

COMMENTS AND RESPONSES REPORT - KLEINBAAI NODAL DEVELOPMENT FRAMEWORK REPORT	
From	Date
Marine Dynamics	23/03/2015
J Richards & D Prout	11/03/2015
Kleinbaai Ratepayers and Residents Association	8/12/2014, 9/01/2015 & 17/03/2015
Kleinbaai Sleephelling Bestuurskomitee	18/12/2014
AG Steyn	15/12/2014
JGM Rossouw	25/11/2014
Comments Received	
1. Various corrections required pointed out by Marine Dynamics pertaining to the factual content of the report.	Municipal Response Where relevant, amendments were made to the final report, dated 26 January 2016.
2. Object to separate launching as per paragraph 6.1.2 on page 9 of the report. Report should have stated more clearly that there will be no physical separation.	The objection is noted in the report. It was reported that simultaneous launching already takes place. The intention of the report was to formalise this practise making it safer and more efficient thereby allowing the launch frequency of small craft to be increased. The matter is however an operational matter to resolve with the respective day to day users of the slipway and is therefore retained in the report.
3. With reference to paragraph 6.2 of the report the number of toilet and shower facilities per operator is not clear.	Report was amended to clearly state at least four toilets and showers per operator are required (ie. 2 each for males and 2 each for females) at their respective premises.
4. Disagree with trailer park & designated driver principle.	The report still refers to overflow parking, providing for peak weekend/season, thereby allowing a vehicle owner to drive his vehicle or trailer to the parking area. This proposal is however dependant on the implementation of temporary mooring when there is a future need for such facility due to increase activities in and surrounding the slipway.
5. Correctness of parking survey conducted only 1 day (12 hour period).	Comment noted. According to the consultant, which is a registered traffic engineer the counts give an

		<p>indication of average traffic volumes, whilst an analysis of the relevant intersections in Kleinbaai indicates considerable spare capacity, even with increased traffic volumes.</p> <p>This statement is not agreed with. It is acknowledged that illegal land uses/activities have an impact. Formalization thereof following adoption of this report will serve to contain the proliferation/uncontrolled expansion of tourist business, thus strengthening planning control, thus beneficial to surrounding property owners as well. The claims pertaining to loss of privacy is noted and will be considered on merit together with individual planning applications.</p> <p>Noted. It should also be borne in mind that Kleinbaai slipway is a registered slipway and the area in and surrounding the slipway is zoned as Transport and Harbour Development Zone respectively. The activities are therefore not deemed to be illegal.</p> <p>It is recommended that a bylaw dealing with harbour operations be considered.</p> <p>NEEMA may (or may not) be triggered by individual development or upgrade proposals. Where applicable EIA's as well as planning approval will be required in which case the and the outcomes will be communicated to registered I&AP's.</p> <p>Kleinbaai slipway is a registered slipway. The zoning of the surrounding land (Harbour Development Zone and Road Zone) permits the utilization for the various activities. It should also be noted that some of the objectors directly abutting the slipway bought their respective properties within the last 10 years and were well aware of the extent of the various activities on and surrounding the slipway before the acquisition of their properties.</p> <p>Not sure what the objector meant. The Kleinbaai</p>
6.	<p>Illegal land use affects privacy whilst legalization would only benefit boat operators.</p>	
7.	<p>Impact from harbour operations on residential properties before 9am.</p>	
8.	<p>Environmental studies should be done, solutions to be implemented and shared with IAP's.</p>	
9.	<p>Loss of sea views as a result of the permanent boat parking; illegal parking & consultation with residents required etc.</p>	
10.	<p>Lapsing of harbour permit.</p>	

		<p>slipway is a legally registered launching site, whilst Overstrand Municipality leases Erf 423, abutting the slipway from the Department of Transport and Public Works on a long term lease.</p> <p>This point is noted. Also refer to the recommendations as per paragraph 6 of the report.</p> <p>Noted. The wall together with the resurfacing of the area between the jetty and breakwater will provide a firm edge and prevent erosion. The wall would be no higher than 60cm and would not have an adverse visual impact. Furthermore, it should be noted that the area in front of Erf 123 forms part of the road reserve where the provision of a side walk is a primary right. Again, the provision of a low wall would not impact upon views from the residential properties.</p> <p>In line with the report building upgrades/renovations will be contained to the existing building footprint. NEMA and planning application procedures will be followed, when applicable.</p> <p>Following adoption of the report funding / budgetary provision will be made according to IDP priorities.</p> <p>It should also be borne in mind that Kleinbaai slipway is a registered slipway and the area in and surrounding the slipway is zoned as Transport and Harbour Development Zone respectively. The activities are therefore not deemed to be illegal and the claims of devaluation of properties are deemed to be speculative. It is however recommended that a Bylaw/Policy relating to harbour operations be prepared.</p> <p>Boat parking bays (shark/whale watching) will be restricted to a maximum of 10 bays. The granting of future permits will be subject to such operators using the Gansbaai Harbour for launching.</p> <p>The aim of the proposal is to contain tourist business development to the identified node, to strengthen control over development in line with the appropriate</p>
11.	Support enlargement/deepening of harbour/waterfront development which should be further investigated.	
12.	Paved walkway, low wall along Kus Road in front of Erf 123 not supported. The principle of controlled access is supported.	
13.	Conversion/additions to harbour buildings to be put on hold. To be subject to EIA.	
14.	Funding plan & greater creativity with reference to funding sources required.	
15.	Devaluation of property as a result of harbour activities & developments at slipway (increased traffic, noise, pollution, smells).	
16.	Limit to be placed on size of boats using the slipway & number parked on the premises.	
17.	Report condones expropriation of slipway by shark boat industry without addressing the legitimate concerns of residential property owners.	

		norms and standards in order to address the mentioned concerns.
		Also refer to the comments under paragraph 15 above.
18.	Proposals not supported by a budget.	Refer to comment under paragraph 14
19.	Criteria used to determine 10 boat parking bays to be incorporated within the report	Criteria based on a 14m long boat and trailer.
20.	Award of permits should be joint venture between municipality and government authorities.	Noted and agreed with.
21.	Support provision of tourist parking but not trailer park.	Noted. Designated driver principle will be omitted. Sensitive landscaped parking area is an essential part of the proposal and will be provided as per the recommendation in the Engineering Report and Urban Design Framework.
22.	Formal access control is required at slipway to prevent blocking of residential access.	This principle is agreed with.
23.	Does not support guest house parking proposal. The applicable regulations should be adhered to.	This proposal is not restricted to guesthouse proposals only. Firstly, parking in accordance with the Zoning Scheme Regulations will be provided on site as far as practically possible. It should be noted that the Zoning Scheme in circumstances that is desirable permits off-site parking provision. Having had regard to the content of the report the designated parking area is the only solution to the parking problems.
24.	Additional boat parking bays is not supported.	Refer to comments under paragraph 4.
25.	Erf 114 to be acquired for parking purposes.	Noted. This point is addressed in the item. This property is a private residential erf and due to size restrictions may not be suitable for the amount of parking required that also will required provision for bus and mini buses. The procurement of the property could however be considered should it be included as an IDP priority and budgetary provision being made. It will however not address all the parking and traffic related issues/concerns.
26.	Monetary value of proposals should be determined.	This will be the next step following the adoption of the

		report.
27.	Short, medium & long term implementation goals to be determined.	Incorporated in the updated report, refer to Section 7. This may however change subject to practical, operational and budget related considerations.
28.	Object to realignment of Swart Street & proposed bypass road.	Noted. It is highly unlikely that it will be required in the short term and therefore this proposal should be seen as a long term proposal and would in any event be subject to planning and environmental approval following a proper public participation process. Apart from minor improvements to improve traffic flows and facilitate pedestrian movement no realignment is proposed. Also according to the traffic engineers report there is no need for the introduction of a one way system. The introduction of a one way system is therefore no longer part of the proposal.
29.	Object to additional ablution facilities.	No objection is raised in this regard. Important to note that any additions would be subject to the appointment of a designated cleaning crew, funded by the shark/whale watching operators.
30.	Enlargement and deepening of the harbour.	This could be a more permanent but costly long term solution. It will impact on the natural environment. Such proposal would however be subject to detailed Environmental Impact Assessment and extremely costly. This function is however not a municipal competency. It is maintained that the recommendations contained in the report is the most suitable short to medium term solution on the table.
31.	Extension of the parking area onto the public open space.	According to the urban design report the public open space should be retained as is, since it contributes to the visual and aesthetic appeal of the area. Furthermore, the south westerly extension of the parking area, closure and rezoning of public open space towards road zone would be a contentious matter and is not deemed to be desirable.
32.	Dust pollution, noise, smells.	These have been adequately dealt with in the engineering report.



Contact Person: Liezl du Plooy
 Your Ref: 15/1/3/10/4
 Our Ref: D036
 Date: 14 May 2015

Overstrand Municipality
 PO Box 20
 Hermanus
 7200

For attention: Mr. Schalk van der Merwe

Sir

RESPONSE TO COMMENT RECEIVED FROM THE PUBLIC ON THE KLEINBAAI NODAL DEVELOPMENT PROPOSALS

In this letter, the comments made and concerns raised by the public regarding engineering and urban design are addressed. Items such as town planning, tourism and economic development were not commented on. The objectors are answered in the same language as the letters received.

1. Marine Dynamics

- The corrections and amendments pointed out by Marine Dynamics are noted.
- 6.1.2 The report should maybe have stated more clearly that small craft could launch on one side of the existing slipway and larger vessels on the other side. There will be no physical separation, maybe just a painted line or cones.
- 6.2 Yes, it is supposed to be 4 toilets and 4 showers 2 of each for men and for women
- The proposal for remote parking of boat trailers during peak season does need further investigation and public participation

2. J. Richards and D. Prout

- First comments are about town planning, operational harbour issues, the restriction of views
- Supports enlargement of the harbour as long term solution
- The provision of a paved sidewalk and low wall will prevent erosion and will ensure drier walking conditions for pedestrians. Greening can rather be done by planting of shrubs.
- Agreed that the footprint of buildings in the harbour should be fixed and only be changed with proper consultation. The harbour controller does, however, need an office and it would look better to have a stone building than a wendy house.
- Report is going to Council and proposals can then become municipal budget items. If existing illegal zoning of shark boat operators is changed to correct zoning, the owners may be liable for development contributions.
- Dust pollution will be limited if the harbour is provided with a permanent surface

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3. Kleinbaai Belastingbetalers- en inwonersvereniging

- Voorsiening van parkering op Erf 114 sal handig wees, mits die Munisipaliteit dit kan bekom.

We trust that you will find these responses in order. Kindly contact Liezl du Plooy should you require anything further.

Yours truly



Liezl du Plooy M. Eng Pr. Eng
Deca



Contact Person: *Liezl du Plooy*
 Your Ref: *15/1/3/10/4*
 Our Ref: *D036*
 Date: *27 January 2016*

Overstrand Municipality
 PO Box 20
 Hermanus
 7200

For attention: Mr. Schalk van der Merwe

Sir

RESPONSE TO COMMENT RECEIVED FROM THE PUBLIC ON THE KLEINBAAI NODAL DEVELOPMENT PROPOSALS (SECOND BATCH)

In this letter, the comments made and concerns raised by the public regarding engineering and urban design are addressed. Items such as town planning, tourism and economic development were not commented on.

1. Kleinbaai Slipway Management Committee (18 December 2014)

- 1a) Reliability of 16 December 2013 traffic counts: Traffic volumes are impacted by a number of factors, including weather conditions, public events (markets, festivals, competitions) and time of day and year. The Kleinbaai counts that were done on 16 December 2013 do give an indication of average traffic volumes at least. The analysis of the intersections in Kleinbaai showed that considerable spare capacity is available at all affected intersections (with the exception of R43 / Masakhane Street / Van Dyk Street). The intersections would still have had sufficient capacity, even if traffic volumes on a different December day were twice the number of the counted volumes.
- 1b) Need for cost estimates of proposals: Cost estimates can be done after Council has approved the principles of the proposals.
- 1c) Approval will be required from the Department of Environmental Affairs: Although most of the proposals are of a small scale, there are some that may trigger Environmental Assessments. These assessments will be done on a project by project basis.
- 1d) Concern about an increase from 8 to 10 boats. There are currently 8 shark boats and 2 whale boats and the study only makes provision for this number. As far as could be determined, the Department of Environmental Affairs has capped the number of boats at 10. From an engineering and urban planning perspective, it would not be ideal to increase the number of boats, but neither the consultants nor Overstrand Municipality ultimately has a say in the decisions of the Department.
- 2a) Correction: The intention was to list Mr. Kat Myburgh, Wilfred Chivell and the Harbour Controller as separate entities or individuals, but we see how the sentence could have been interpreted differently. The new report reads differently.

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- 3) Support: Appreciation is expressed for the support of the listed improvement proposals.
- 4a) Proposals not supported: Concept of remote parking for boats and trailers. This is a complicated problem to solve: The current facilities are inadequate for peak season operations, leading to illegal and unwanted parking. As Kleinbaai and Franskraal develops, it is anticipated that the number of boats using Kleinbaai Harbour will increase and these will have to be accommodated in a manner that will be effective in the short peak season, but will not have a detrimental effect over the long term or off season. One option that was explored for example, was to enlarge the current harbour parking area in a westerly direction, but this would mean that there will be a large expanse of gravel / asphalt surfacing standing empty for most of the year, sterilising the area for any other use and detracting from the aesthetic appeal of the current harbour and coastal front. An alternative to the proposed "valet" service, where people will be employed to park and retrieve boat owners' vehicles, will be for the boat owners to launch and drive their own vehicles to the Perlemoen Street site. For this to work, there would have to be a second or a longer jetty where the boat crew can dock while waiting for the returning driver. A shuttle service between the harbour and Perlemoen Street parking area would reduce the time it would take for people to travel between the harbour and overflow parking area.
- 4b) Changes to the alignment of Swart Street to accommodate large vehicles or trailers: This will only be done if there are no other options.
- 4c) Demarcation of slipway to accommodate shark boats and light craft simultaneously: According to the shark boat operators and the harbour controller, simultaneous launching is already taking place. The proposal in the report was for the formalisation of this practice to make it safer and more efficient, so that the launch frequency of light craft could be increased.
- 4d) Construction of a low stone wall between the jetty and breakwater. This proposal goes hand in hand with the proposal for the surfacing of the area between the jetty and breakwater. A built wall would provide a firm edge to the surfaced area, reducing the chance of erosion of the edges of the surfaced area. The intention is that the wall should be no higher than 60cm, so it shouldn't have any negative impact of views.
- 4e) Alternative access to Kleinbaai East ("bypass"). The engineering report considers both short and long term requirements for Kleinbaai. According to the Hermanus District Growth Management Strategy, which identifies potential for growth and informs town planning decisions in the Overstrand area, there is large scope for development in Kleinbaai, Franskraal and the area between Gansbaai and Kleinbaai. As explained in the Urban Design component of the report, the intention is to maintain and develop the village character area around Kleinbaai Harbour, thereby enhancing the potential of Kleinbaai as a tourism node and not just another expanse of holiday homes. In order to accommodate future developments and associated traffic without affecting the character of the Kleinbaai Harbour and Commercial precinct, an alternative may have to be provided to the existing Van Dyk Street route, despite the availability of the newly surfaced DR1201. It is for this reason that the possibility of an alternative access route to Kleinbaai East was investigated.

2. AG Steyn (19 December 2014)

- 2,3) Funding: Although the consultants can explore funding sources, it would ultimately be the responsibility of Overstrand Municipality to obtain funding.
- 4) The value of Kleinbaai Harbour for the larger economy of Gansbaai and Kleinbaai is widely appreciated, the effect of harbour operations on directly affected individuals is less apparent. The intention of the report was to propose improvements that will benefit both the harbour users, tourists and the adjoining home owners.
- 5) Pollution and traffic: The dust and noise pollution generated by harbour activities are addressed in the updated report. If implemented, the formalisation of pedestrian facilities and the demarcation and separation of vehicle and pedestrian areas should help to address the current pedestrian / vehicle conflict.
- 6) The study recognised the importance of the grassed area for recreational and aesthetic reasons and therefore a barrier is proposed between the grass and parking areas.

We trust that you will find these responses in order. Kindly contact Liezl du Plooy should you require anything further.

Yours truly



Liezl du Plooy M. Eng Pr. Eng
Deca

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**7.
VAN DYKSBAAI (KLEINBAAI) HARBOUR & WHALE COVE (DE KELDERS)
NODAL DEVELOPMENT PROPOSAL : OVERSTRAND MUNICIPALITY**

**Van Dyksbaai/De Kelders
Nodal Development
15 July 2013
SW van der Merwe**

(028) 3848300

Gansbaai Administration

1. Executive Summary

To consider the future development patterns of the Kleinbaai Harbour- and Whale Cove Tourism Nodes through the adoption of a Local Development Framework that will strategically guide future development proposals in the area and encourage mixed land uses and densification.

A Locality Plan of the nodes concerned is attached as Annexure A.

2. Service Delivery and Budget Implementation Plan - IGNITE

Infrastructure and Town Planning
Town Planning

3. Compliance with Strategic Priorities

Provision of democratic and accountable governance
Promotion of tourism, rural and economic development
Infrastructure Investment & Development

4. Delegated Authority

Executive Mayor

5. Legal Requirements

Local Government Municipal Systems Act, 2000 (Act 32 of 2000)

6. Background/Introduction/Discussion/Motivation/Proposal/Evaluation

Background

Council adopted the Overstrand Growth Management Strategy at a Council meeting during October 2010. The purpose of this study was to identify various development nodes in the Overstrand Municipal area and to direct future growth and infrastructure spending to appropriate locations. Two of these nodes (Kleinbaai Harbour precinct as well as the Whale Cove precinct

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in De Kelders) were identified as key tourism nodal growth areas in the Greater Gansbaai area. The aforementioned study found these nodes suitable for densification strategies linked to its economic and tourism function.

In June 2011 an initial report was drafted and presented to the Executive Management Team of Overstrand Municipality. Discussions from that meeting indicated that more detail was required for Council to make an informed decision. Hence, an investigation was launched into the feasibility of such project proposals by reframing data collected into various themes to compile detailed Local Development Frameworks. These themes consisted out of bulk infrastructure, environmental analysis, need and desirability in terms of its economic function as well as its development potential.

Following the above, the proposals were duly advertised in the local press and interested and affected parties were notified to submit comments on or before 28 September 2012. A public meeting was held on 11 September 2012 where the proposals were explained by means of a presentation. Having had regard to the content of the comments submitted the consultation period was extended until 31 January 2013, thereby allowing interested and affected parties, as well as the De Kelders and Kleinbaai Ratepayers- and Resident Associations to discuss the proposals at their annual meetings during December 2012 and to formulate their comments.

Discussion

A total of fourteen letters of comment/objection were received (refer to Annexure D). The comments are summarized below, highlighting the major issues.

Kleinbaai

Character of the area

- Slipway is situated at the core of a residential area and was originally built to provide a safe facility for small scale commercial and recreational fishermen whose rights to these facilities are entrenched, opposed to the shark cage industry which is a more recent development. The latter obviously has a role to act as catalyst for the development of the area's tourist potential.
- Impact on the tranquil rural character of Kleinbaai.

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Traffic flow

- Traffic flow study and projections should be undertaken and will be essential for the design of a traffic system that will address current constraints in terms of vehicular and pedestrian traffic.
- Proposed one-way traffic should be investigated further as it would result in congestion and an increase in traffic around the harbour. It will also be inconvenient for home owners/ratepayers.
- Traffic and congestions issues, especially during peak seasons.

Parking

- Concept of a parking area with designated drop and go points is supported.
- Parking could be provided on Erf 66, Van Dyksbaai - it should blend in with the natural environment and not be overly prominent.
- Servicing and maintenance of boats should not be permitted on the parking area.

Slipway area

- Slipway is not managed effectively.
- Increase in activities over the last ten years and possibility of larger boats being introduced by shark cage operators necessitates proper forward planning and the development of criteria for the use of the slipway as space is a major constrain.
- Criteria should include size of boat, contribution to infrastructure, social contribution, accreditation with professional bodies and contribution towards running costs.
- Offsite facility for servicing and maintenance of boats should be developed.
- Rights of sports/line fishermen should be protected.

Sidewalks and street furniture

- High priority should be given to aesthetic value of the development and the creation of a pedestrian friendly environment.
- Should appoint a professional team of urban designers, landscape architects and traffic engineers.

Environment

- Greening of the area should be a basic prerequisite to any development.
- Current users and future developers should fund/make a contribution towards urban greening projects.

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- Servicing and maintenance of boats should not occur at the slipway site.
- Alternative site for servicing and maintenance of boats should be provided.

Public participation

- Structure interviews conducted is not representative of the community and should not be seen as a public participation exercise.
- Public notification in local papers and consultation was inadequate and should include communication with property owners as well.
- Buy in from all stakeholders should be obtained.

Boat launch analysis

- Growth in numbers of passengers should be investigated and included in the launch analysis.

Financial viability

- Principles for funding of the project to be established.
- Ratepayers cannot be expected to fund infrastructure development without proper compensation and should be funded by users in proportion of their use thereof.
- Viable business plan should be developed.

General

- A professional team consisting of consulting- and traffic engineers, urban designers, environmentalist, landscape architect and business analyst should be appointed to draw up detailed proposals.
- The development of the Kleinbaai slipway as a result of shark/whale watching activities resulted in a loss of property value.
- Existing infrastructure cannot accommodate the proposed development.
- Development of tourism nodes is not viable and will have a negative impact on existing shops within the Gansbaai CBD.
- It appears that the shark boat operators require exclusive use of the harbour at the cost of fishing boats.
- Development should cater for the needs of the visitors that do not go out on the boats with the shark watchers (i.e. dressing/shower/toilet facilities, restaurant, etc).
- Objects to the rezoning of the whole node to business purposes and should rather consider the granting of a consent use subject to conditions.
- Development of mooring facilities as a solution to parking area in the harbour to be investigated.

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- Role of Gansbaai Tourism Bureau as representative of the tourism industry should be noted.
- Development should also consider a node around Gansbaai Harbour and historical economic core of Gansbaai.

De Kelders

- Klipgat to be included within the proposals.
- Incomplete Whale Cove development to be listed as threat under the SWOT analysis for De Kelders.
- The heritage of Gansbaai as a fishing community should be addressed in the report.

Evaluation

It should be noted that the structured interviews conducted were never deemed to replace proper public consultation and was only done to facilitate an understanding of the shark and whale watching industry in terms of constraints and opportunities, etc. The current document should be viewed as work in progress and once it has been revised and updated following input from the project team a further round of consultation will be effected, which will as a minimum incorporate notifications to property owners.

The comments, concerns and objections mentioned above are noted and where relevant will be incorporated in the development proposals attached as Annexure A. Further it should be noted that this report seeks to obtain approval for the acceptance of the draft report in principle and to obtain a mandate for the appointment of a professional team to finalise and prepare a Local Development Framework for the development of the Kleinbaai and De Kelders Node taking on board the comments, objections and concerns submitted in respect of the concept proposals.

The proposed development frameworks for Kleinbaai Harbour and Whale Cove (De Kelders) are discussed separately hereunder.

A. Kleinbaai Harbour Tourism Nodal Development Proposal

The proposal is herewith attached as Annexure A.

The proposal includes a detailed Local Development Framework for the Kleinbaai Harbour area as identified by Overstrand Municipality's Growth Management Strategy (2010).

Council approved in 2004 guidelines for the Kleinbaai Harbour development and operational management thereof. The above decisions

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lead to the approval and adoption of the Growth Management Strategy which identified Kleinbaai as a node for densification purposes and tourism development.

Research indicated that the stakeholders interviewed did indeed support recommendations put forward in the proposal. The study also found that specialised studies need to be done to unlock this area such as bulk infrastructure, storm water, traffic statement, environmental impacts and detail designs, landscaping, etc.

At the moment the shark cage diving industry is responsible for drawing in many tourists per annum with the services they offer. Boat launching analyses revealed that up to 50% of all launches are associated with shark cage diving operations. The assumption can be made that the large amounts of capital invested in the area by the private sector has indeed increased since the establishment of the industry. Research also indicated that harbour traffic is increasing year by year and peaks over public holidays in boat launches linked to shark cage diving and sports angling.

Therefore a great need exist to spatially organise the long term vision of Kleinbaai in order to pave the way forward of what is considered desired growth in the long run.

It is recommended that the findings of the attached technical report in principle be considered for Council's approval, subject to the appointment of a professional project team to conduct detail studies for various master plans, to oversee the public participation processes for the final approval of the detail precinct plan by Council and inclusion thereof within the Spatial Development Framework (SDF).

B. Whale Cove Nodal Development Proposal

The proposal is herewith attached as Annexure A.

The proposal includes a detailed Local Development Framework for the Whale Cove Nodal Area as identified by Overstrand Municipality's Growth Management Strategy (2010).

Whale Cove's location is situated on top of the De Kelders cave (Erf 1069) which should be considered as a heritage asset that has cultural and historical connections with the wider Gansbaai region. Various efforts have been made in the past to obtain Erf 1069 as an asset, however none of these efforts have succeeded. Erf 1069 is considered to be the key to unlock economic growth of the node and efforts to obtain Erf 1069 should be continued.

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Research findings in the attached report indicated that there is indeed a demand for parking requirements and business expansion in the area. Before such developments can take place, emphasis should be placed on the approval of the attached detailed development framework. This would be an added advantage as the market will see what Overstrand's long term vision is for the area and thus remove uncertainty.

C. Way Forward

It is recommended that the findings of the attached technical report be in principle considered for Council's approval, subject to the appointment of a professional project team to conduct detail studies for various master plans, for the project team to oversee public participation processes and approval of the development framework and inclusion within the SDF.

7. Financial Implications

Provision for funding for the appointment of a professional project team and public participation has been made in the 2013/2014 Operational Budget.

8. Staff Implications

Supervision of the project team.

9. Comments from other Departments, Divisions and Administrations

**Senior Manager : Gansbaai Administration, Mr F Myburgh –
Tel (028) 3848300**

Documents attached as Annexure B were updated with the comments made.

Senior Operational Manager, Mr D Crafford – Tel (028) 3848300

No objection. The project team should also incorporate the services of a civil engineer.

10. Annexures

- Annexure A: Kleinbaai and Whale Cove (De Kelders) Nodal Development Proposal – Technical Report with attachments
- Annexure B : Comments / objections
- Annexure C: Locality Plan

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RECOMMENDATION

1. that the development framework for Kleinbaai Harbour and Whale Cove Nodes, **be accepted**, in principle with the goal of incorporating these plans within the Spatial Development Framework subject to the following conditions:
 - (a) that the Municipality appoints a professional team consisting of a landscape architect, an urban designer, traffic- and civil engineer and professional town planner, to draw up plans as contained in Annexure A;
 - (b) that a thorough public participation process **be conducted**, and
 - (c) that the final document **be referred back** for final approval by Council.

RESPONSIBLE OFFICIAL :	SW VAN DER MERWE
TARGET DATE FOR IMPLEMENTATION :	13 SEPTEMBER 2013
TARGET DATE TO INFORM APPLICANT :	N/A
TARGET DATE TO INFORM OBJECTOR :	20 SEPTEMBER 2013

MINUTES OF THE MAYORAL COMMITTEE MEETING**28 AUGUST 2013**

7.

**VAN DYKSBAAI (KLEINBAAI) HARBOUR & WHALE COVE (DE KELDERS)
NODAL DEVELOPMENT PROPOSAL : OVERSTRAND MUNICIPALITY**

Van Dyksbaai/De Kelders

Nodal Development

15 July 2013

(028) 3848300

Gansbaai Administration

SW van der Merwe

EXECUTIVE SUMMARY

To consider the future development patterns of the Kleinbaai Harbour- and Whale Cove Tourism Nodes through the adoption of a Local Development Framework that will strategically guide future development proposals in the area and encourage mixed land uses and densification.

RESOLVED

1. that the development framework for Kleinbaai Harbour and Whale Cove Nodes, **be accepted**, in principle with the goal of incorporating these plans within the Spatial Development Framework subject to the following conditions:
 - (a) that the Municipality appoints a professional team to draw up plans as contained in Annexure A of the agenda;
 - (b) that a thorough public participation process **be conducted**, and
 - (c) that the final document **be referred back** for final approval by Council.

RESPONSIBLE OFFICIAL :

SW VAN DER MERWE

TARGET DATE FOR IMPLEMENTATION :

13 SEPTEMBER 2013

TARGET DATE TO INFORM APPLICANT :

N/A

TARGET DATE TO INFORM OBJECTOR :

20 SEPTEMBER 2013