


Marine Dynamics

Dyer Island Cruises
 WHALE AND ECO TOURS

FILE NO:	SHARK TOURS
	15/11/2014
SCAN NO:	42
COLLABORATOR NO:	768146



Marine Dynamics and Dyer Island Cruises

PO Box 78

Gansbaai

Western Cape

7220

South Africa

23 March 2015

Attention: Overstrand Municipality

Letter of Comment Related to Kleinbaai Nodal Development Study

Thank you for the effort with respect to this study. We have no issues with the development proposals as highlighted but would like to correct a few statements contained within the study that are inaccurate with respect to the shark cage diving industry and one comment pertaining to Marine Dynamics in particular.

In reference to Point 3 – Engineering Considerations

3.1 Not all shark cage diving businesses which operate businesses in Gansbaai do so legally – they are not registered business premises and this issue must be addressed by the municipality.

3.4 Parking was only recorded on one day and was recorded as not fully occupied. The parking is dependent in whether it is a sea day or not and is fully occupied during peak season (Christmas and New Year)

In reference to Point 4 – Land Use

Marine Dynamics has been listed as residentially zoned. This is incorrect – Erf 110 is commercially zoned.

We agree with the statement that '*The need for more commercially zoned properties is recognised and it is recommended that the commercial node should rather be formalised and contained within acceptable limits.*'

In reference to Point 5 - Kleinbaai Harbour

The agreement that only eight shark viewing / whale watching boats be parked is in writing from the original Kleinbaai Slipway meetings.

Regarding Kleinbaai's status as the shark viewing capital of the world – it should be noted that 78 000 clients experienced this activity in 2014. This tourism activity is important for the Overstrand, the Western Cape and South Africa. More than 80% of clients are international.

The size of vessels should be amended to reflect up to 14m

Marine Dynamics Tours Pty Ltd: Reg no: 03/031266/07
 Directors: W Chivell (Chairman), HHM Lutzeyer, S Visagie
 Address: 5 Geelbek Street, Kleinbaai, Gansbaai, Western Cape
 Phone: 028-384-1095 / 082-380-3405
 Email: dive@sharkwatchsa.com
 Web: www.sharkwatchsa.com
 Post: PO Box 78, Gansbaai, 7220, South Africa



Dyer Island Cruises Pty Ltd: Reg no: 2009/029321/07
 Directors: W Chivell (Chairman), HHM Lutzeyer, S Visagie
 Address: 5 Geelbek Street, Kleinbaai, Gansbaai, Western Cape
 Phone: 028-384-0406 / 082-801-8014
 Email: bookings@whalewatchsa.com
 Web: www.whalewatchsa.com
 Post: PO Box 78, Gansbaai, 7220, South Africa



Marine Dynamics
SHARK TOURS



Dyer Island Cruises
WHALE AND ECO TOURS

In reference to Point 6 – Improvement Proposals

6.1 The maximum of ten shark operators is mentioned. Please note that there are two whale watching permits for the area as well on top of the eight shark operators that are currently operating so in effect we already have ten operators that need to be accommodated. Note that previously one shark operator operated out of Gansbaai Harbour.

6.1.2 Do not agree that a separate launching space is required for small craft. The control officer can regulate the flow.

6.1.8 One extra whale boat parking and one extra shark boat parking is currently required

6.2 Parking for shark viewing operators is dependent on boat size which has not been taken into account

The number of toilets and showers per shark viewing operator is not clear – should that read 4 showers and 4 toilets per operator.

Agree with the statement that '*Businesses that are unable to provide sufficient parking on their own properties should be able to procure parking spaces at this parking area, at a rate to be determined by the Overstrand Municipality.*'

Do not agree with the proposed municipal driver and trailer for peak fishing season.

In reference to Point 7

Ten shark boats mentioned – currently eight shark boats and two whale boats – should be amended.

Strongly disagree with the proposed improvement of separating the launching space for small craft and shark boats.

Agree that two additional boat parking spaces be provided immediately – one for a shark boat and one for a whale boat

Please do not hesitate to contact me should there be any further comments or discussion required.

Kind regards

Wilfred Chivell

CEO: Marine Dynamics Tours / Dyer Island Cruises / International Marine Volunteers
Founder: Dyer Island Conservation Trust / African Penguin and Seabird Sanctuary

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Directors: W Chivell (Chairman), HHM Lutzeyer, S Visagie
Address: 5 Geelbek Street, Kleinbaai, Gansbaai, Western Cape
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Web: www.sharkwatchsa.com
Post: PO Box 78, Gansbaai, 7220, South Africa



Dyer Island Cruises Pty Ltd: Reg no: 2000/029321/07
Directors: W Chivell (Chairman), HHM Lutzeyer, S Visagie
Address: 5 Geelbek Street, Kleinbaai, Gansbaai, Western Cape
Phone: 028-384-0406 / 082-801-8014
Email: bookings@whalewatchsa.com
Web: www.whalewatchsa.com
Post: PO Box 78, Gansbaai, 7220, South Africa

11 March 2015

Mr. S. Van der Merwe
Senior Town Planner
Gansbaai Administration
Overstrand Municipality
P.O.Box 20
Hermanus
7200



TP- A Theart
(S V D merwe)

REGISTERED MAIL

Dear Sir

KLEINBAAI NODAL DEVELOPMENT STUDY

We, Mr JG Richards and Mrs D Prout, being joint owners of the property situated at 5 Kusweg, Kleinbaai, Vandyksbaai (ERF 123), refer to the Overstrand Municipality letter dated 20 February 2015, file ref Kleinbaai Tourism Node.

We would like to thank you for the opportunity to supply our comment/objection.

Herewith our comment/objection as previously submitted in January 2015 to which we have still had no response:

1. Illegal operators, using residential properties for commercial activities, erf 121's illegal use is directly affecting our properties rear privacy as a result of its viewing deck and commercial traffic, erf 122 recent illegal use (owners were lead to believe the occupants had received the necessary approvals), which was reported has also raised similar concerns. Erf 117 change of use was done without any consultation with the surrounding properties, the report brings attention to making these legal commercial properties, this will have an material impact on the surrounding residential properties as the suggested town planning has no foreseeable viability and appears to only benefit the shark boat operators, making these legal commercial properties and not benefiting the remaining residents of Kleinbaai in any way.
2. The properties along Kusweg, erf 122, 123, 124 and 125 being the primary properties affected by this Nodal Development Study as the first phase of the development is primarily focused on interim upgrades to the excising harbor and changing the illegal operators to legal commercial premises.

FILE NO:	15/1/3/10/4 ^{2/}
SCAN NO:	01
COLLABORATOR NO:	766918

20 MAR 2015

2.

3. Operations of the harbour area commencing way before 9.00am by means of parking / boat parking and trailer activity records, this has a direct affect to the neighboring residential properties, stricter attention needs to be placed on operations to minimize the affects on residential activity as it is very noisy activity (tractor engines, boat engines been started) very disruptive from these early hours
4. Focus on increasing the number of boats permits from 8 – 10 and the facilities and parking requirements for the shark boat operators, 8 operators must already be impacting the environment in a negative way, full environmental studies should be done, the appropriate solutions implemented and be shared with all affected parties before this increase is considered.
5. Lack of support from most parties actively involved in the harbour for offsite parking for the boats, the loss of 180 degree sea views for erf 122, 123, 124 and 125 as a result of this 'Permanent Parking' needs consultation, the current illegal parking of the Shark Boat 'Great White' in the parking area is now also affecting our direct sea views, and is having a further negative material impact. This was reported to the Municipality, and also an indication that the controlling of boats entering and leaving the harbor, one of the requirements for the issuing of the harbor permit is not been complied with, boat operators appear to be able to-do whatever they want.
6. The renewing of the harbor permit in July of 2014 has lapsed, to date no consultation with directly affected parties, erf 122, 123, 124 and 125 has ever been done with regards to this permit, consulation of this renewal and all future permits must be done. Consultation from the onset for the increased traffic and commercial use of the harbor from a slipway for fishing to a full commercial harbour for shark boat activity was never done in the 1990's.
7. Enlargement and deeping of the harbour has been raised as a potential solution, viability for this should be consider as it should be a more permanent and sustainable solution for the Shark boat / boat industry and be a far greater tourist attraction for the area, a focus on developing the waterfront and its aesthetics should be a 100% focus for Kleinbaai's tourist development.
8. Paved walkway and a low wall along Kusweg and in front of erf 123 is not supported and is also not in line with the long term plans of creating a 'Green' and removing the parking in front of the properties of Kusweg, the removal of the grass would be a negative impact resulting in further lost of the 'green aesthetic' to the sea front, the 'green' should be maintained and increased encouraging natural vegetation and plants, planting to minimize the impact on the environment. No wall building is supported along the frontage of the properties of Kusweg, no matter how low the suggested wall is.

3/....

3.

9. Conversion of a wooden shack on the harbour to another permanent building, the on going extensions of the building footprint on the harbour from what was only a shack in the 80's is concerning, this should be put on hold until a full environmental impact study and viability is done for the water front / harbor deeping / development, further building is not supported as this further impairs and impacts and moves to further the loss of views of sea views for the properties of Kusweg.
10. This report contains many recommendations that would have a positive impact, if implemented:
 - a) floating jetty for small craft
 - b) permanent surface between jetty and breakwater
 - c) surface loading area
 - d) low wall to create better visual impact at breakwater
 - e) move information signs
 - f) improve signage, particularly for parking
11. The report refers to the 2004 development proposals prepared by Origin town planners. That report was adopted after fairly widespread consultation but never implemented for reasons of financial constraints.
12. In the absence of a viable funding plan the current development proposal will suffer the same fate. Greater creativity in exploring sources of funding is required. For example permanent boat site parking could possibly be auctioned or public/private co operation explored. It is clear that the "user pays" principle is not properly applied and offers far greater scope for increased revenue for the slipway area. Clarity on funding is essential.
13. As the owners of residential property adjoining the area under consideration, we are directly affected by the development of the slipway and surrounds. We to date have been severely prejudiced as has been recognized by the municipal valuation of our property being reduced in excess of a R1million directly as a result of the developments at the slipway.
14. The issues that directly affect my property are all attributable to the increase in traffic at the slipway. Dust pollution, noise, noxious smells and heavy duty traffic. The general appearance of the site is untidy with little, if any, aesthetic value. No provision is made for pedestrians on the site and with service vehicles taking up sidewalks for parking, pedestrians are forced to compete with motor vehicles in the roadway.

4.

15. It is therefore an absolute priority that a limit be placed on the size of boats using the slipway as well as the number parked on the premises. Support vehicles should as far as possible be parked off the site and preferably on premises provided by the shark viewing industry.
16. The issue of dust pollution is a major concern and has been exacerbated by the gradual destruction of what was previously a grassed surface.
17. If the end result of this report is merely to condone the expropriation of the Kleinbaai slipway by the shark boat industry without addressing the legitimate concerns of residential property owners it will merely confirm the current skepticism surrounding the process.
18. The report confirms that a delicate balance between exploiting the much-needed economic potential of tourism and the interests of other stakeholders, particularly residential property owners who cannot avoid the consequences of the proposed developments, is essential. Full and proper consultation with all stakeholders is therefore an absolute prerequisite.

PLEASE NOTE: Mr JG Richards is currently residing in the United Kingdom. In his absence, Mrs D Prout has been awarded full General Power of Attorney hence this letter has been signed for and on behalf of him. Should a copy of the General Power of Attorney document be required, it is available on request from Mrs D Prout, contact details below.

Yours faithfully



Jonathan Richards and Deidre Prout
PROPERTY OWNERS

POSTAL ADDRESS:	14 Seemeeu Road THORNTON 7460
TELEPHONE NUMBER:	021 5315760
MOBILE NUMBER:	072 104 3562
FAX NUMBER:	086 542 9857
EMAIL:	kleinbaaiholidays@gmail.com



TP- A Theart
(S old manne)

F myburgh

KLEINBAAI BELASTINGBETALERS- EN INWONERSVERENIGING

Steenbokstraat 46
Groenberg
Kleinbaai
7220

Die Munisipale Bestuurder
Overstrand Munisipaliteit
Posbus 20
Hermanus
7200



8 Desember 2014

Geagte Meneer

SEKTORALE PLAN VIR DIE ONTWIKKELING VAN DIE VAN DYKSBAAI TOERISME NODUS

Met verwysing na die kennisgewing geplaas op 17 Oktober 2014 in die plaaslike Courant, lewer die KBBV bestuur graag soos volg voorlopige kommentaar:

1. Die kennisgewing het ongelukkig net in die plaaslike koerant verskyn, terwyl meeste van die grondeienaars vakansiegangers is en die bestuur voel dat hierdie tipe van kennisgewing in koerante geplaas moet word, wat deur meer mense gelees word. Dit is ook jammer dat die publieke inligtingsessies nie voor die sperdatum vir kommentaar gehou word nie.
2. Die KBBV se Algemene Jaarvergadering is vir 29 Desember 2014 geskeduleer en die bestuur se gevoel is dat ons eers kommentaar kan lewer nadat ons ons lede se inset gekry het. Dus versoek ons dat 'n verdere 30 dae vir kommentaar toegelaat word.
3. Meeste van die aanbevelings word deur die KBBV bestuur as langtermyn oplossings beskou. Dit is jammer dat geen geldwaarde aan die uitvoerbaarheid van die voorstelle gekoppel is nie, want dit gaan definitief 'n klomp geld kos en in die meeste gevalle gaan 'n impakstudie gedoen moet word.
4. Die kriteria wat gebruik is om te bepaal dat 10 haaibote oornag by die Sleephelling kan parkeer, word nêrens in die verslag genoem nie en die KBBV bestuur versoek dat dit deel van die verslag gemaak moet word.

FILE NO:	15/12/10/4
SCAN NO:	06
COLLABORATOR NO:	695653

Onw. eber
Neelus Hefek
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5. Die toekenning van haabootpermitte moet 'n gesamentlike aksie tussen die Munisipaliteit en die toekenningsowerheid wees, sodat daar nie permitte aan bote toegeken word, waarvoor daar nie staanplek is nie.
6. Die voorgestelde parkering op die hoek van Perlemoen- en Van Dykstrate vir toeriste word ondersteun. Daar word egter nie genoem hoeveel parkeerplekke wel tussen die melkhoutbome gemaak kan word en of dit genoeg is om aan die behoefte te voorsien nie.
7. Die parkering vir voertuie met sleepwaens op hierdie perseel word egter nie ondersteun nie, omdat geen booteienaar sal toelaat dat vreemde persone hul voertuie bestuur nie. Dit sal ook lei tot geweldige bedryfsuitgawes, aangesien meeste van hierdie bote buite normale kantoor-ure te water gelaat word en die aangestelde bestuurders oortyd betaal sal moet word.
8. Daar word ook voorgestel dat formele toegangsbeheer by die Sleephelling perseel toegepas word, sodat die versperring van ingange na privaat wonings binne hierdie area beperk kan word.
9. Die voorstel vir parkering by gastehuse word nie ondersteun nie en daar word versoek dat daar gehou word by die landwye neergelegde regulasies ten opsigte van parkering by gastehuse.
10. Daar word voorgestel dat die parkering vir haaiyk operateurs, ses staanplekke per 100 vierkante meter bruto vloerarea, in plaas van vier, moet wees.

Hierdie is slegs voorlopige kommentaar en ons sal kommentaar lewer nadat ons Algemene Jaarvergadering afgehandel is.

Vir u verdere optrede.

Die uwe



.....

VOORSITTER

Johan Wiese
Sel 084 680 1269

TR. A Theart
(S. v. d. Merwe)
F. Myburgh



KLEINBAAI BELASTINGBETALERS- EN
INWONERSVERENIGING

Steenbokstraat 46
Groenberg
Kleinbaai
7220

Die Munisipale Bestuurder
Overstrand Munisipaliteit
Posbus 20
Hermanus
7200



9 Januarie 2015

Geagte Meneer

**SEKTORALE PLAN VIR DIE ONTWIKKELING VAN DIE VAN DYKSBAAI
TOERISME NODUS**

Met verwysing na die kennisgewing geplaas op 17 Oktober 2014 in die plaaslike Courant, asook die KBBV bestuur se voorlopige kommentaar gelewer op 8 Desember 2014, wil die bestuur graag die volgende addisionele kommentaar, soos besluit op ons Algemene Jaarvergadering gehou op 29 Desember 2014, byvoeg.

1. Die aanbeveling dat oornagparkering aan twee addisionele haaibote toegeken word, word nie ondersteun nie en die belastingbetalers volstaan met die besluit soos geneem gedurende 2003 se Algemene Jaarvergadering vir dieselfde redes.
2. Die aanbring van individuele elektrisiteitsmeters by haaiboot oornagstaanplekke, word ondersteun en die versoek is dat dit so gou as moontlik moet geskied.
3. Die betroubaarheid van die verkeerstelling wat slegs vir 'n 12 uur periode gedurende Desember 2013 uitgevoer is, word bevraagteken.
4. Daar word versoek dat die beplande werkwinkel op so 'n wyse geadverteer moet word, dat alle belastingbetalers van Kleinbaai kan kennis neem en dat hulle genooi moet word om by te woon.
5. Dat die implimenteringsvoorstelle duidelik gekategoriseer word in kort, medium en langtermyn voorstelle.

FILE NO:	15/1/3/10/4
SCAN NO:	04
COLLABORATOR NO:	703757

14 JAN 2015

C. v. d. Merwe
Munisipaliteit

Vir u verdere optrede.

Die uwe



A handwritten signature in black ink, appearing to read 'JHAN', is written over a horizontal dotted line. The signature is stylized and somewhat cursive.

VOORSITTER

Johan Wiese
Sel 084 680 1269

TR A 843
 (S old merwe)
 F myburgh



KLEINBAAI BELASTINGBETALERS-EN
INWONERSVERENIGING

Steenbokstraat 46
 Groenberg
 Kleinbaai
 7220

Die Munisipale Bestuurder
 Overstrand Munisipaliteit
 Posbus 20
 Hermanus
 7200



17 Maart 2015

Geagte Meneer

**SEKTORALE PLAN VIR DIE ONTWIKKELING VAN DIE VAN DYKSBAAI
 TOERISME NODUS**

Die KBBV bestuur se skrywes met betrekking tot bogenoemde onderwerp, gedateer 8 Desember 2014 en 9 Januarie 2015 verwys.

Een van die aspekte wat in die skrywe gedateer 8 Desember 2014 aangespreek is, was parkering vir toeriste.

Dit het nou onder die KBBV bestuur se aandag gekom dat Erf 114 'n onbeboude erf in privaat besit is. Hierdie erf is in die middel van Geelbekstraat en baie naby aan die meeste van die huidige haaboot operateurs se besighede geleë. Volgens 'n Kleinbaai kaart wat deur die Munisipaliteit aan die KBBV bestuur beskikbaar gestel is, word Erf 114 aangedui dat die toegang vanaf Weststraat (Weststraat 3) of vanaf Geelbekstraat (Geelbekstraat 15) kan wees. Die erf is nie in die mark nie, maar daar word voorgestel dat die moontlikheid ernstig ondersoek moet word om die erf te koop en parkeerplekke op die erf te skep. Haaboot operateurs wat nie oor genoeg parkering beskik nie, kan dan parkeerplekke huur. Indien dit sou gebeur dat die haabootbedryf om een of ander rede nie meer van Kleinbaai af optree nie, kan die erf weer verkoop word.

Vir u verdere optrede.

Die uwe

VOORSITTER

Johan Wiese
 Sel 084 680 1269

FILE NO:	15/1/3/10/4
SCAN NO:	12
COLLABORATOR NO:	766559

✓
 Chw. sika
 skole
 Projek

TR A Theat (Suid Mone)



Kleinbaai Sleephelling Bestuurskomitee
 Posbus 26
 GANSBAAI
 7220

F myburgh

18 DESEMBER 2014



Die Areabestuurder
 Munisipaliteit Overstrand
 Posbus 26
 GANSBAAI
 7220

Meneer

SEKTORALE PLAN VIR DIE ONTWIKKELING VAN DIE VAN DYKSBAAI TOERISME NODUS : MUNISIPALE KENNISGEWING 62/2014

Bovermelde kennisgewing gedateer 16/17 Oktober 2014 verwys.

Die Kleinbaai Sleephelling Bestuurskomitee (KSBK) het tydens hul vergadering gehou op 28 November 2014 oorweging geskenk aan die voorstelle van DECA Consulting Engineers ten opsigte van die ontwikkeling van 'n toerisme nodus vir Kleinbaai. Die finale voorstelle was as 'n groot verbetering beskou op die intervensies wat tydens die publieke deelname prosesse gehou was. Die verslag bevat verskeie insette wat deur geaffekteerdes tydens die publieke deelname proses gemaak is en daar is veral waardering uitgespreek dat vorige studies wat sedert 2004 plaasgevind het, geraadpleeg was in hierdie oefening.

Daar is egter bekommernisse ook uitgespreek. Voorbeelde hiervan is:

- die betroubaarheid van die verkeerstelling wat slegs vir 'n twaalf uur periode op die 16de Desember 2013 uitgevoer is. Die detail van die verslag herlei die bepaalde weersomstandighede op daardie dag.
- die gebrek aan die bepaling van die monetêre waarde van die voorstelle. Die verwagting is dat daar gevolglik nie sinvol besluit sal kan word oor die volgorde van implementering daarvan nie.
- die goedkeurings wat ingevolge die bepalings van die Omgewingsbewaringswetgewing verkry moet word alvorens implementering kan plaasvind.
- die gebrek aan duidelike identifisering van kort-, medium- en langtermyn implementerings voorstelle.
- die motivering vir die uitbreiding van die huidige beperking van 8 bote teenoor die voorgestelde 10, soos vervat in die verslag kan nie as die primêre rede aangevoer word nie. Daar heers ook bekommernis oor 'n moontlike verdere uitbreiding van hierdie beperking.

Die volgende regstellings moet aandag geniet:

- Die verwysing in item 2 (P1) na Mnr Wilfred Chivell as "Harbour Controller" is foutief. Die skakeling met hom was in werklikheid in sy hoedanigheid as Voorseter van die Kleinbaai Sleephelling Bestuurskomitee.

FILE NO:	15/13/10/4
SCAN NO:	
COLLABORATOR NO:	698875

Die voorstelle in die verslag word oor die algemeen ondersteun en die volgende dien spesiale melding:

- a) die afbakening van die nodus waar grondgebruiksveranderinge wat primêr nodig is om die haaibesigtigingsbedryf te formaliseer, word ondersteun met dien verstande dat aansoeke buite die voorgestelde area summier afgekeur moet word (Vergelyk para 6.2 P12).
- b) die ontwikkeling van die parkeerarea op Erf 65, Van Dyksbaai.
- c) die sypaadjies in Kusweg en Swartstraat (para 3.3 P7).
- d) die vereistes waaraan haaibootoperateurs moet voldoen ten opsigte van op-perseel-parkering. Die dringende formalisering van die gebreke ten opsigte van sommige van die operateurs soos vermeld in paragraaf 4 (P7) moet dringende aandag geniet en die uitkoop en ontwikkeling van alternatiewe parkering op die H/v Perlemoen- en Van Dykstraat moet voorrang geniet.
- e) die vervanging van die hout struktuur (wendy huis) wat tans gebruik word deur die Beheerbeamptes van die Munisipaliteit asook dié wat gebruik word deur veiligheidswagte.
- f) die verlenging van die beton gedeelte van die sleepheiling onder die laagwatermerk tot op die seabodem (para 6.1.3 P10).
- g) die uitgrawe van die rotse in die kanaal (para 6.14 P10).
- h) die ontwikkeling van 'n addisionele aanlegsteier - nie die los drywende stuur soos aanbeveel in para 6.1.5 (P10).
- i) die aanbring van permanente beton oppervlak tussen die bestaande aanlegsteier en die breekwater.
- j) die voorsiening van afsonderlike elektriese aansluitings aan elkeen van die permanente parkeerareas wat aan haaibote toegeken is (para 6.9 P10).
- k) die voorsiening van voetganger brug soos per para 6.10 P10.
- l) die bou van 'n betonmuur soos per para 6.11 P10.
- m) die alternatiewe plasing van die inligtingsborde (para 6.12 P11).
- n) die uitmerk van parkeerareas (para 6.13 P11).
- o) die bou van 'n betonmuur (para 6.14 P11). Daar word voorgestel dat 'n beheerde toegang (valhek) in Kusweg aangebring word wat gedurende hoog seisoen deur die Munisipaliteit beman moet word. Ondersteuningsvoertuie en privaat vervoer van werknemers van die haaioverateurs moet verplig word om hul voertuie te parkeer op die voorgestelde parkeerarea op die H/v Perlemoen- en Van Dykstraat.
- p) die ontwikkeling en uitmerk van die parkeerarea (para 6.15 P11).
- q) die ontwikkeling en uitmerk van parkeerarea (para 6.17 P11).
- r) die ontwikkeling van die voetgangerbrug (para 6.18 P11).

Voorstelle wat nie ondersteun word nie is soos volg:

- a) die skepping van 'n parkeerarea aan die noordekant van Perlemoenstraat vir die parkering van sleepvoertuie en treilers wat deur sportvissermanne gebruik word. Die voorstel dat

munisipale personeel aangestel word om privaat voertuie te bestuur in die voorgestelde addisionele verbypad is totaal onaanvaarbaar (vergelyk para 6.2 P12/13).

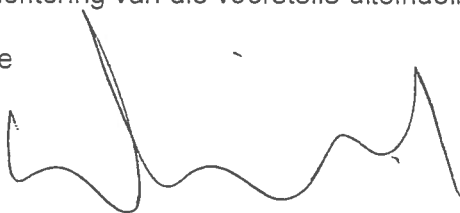
- b) die voorgestelde herbelyning van Swartstraat (vanweë die geweldige finansiële kostes daaraan verbonde).
- c) die uitmerk van afsonderlike lanseerspasies (para 6.1.2 P9).
- d) die bou van 'n betonmuur aan die agterkant van die breekwater aangrensend aan die aanlegsteier (para 6.1.6(b) P10).
- e) die aanbring van addisionele toiletgeriewe/storte soos per para 6.16 P11.
- f) die daarstelling van 'n addisionele verbypad (vergelyk para 6 P13 en Fig 11 - daar is reeds 'n verbypad met 'n teeroppervlakte in aanbou (Afdelingspad 1201)) wat as alternatiewe roete gebruik kan word in plaas van Van Dykstraat.

Kommentaar op aanbevelings in die verslag (P13/14)

- a) Die volgende korttermynvoorstelle moet voorrang geniet:
 - die voorgestelde drooglegging van 'n area aangrensend aan die breekwater (aanlegsteier area).
- b) die uitkoop- en ontwikkeling van alternatiewe parkering op die openbare oopruimte (H/v Perlemoen- en Van Dykstraat).
- c) die verkryging van magtiging in terme van omgewingsbewaringswetgewing ten opsigte van voorstelle vermeld in die verslag.
- d) die bou van 'n voetganger brug (Kusweg tot breekwater) en die gesamentlike ontwikkeling van die parkering op Erf 65 en die parkeerarea aangrensend aan Kusweg.
- e) die verandering van grondgebruiksregte ten opsigte van bestaande operateurs wat steeds vanaf woonpersele funksioneer sonder die nodige grondgebruiksregte.

Die Kleinbaai Sleephelling Bestuurskomitee wil graag van die geleentheid gebruik maak om Munisipaliteit Overstrand geluk te wens met die eindresultaat van die oefening en voorsien dat implementering van die voorstelle uiteindelik in belang van almal sal wees.

Die uwe



W CHIVELL
VOORSITTER: KSBK

TP - A Theart
(S old manne)

Mr. F. Myburgh
Area Manager
Gansbaai Administration
Overstrand Municipality
P.O. Box 26
Gansbaai
7220



F Myburgh



P.O. Box 1116
Gansbaai
7220

15th December 2014

Sir,

KLEINBAAI NODAL DEVELOPMENT STUDY

The abovementioned report dated June 2014 refers.

Thank you for the opportunity to comment on the report.

1. This report contains many recommendations that would have a positive impact, if implemented:
 - a) replacing wooden shacks with stone cladded buildings
 - b) floating jetty for small craft
 - c) permanent surface between jetty and breakwater
 - d) surface loading area
 - e) low wall to create better visual impact at breakwater
 - f) move information signs
 - g) pave parking area in an aesthetically acceptable manner
 - h) low stone wall between Kusweg and parking area
 - i) improve signage, particularly for parking

2. The report refers to the 2004 development proposals prepared by Origin town planners. That report was adopted after fairly widespread consultation but never implemented for reasons of financial constraints.

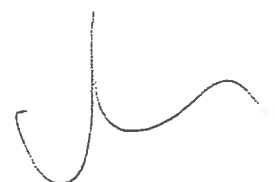
3. In the absence of a viable funding plan the current development proposal will suffer the same fate. Greater creativity in exploring

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sources of funding is required. For example permanent boat site parking could possibly be auctioned or public/private co operation explored. It is clear that the "user pays" principle is not properly applied and offers far greater scope for increased revenue for the slipway area. Clarity on funding is essential.

4. As the owner of residential property adjoining the area under consideration, I am directly affected by the development of the slipway and surrounds. To date I have been severely prejudiced as has been recognized by the municipal valuation of my property being reduced by close on R1million directly as a result of the developments at the slipway.
5. The issues that directly affect my property are all attributable to the increase in traffic at the slipway. Dust pollution, noise, noxious smells and heavy duty traffic. The general appearance of the site is untidy with little, if any, aesthetic value. No provision is made for pedestrians on the site and with service vehicles taking up sidewalks for parking, pedestrians are forced to compete with motor vehicles in the roadway.
6. It is therefore an absolute priority that a limit be placed on the size of boats using the slipway as well as the number parked on the premises. Support vehicles should as far as possible be parked off the site and preferably on premises provided by the shark viewing industry.
7. The issue of dust pollution is a major concern and has been exacerbated by the gradual destruction of what was previously a grassed surface.
8. If the end result of this report is merely to condone the expropriation of the Kleinbaai slipway by the shark boat industry without addressing the legitimate concerns of residential property owners it will merely confirm the current skepticism surrounding the process.
9. The report confirms that a delicate balance between exploiting the much needed economic potential of tourism and the interests of other stakeholders, particularly residential property owners who cannot avoid the consequences of the proposed developments, is essential.



Full and proper consultation with all stakeholders is therefore an absolute prerequisite.

Yours faithfully

A handwritten signature in black ink, appearing to be 'A G Steyn', written in a cursive style.

A G Steyn
Erf 125
Kleinbaai

Cell: 0828742518

Die Area Bestuurder,
Overstrand Munisipaliteit,
GANSBAAI



POSBUS 713,
GANSBAAI
7220
25 November 2014

Geagte Meneer ,

I/S :- SEKTORIALE PLAN VIR DIE ONTWIKKELING VAN VAN DYKSBAAI
VIR TOERISME DOELEINDES

TP. A Theart
(S vld merwe)

FILE NO:	15/1/3/2-GB
SCAN NO:	
COLLABORATOR NO:	690949

U skrywe gedateer 15 Oktober 2014 verwys.

My besware teen die voorgename hersoneringsvoorstelle kan basies onder die volgende hoofde saamgevat word :-

- Die gevolglike verkeers- en pakeringsprobleme wat hiergif voortspruit. My skrywe gedateer 18/II/2013 (erf I49 : Onwettige Benutting van Woonerf vir Haaibedryfbesigheid) moet hiermee saamgelees word.
- Versteuring van woongeboed (Rustighsid) : Trekkers , Groot bootsleepwaens, Busse, bussies en n oormaat motorvoertuie beweeg al soggens vanaf 0500 h.u. hier in Geelbekstraat op en af met gepaardgaande lawaai.
- Omskepping van n vissershawe , wat met geld uit die lynvisbedryf ontwikkel en tot stand gebring , is, in n haaibesigtingshawe , waarvoor dit nie geskik is nie , ingerig is en verder sonder behoorlike impakstudies, verder ontwikkel wil word.

KOMMENTAAR OOR ONDERSOEK EN AANBEVELINGS VAN KONSULTANTE

- Dat die openbare area Suid OOs van Perlemdensgraat en Suid-Wes van Van Dykstraat as n preoritet sonder versuim ten volle ontwikkel word om voorsiennig te maak vir toeristeparkering. Gepaard hiermee moet vrye toegang tot Geelbekstraat voorsien word.
- Geelbekstraat vanaf die aansluiting vanaf Kabeljoustraat tot by die aansluiting by Kusweg(hawe) is te smal(6,3 meter) om dubbele verkeer te hanteer en dan sluit ek wettige parkering langs hiardie straat uit. Van die gereelde an onwettige parkering van voertuie langs hierdie gedeelte is ek al moeg gepraat want daar word niks aan gedoen nie.
- Ek wil voorstel dat die bogenoemde gedeelte van Geelbekstraat n eenragttingstraat vanaf Kusweg se kant tot by die aansluiting van Kabeljoustraat, gemaak word sodat die verkeersprobleme vermindert kan word. Dit sal ook meehelp om, dke voetgangers veiliger te maak met die oorsteek van Geelbekstraat.
- Ek merk op dat daar in die konsultante se verslag geen melding gemaak word van impakstudies nie. Ek moet u aandag daarop vestig dat alvorens

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Ned. ek

2.

enige hawestruktuur-veranderings of dieper maak van die Kleinbaaihawe gedoen word, daar eers n impakstudie gedoen moet wãrd wat deur die Depatement van Secvisserye (Mariene en kusbestuur) goedgekeur moet word in terme van die Marienebewaringswet. Wie nakoming hiervan kan u blootstel aan vervolging en eise. Hierdie impakstudie sal deur n marienebiolog gedoen ~~ni~~ moet word.

4. Ek is van oordeel dat u ook moet reel dat n mariene-ingenieur n volledige ondersoek uitvoer om die geskiktheid van die Kleinbaaihawe vir die huidige grootte bote bepaal wat tans hier in bedryf is. Ek stel verder voor dat die Direkteur van die SUID AFRIKAANSE MARITIEME VEILIGHEIDS ORGANISASIE betrek word by hierdie ondersoek.

Die uwe,

J.G.M. ROSSOUW

25/11/2014