along Westcliff Drive. The access on the corner of Westcliff Drive and Link Road has been evaluated by the Engineering Services Department and has no objection, but recommends certain conditions to ensure safety and visibility. This is due to the fact that Link Street is a minor street with no to little traffic since there is no other access points along this street. It is also foreseen that the carport will not be used on a regular basis and thus will not be accessed on a regular basis.

The application is in line with the Overstrand Zoning Scheme that makes provision for carports over the street building line by following procedure and complies with the limitations in terms of extent, design and height restrictions.

### **Conclusion**

The application is supported and the objection be noted.

### **7. Financial Implications**

None

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**8. Staff Implications**

None

**10. Comments from other Departments, Divisions and Administrations**

**Traffic Department**

Take note of the above address. From traffic side we will assist where needed.

**Building Control Department**

Situated on corner - access subject to Engineer Department's conditions.

**Fire Department**

No objection provided the proposed carport is not enclosed on more than two sides in terms of the National Building Regulations SANS 10400T:2011.

**Engineering Services Department**

Attached as Annexure F.

**10. Annexures**

- Annexure A: Locality Plan
- Annexure B: Proposed Site Development Plan
- Annexure C: Motivation Report
- Annexure D: Objection received
- Annexure E: Applicant's response on the objection received
- Annexure F: Services Report

**RECOMMENDATION:**

1. that, in terms of Section 15 of the Land Use Planning Ordinance, 1985 (Ordinance 15 of 1985) application for a departure from the Scheme Regulations on Erf 305, Hermanus in order to relax the street building line from 4m to 0m to accommodate a carport and access gate, **be approved**, subject to the following conditions:
  - (a) that this approval only has reference to the Site Development Plan (305\_001 dated 2015/01/16 [REV 1] and 305\_002 dated 2014/10/07), as submitted with the application;
  - (b) that the proposed carport be a flat roof and is similar to the attached photographs submitted by the applicant to prove limited impact on Westcliff Drive;

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- (c) that this approval does not absolve the owner/applicant from compliance with any other relevant legislation;
  - (d) that all other parameters as prescribed in the Zoning Scheme be adhered to;
  - (e) that all the conditions in the Services Report (attached as Annexure F) be complied with; and
  - (f) that a building plan be submitted to the Building Control Department for their approval, and that any conditions that may be set at building plan submission phase by the Building Control- and/or Fire Department, be complied with.
2. that the applicant be notified of its right of appeal in terms of Section 62 of the Local Government : Municipal Systems Act No 32 of 2000 with regard to the above decision.

<b>RESPONSIBLE OFFICIAL :</b>	<b>H VAN DER STOEP</b>
<b>TARGET DATE FOR IMPLEMENTATION :</b>	<b>14 OCTOBER 2015</b>
<b>TARGET DATE TO INFORM APPLICANT :</b>	<b>14 OCTOBER 2015</b>
<b>TARGET DATE TO INFORM OBJECTOR :</b>	<b>14 OCTOBER 2015</b>

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AREA : PROPOSED DEPARTURE : DETAIL CONSTRUCTION ON BEHALF OF NL  
& L FISH**

**305 HWC (2797)  
H van der Stoep  
11 August 2015**

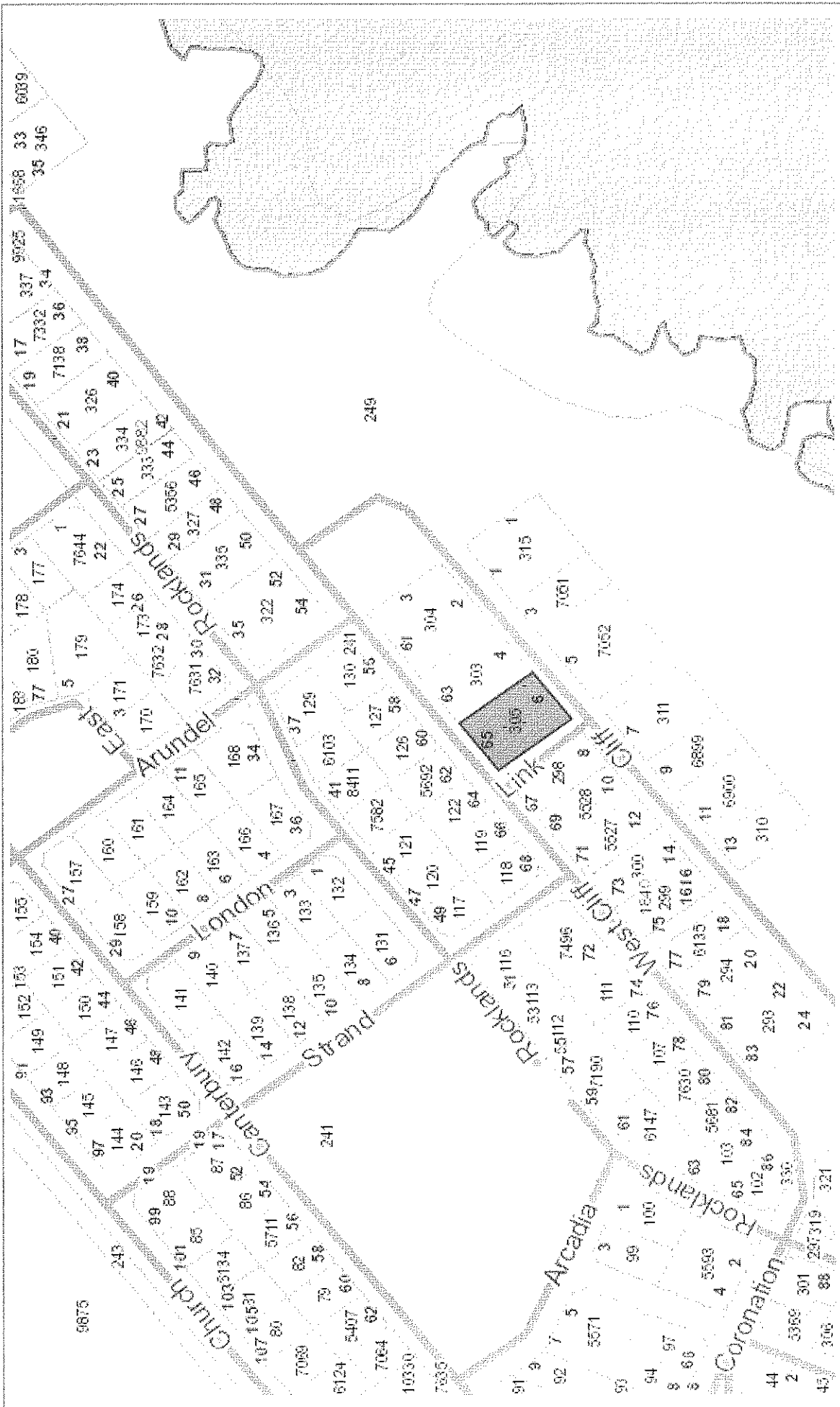
**(028) 313 8900**

**Hermanus Administration**

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**THIS MATTER SERVED BEFORE THE JOINT PORTFOLIO COMMITTEE ON  
22 SEPTEMBER 2015, WHICH COMMITTEE SUPPORTED THE  
RECOMMENDATION**

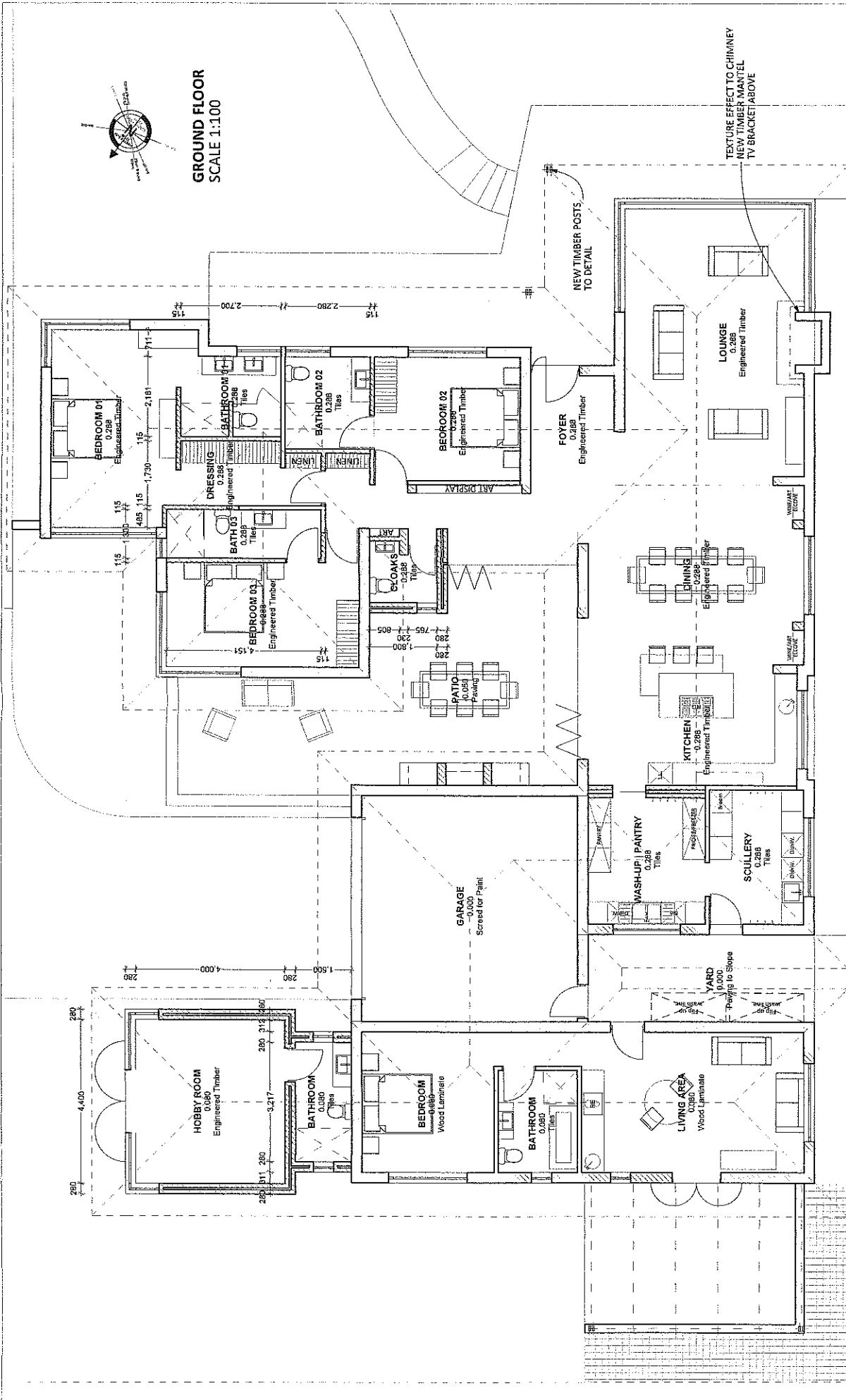
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Erf 305 Westcliff Hermanus  
Locality Map







**GENERAL NOTES:**

1. ALL BUILDING WORK TO COMPLY WITH ALL APPLICABLE SABS 0400 STANDARDS.
2. THIS DRAWING IS NOT TO BE SCALED, ONLY FIGURED DIMENSIONS TO BE USED.
3. ALL BUILDING WORK TO COMPLY WITH ALL APPLICABLE SABS 0400 STANDARDS.
4. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR CHECKING ALL LEVELS & DIMENSIONS ON SITE WHEN SETTING OUT, PRIOR TO COMMENCING CONSTRUCTION & DURING THE CONSTRUCTION PROCESS.
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6. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR CHECKING ALL LEVELS & DIMENSIONS ON SITE WHEN SETTING OUT, PRIOR TO COMMENCING CONSTRUCTION & DURING THE CONSTRUCTION PROCESS.
7. ALL STRUCTURAL WORKS TO BE DESIGNED, DRAWN & CHECKED BY A REGISTERED STRUCTURAL ENGINEER & IS TO BE CARRIED OUT IN STRICT ACCORDANCE WITH THE ALL STRUCTURAL DRAWINGS AND THE STABILITY TO BE CERTIFIED BY THE STRUCTURAL ENGINEER ON COMPLETION OF THE WORKS.

**ADDITIONS + ALTERATIONS**  
**HOUSE FISH**  
ERF NO: 305  
WESTCLIFF | HERMANUS  
CLIENT: FISH

STATUS: SKETCH PROPOSAL  
DESCRIPTION: GROUND FLOOR

**detail CONSTRUCTION**

**DRAWN:** L. MEETHUNG (SAT 20888)  
**DATE:** 2014.10.07  
**SCALE:** AS INDICATED  
**DRAWING NO:** 305\_002

**COPYRIGHT:**  
THE COPYRIGHT OF THIS DRAWING IS RESERVED TO THE ARCHITECTURAL TECHNOLOGIST. THIS DRAWING MAY ONLY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT PERMISSION IN WRITING FROM THE ARCHITECTURAL TECHNOLOGIST.

**HOUSE FISH**  
ERF NO: 305  
WESTCLIFF | HERMANUS  
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STATUS: SKETCH PROPOSAL  
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**DRAWN:** L. MEETHUNG (SAT 20888)  
**DATE:** 2014.10.07  
**SCALE:** AS INDICATED  
**DRAWING NO:** 305\_002

# detail

## CONSTRUCTION

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2014/11/14  
Detail Construction  
Posbus 1461  
Hermanus  
7200

### *Waiver Application Motivation*

*House Fish*

*Erf 305*

To Whom It May Concern:

The Current Site, Erf 305, is due for Renovation.

Mr & Mrs Fish purchased No 6 Cliff Road recently and there are the following hindrances.

Mr Fish has undergone an operation where his spine was affected to the extent that he struggles to walk long distances. This obviously requires him to have some extra form of mobility in the form of a 4Wheel Motorcycle. This motorcycle has a trailer. There are some other items that needs to be stored as well, such as a Boat and a Caravan.

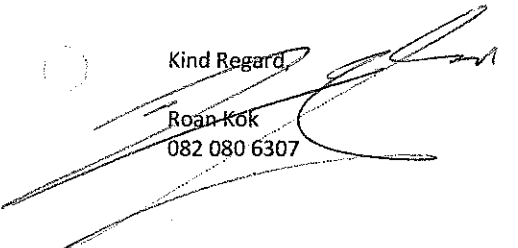
The storage availability at the current site, is not sufficient and thus results in the proposed addition of a Carport and Access gate.

The Access Gate is not interleading to the Main Entrance of the Property.

We have met with Mr Dennis Hendriks to confirm that the Proposed Addition is safe from a Traffic Point of View and he is happy in principle for us to Proceed with the Plan approval and Waiver Application.

Kind Regard,

Roan Kok  
082 080 6307



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Annexure D 1/1



TP- A Theart  
(Molivier)

Erf 119  
66 Westcliff Road  
Westcliff  
Hermanus

S Müller  
Director: Infrastructure and Planning

Dear Sir

ERF 305, 6 CLIFF ROAD, HERMANUS, OVERSTRAND MUNICIPAL AREA ;  
PROPOSED DEPARTURE

I wish to raise my objections to this application as follows:

- 1 The size of the plot makes any relaxation of building lines unnecessary. There are other options that should be investigated to incorporate more parking and storage of vehicles.
- 2 Hermanus has lost most of its large plots to sub-division. These islands of large plots are very important as they break the visual monotony of high density development and should be protected by keeping within the regulated building lines.
- 3 Mr Fish's physical hindrance was already in place when they purchased the property and should not be used as a mitigating argument.
- 4 The proposed carport would impact negatively on the general tone of Westcliff Drive. "Carport" implies a roof erected over supports which would make the roof visible even over a maximum 2.1m high boundary wall. This would detract severely from the attractiveness of the house and especially from the view along Westcliff Drive and from properties overlooking erf 305.

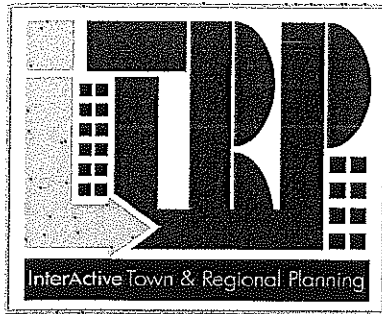
Thank you in anticipation of a positive outcome.

Kind regards

Anuta Scholtz  
pp Estate Late JCG Keth

FILE NO:	E2 305 Herm
SCAN NO:	
COLLABORATOR NO:	759864

TP 27 FEB 2015



InterActive Town & Regional Planning

PO Box 980

Hermanus

7200

Date: 26 June 2015

Reference: Erf 305 Hermanus



TP - A Theart  
(Hollivier)

**ERF 305 WESTCLIFF, HERMANUS: APPLICATION FOR THE RELAXATION OF A BUILDING LINE- RESPONSE TO OBJECTIONS**

The undated objection received from Me Anuta Scholtz on behalf of the Estate of late JCG Keth refers.

**A. Introduction**

An application was submitted by Detail Construction, a reputable building construction firm in Hermanus, for a departure for the relaxation of the northern and western building lines from 4 m to 0 m to accommodate a new carport.

In response to the above application and as part of the public participation process, an objection was received from Me Anuta Scholtz on behalf of the estate of late JCG Keth, the owner of Erf 119 Westcliff Road.

An extract of the objection by Me Anuta Scholtz is shown here-below:

- 1 The size of the plot makes any relaxation of building lines unnecessary. There are other options that should be investigated to incorporate more parking and storage of vehicles.
- 2 Hermanus has lost most of its large plots to sub-division. These islands of large plots are very important as they break the visual monotony of high density development and should be protected by keeping within the regulated building lines.
- 3 Mr Fish's physical hindrance was already in place when they purchased the property and should not be used as a mitigating argument.
- 4 The proposed carport would impact negatively on the general tone of Westcliff Drive. "Carport" implies a roof erected over supports which would make the roof visible even over a maximum 2.1m high boundary wall. This would detract severely from the attractiveness of the house and especially from the view along Westcliff Drive and from properties overlooking erf 305.

In the following paragraph additional information and background to the application and application site is provided for better clarity, understanding and motivation of the application. The four subjects of objection are dealt with individually in this letter of response to the objections.

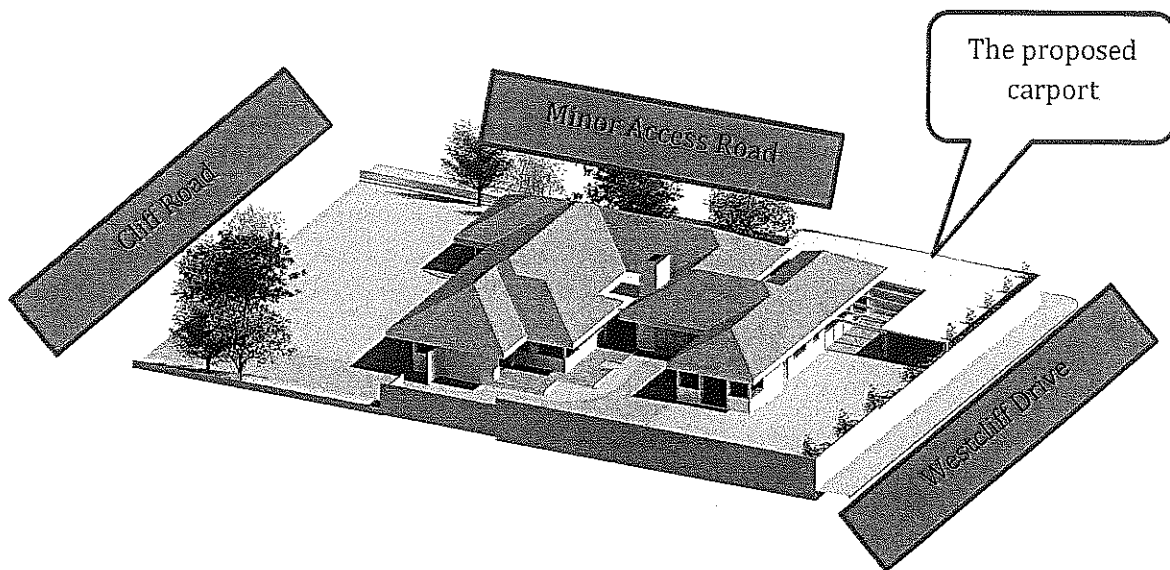
FILE NO: EL 305-HWC
SCAN NO:
COLLABORATOR NO: 795311

### B. Additional background to the application.

Our client and owner of Erf 305 Westcliff, Mr and Mrs Fish, moved from the Eastern Cape to establish themselves in Hermanus for retirement. Their outdoor lifestyle as well as Mr Fish's health was some of the major considerations in their search for a new home. This inter alia included the need to accommodate/store their boat, caravan and quad motorbike. The house on Erf 305 Westcliff was found the most suitable for their needs and specifically the available space for a carport on north-western corner for their recreational vehicles.

An application for the relaxation of the building line, to accommodate the carport, formed part of an extensive renovation and upgrade to the house. The cost of the renovation and upgrade amounts to almost R3 million. The quality finishes and extent of the upgrade of the property, which included inter alia the addition of a hobby room, the refurbishing of the entire house (i.e. bathrooms, kitchen, floors, ceilings, doors, etc) as well as the re-landscaping of the garden (the latter still in process at the time of writing), serves a proof of the high standards set by the applicant.

Subsequent to the above, it is important when evaluating the application also to take cognisance of the fact that the premises is fronted by three streets, being Westcliff Drive, Cliff Road and a linkage road between Westcliff Drive and Cliff Road as shown in the following sketch.



*Sketch showing the proposed position of the carport in relation to the abutting streets fronting the application site*

The main access to the property is from Cliff Road with the garden in front portion of the house and erf. Westcliff Drive, a collector road, is not desirable for direct access to and from the property. Access to the carport is proposed from the linkage road between Westcliff Drive and Cliff Road as agreed in principle by the Manager of Infrastructure and Planning. The driveway providing access to the existing double garage is on the eastern side application site.

As part of the upgrade of the property a hobby room was built on, on the northern-eastern side of application site abutting a recreational area of the garden.

The objector was approached, after studying the objections, to determine if an agreement could be reached to withdraw the objection, but with no success.

### **C. Response to the objections point by point**

When analysing the four subjects / points of objection, it is necessary to interpret the objections individually as well as holistically.

Individually the objections can be summarised as follows:

- the carport should be located in an alternative position on the erf,
- The carport should not be located within the building lines,
- The owners' health condition should not be used as motivation for a carport,
- The construction of a carport would negatively impact on the aesthetical appearance of the property and character of the lower Westcliff area respectively.

From a holistic point of view it is clear the objector concerned about the gradual decay of the lower Westcliff area and that the erection of a carport will contribute towards the decay of this area.

Resulting from the letter of objection, as well as verbal communication with the objector, it is clear that the objector makes the incorrect assumption that a carport will be aesthetical unattractive and that the proposed carport will be detrimentally to the character of the area.

In following paragraphs the response to the individual points of objection is presented:

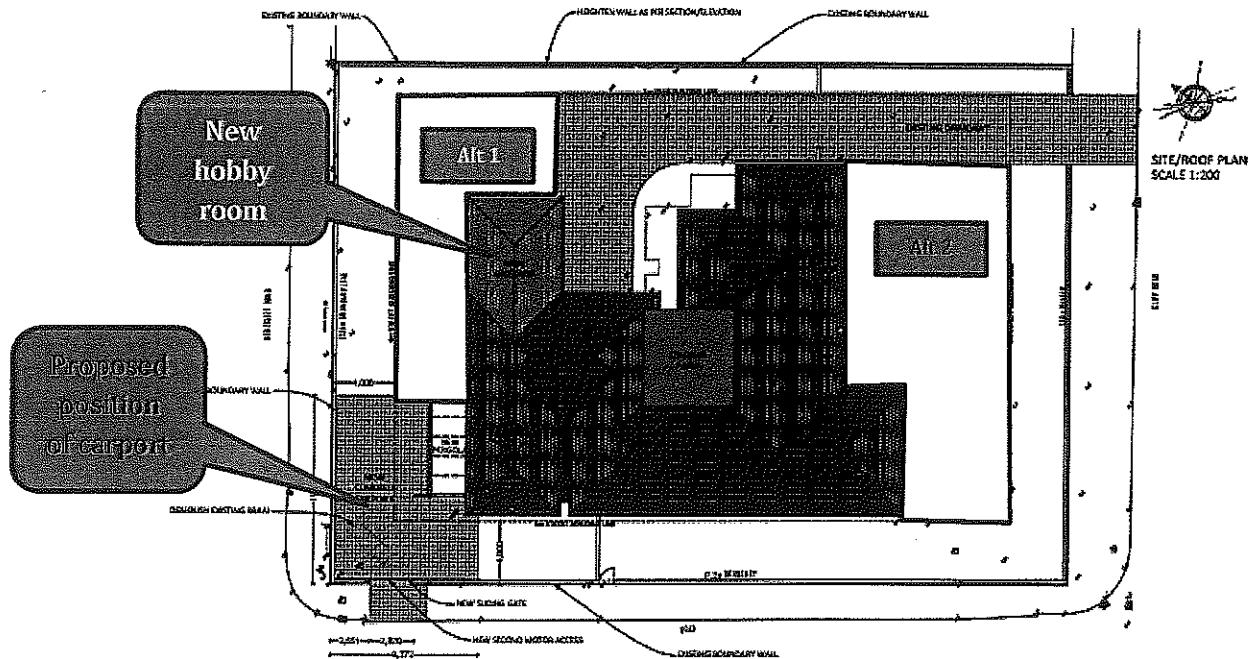
#### **i. Subject of Objection 1**

*"The size of the plot makes any relaxation of building lines unnecessary. There are other options that should be investigated to incorporate more parking and storage for vehicles."*

Following the negotiations with the objector as well as the above point of objection, it is clear that the objector want the carport to be located elsewhere on the property, outside any building line. It is however also evident that the objector did not investigate the impact of such "other option".

Two alternative positions, namely (1) adjacent to the newly built hobby room or (2) in the front garden area, as illustrated in the following sketch, the only positions physically possible to place such carport. It was found that the positioning of the carport in both these alternative locations would without doubt impact acutely negative on the practical "functioning" of the layout of the dwelling house.

A carport in the front garden area will impair the character of the dwelling house and also obstruct the views to and from the street. It would also without doubt be detrimentally to the aesthetic appearance of the property. Thus, this is not considered as a suitable option.



*Sketch illustrating the non-desirable possible alternative options for a carport*

The other alternative would be to position it at the back section of the property adjacent the newly built hobby room. This area forms part of the recreational area and garden area of the property and subsequently also not suitable as illustrated in the following photograph:



*Photograph of the area adjacent to the newly built hobby room being developed as garden and recreational area*

The area currently proposed for the carport is located over the street building lines of the property, in the most remote/distant and secluded area of the property and will not be visible from street level. The positioning of the carport in this corner of the property will be the most practical, visually suited and appropriate on the property.

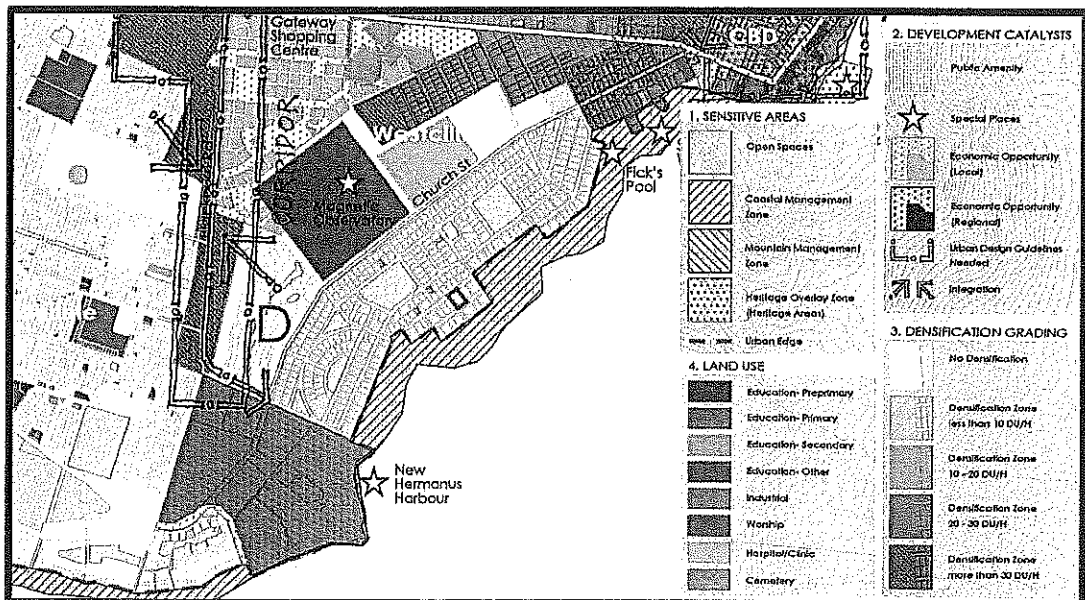
ii. Point of Objection 2

*“Hermanus has lost most of its large plots to subdivision. These islands of large plots are very important as they break the visual monotony of high density development and should be protected by keeping within the regulated building lines.”*

This point of objection/ statement is considered inappropriate and non-related to the application, as this is an application for the relaxation of a building line and has no effect on densification or impact on the size of the erf. Therefore this point of objection should be rejected.

The purpose of building lines is not to control density, but rather safety and the reservation of space for municipal services. Building lines can be used to protect character of areas especially historical areas.

Apart from the above, it should be noted that the application site is in actual fact located within an area proposed for densification as illustrated in the following extract of the Overstrand Municipal Growth Management Strategy approved by Council in 2010:



Extract of the Municipal Growth Management Area, 2010 reflecting the application area.

iii. Point of Objection 3

*“Mr Fish’s physical hindrance was already in place when they purchased the property and should not be used as a mitigating argument.”*

The objection made by Me Scholtz is considered unreasonable and factually incorrect. When purchasing property / a home, a person’s health and lifestyle, in actual fact, is one of the most important factors of consideration when making such an investment.

The owner does need the vehicles to assist him with his physical health condition (as well as his outdoor lifestyle) and the storage in such vehicles. Erf 305 Hermanus, offered suitable opportunity to accommodate these vehicles without deterring to the character of the erf and area and was considered most suitable for the needs of the applicant/owner.

In the light of above, it is recommended that Council overrule this point of objection.

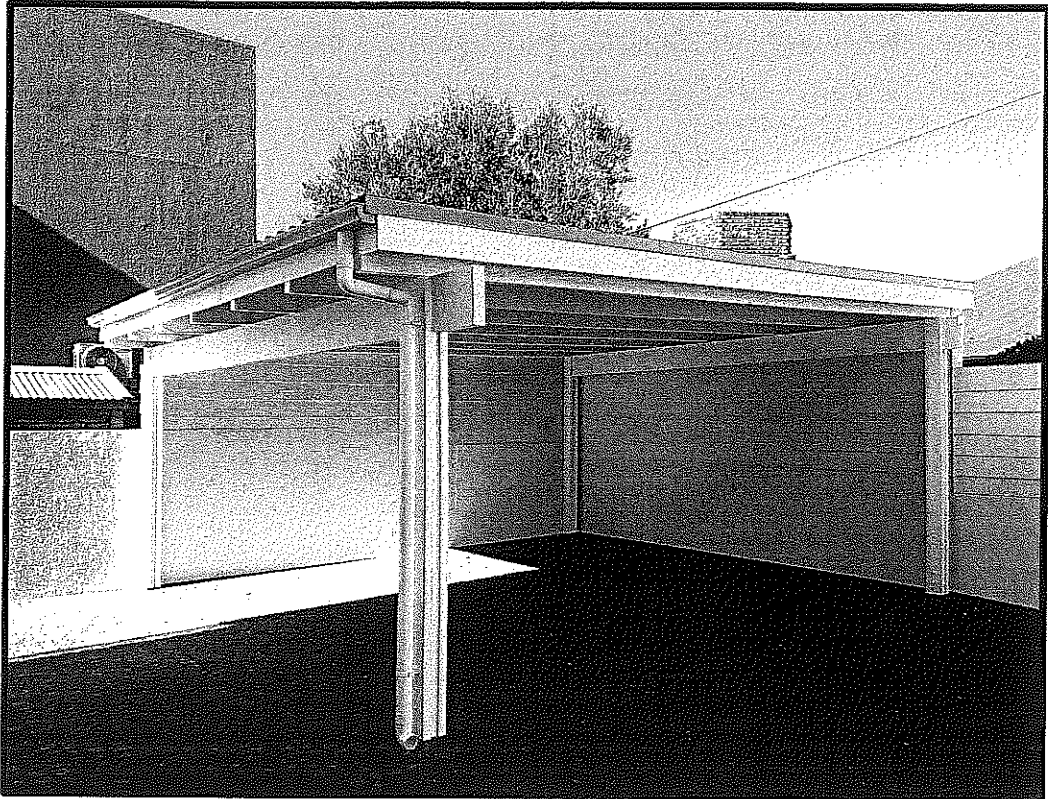
iv. Point of Objection 4

*“The proposed carport would impact negatively on the general tone of Westcliff Drive. “Carport” implies a roof erected over supports which make the roof visible over a maximum 2,1m high boundary wall. This would detract severely from the attractiveness of the house and especially from the view along Westcliff Drive and from properties overlooking erf 305.”*

The objection made by the objector is a vague statement not substantiated with any proof. Subsequently such objections should be ignored and rejected.

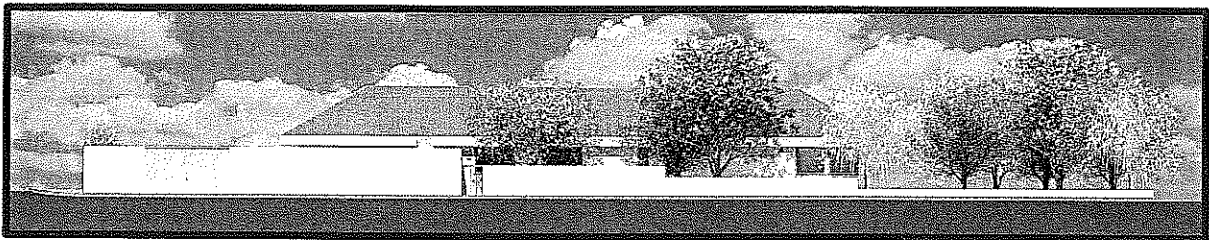
It is clear that the objector has a preconception that the proposed carport will be unsightly and result to the deterioration / urban decay of this upmarket section of Westcliff.

The matter of the fact is that the proposed structure will be of high standard and aesthetically pleasing aligned with standard of buildings completed by the owner as part of the renovations (value of improvements amounts to almost R3 million) The following photograph illustrates a similar design carport recently completed by Detail Construction in the upmarket Voëlkop area.

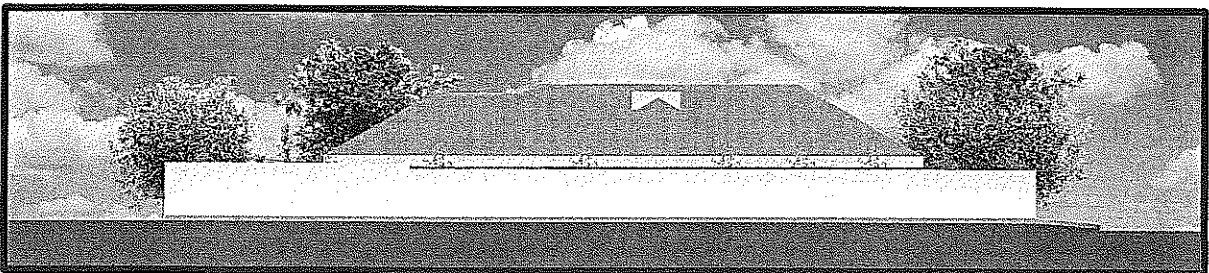


*Example of similar carport recently completed by Detail Construction in Voëlklip*

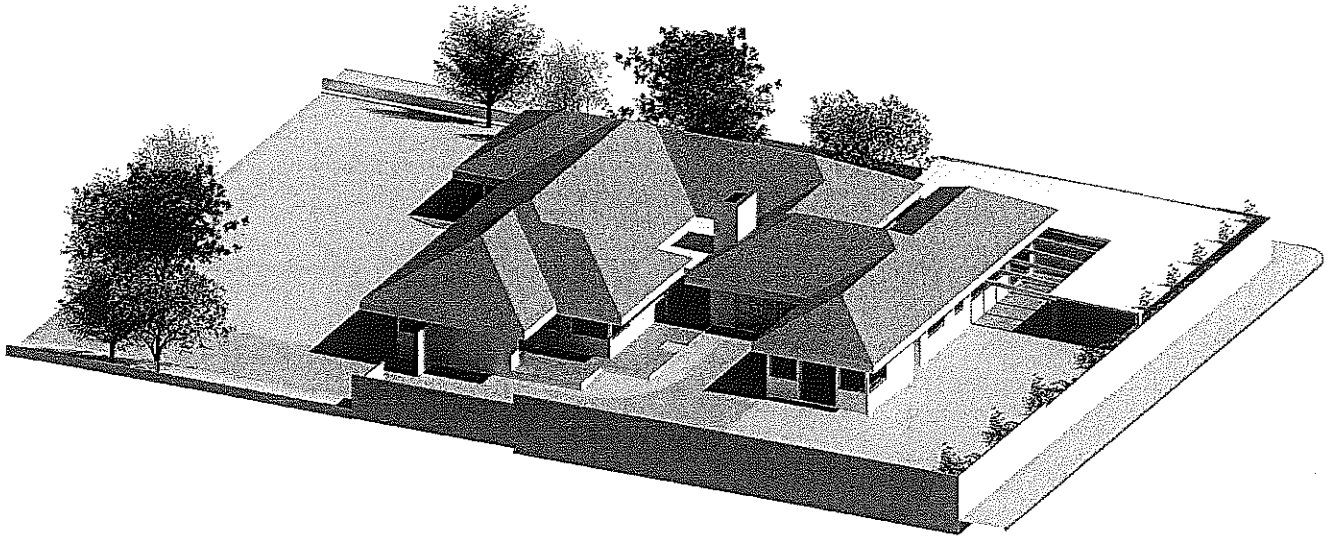
It should furthermore be noticed that the carport will not be visible from the adjacent streets (on street level) as it will be behind and lower than the adjacent boundary wall. Furthermore the structure will be "softened" with trees (between the wall and the carport roof) from the properties (double storey buildings) overlooking the premises as illustrated in the following sketches of the carport:



*View from link road on street level*



*View from Westcliff Drive on street level*



*Sketch illustrating the position of the proposed carport from the top*

**D. Conclusion:**

The objector does not prove that the proposed carport will be detrimental to the character of the area or contribute to the decay of the area.

Subsequently it is requested that this objections made by Me Scholtz be rejected.

Given the standards set by the owners of Erf 305 Hermanus, as part of the renovation and upgrade to their house, the proposed carport will be of the same high standards. It is believed that the proposed carport will, in contrast to the concerns of the objector, contribute to the improvement of the property as well as and character of the area.

In the light of the above, your favourable consideration of this application will be appreciated.

Kind Regards

**Andre Wiehahn** Pr Pln A/927/1996

Telephone and Fax: 028 312 1668

Cell phone: 082 466 0490

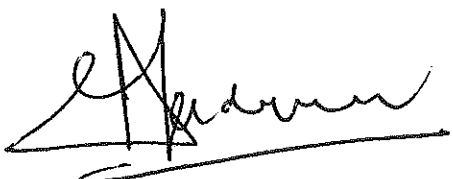
E-Mail: [wiehahn.a@gmail.com](mailto:wiehahn.a@gmail.com)

**COMMENTS FROM THE ENGINEERING SERVICES DEPARTMENT FOR:  
APPLICATION FOR DEPARTURE: ERF 305, WESTCLIFF (2797)**

Electricity : In order  
Water : In order  
Sewer : In order  
Stormwater : In order  
Roads and traffic : In order

**Conditions:**

1. that only the existing water and sewerage connections will be available to the development, should larger capacity in any of these services be required, the upgrading will be at the owner's cost;
2. that only the existing electricity connection will be available for the development and that, should additional capacity be required, an investigation be conducted, with regard to the capacity required and that available, at the owner's cost;
3. that stormwater be allowed to discharge through Erf 305, Westcliff, unobstructed;
4. that access only be allowed from Cliff Road to the proposed entrance at the cnr of Link Road and Church Road for storage of a trailer;
5. that a convex traffic mirror and a concealed driveway sign be erected, at the owner's cost and the position be approved by the Department: Engineering Services;
6. That Overstrand Municipality reserve right to withdraw the approval of the proposed second entrance should the owner deviate from the aforesaid conditions or is in conflict with the traffic movement on Church Street;
7. that no on-street parking be allowed.



**DENNIS HENDRIKS  
SENIOR MANAGER:  
ENGINEERING SERVICES**

13 August 2015

**DATE**