

FISH HOEK VALLEY RATEPAYERS & RESIDENTS ASSOCIATION

(Incorporating Fish Hoek, Clovelly and Sun Valley)

Central Circle, Fish Hoek 7975

Web: <https://www.fishhoekratepayers.com/> Facebook: www.facebook.com/FHVRRA/

Heritage Western Cape: Conservation Body

TO: DISTRICT SPATIAL PLANNING AND MECHANISMS: district.sdf@capetown.gov.za
KIER HENNESSY Kier.Hennessy@capetown.gov.za

SUBJECT: COMMENTS ON SPATIAL DEVELOPMENT FRAMEWORK (SDF) -
SOUTHERN DISTRICT

DUE DATE: 31 JANUARY 2020

Draft Southern Baseline and Analysis Report 2019 ¹

Nestled between two mountainous nature reserves (Silvermine and Elsie's Peak) with a safe blue flag swimming beach home to world class paddling and surfing enthusiasts, the most popular golf course in RSA, tennis and bowling facilities, Fish Hoek is a mecca for ecotourism, sport and recreation as well as a transport hub for Masiphumulele and Ocean View from the railway station of Metrorail.

The SDF offers an opportunity to ensure that the residents and businesses plans for the renovation of Fish Hoek form an integral part of the SDF for the "South". Among the items we have identified are:-

1. A longer term "Future Vision" for Fish Hoek;
2. An improved urban design philosophy and training for City officials;
3. An 'overlay' for Fish Hoek that correlates planning regulations and by-laws with the unique characteristics of Fish Hoek;
4. Refurbishment of the stormwater system, roads and sidewalks / pavements;
5. Upgrading the informal trading market opposite the Fish Hoek station;
6. Strictly applying health, litter and traffic by-laws;
7. Replacement of potable and storm water and sewerage reticulation piping;
8. Upgrading beach amenities;
9. Improved environmental management of rivers, estuaries and seas; and
10. Improved maintenance of parks and municipal sports facilities.

The market in Fish Hoek is diverse:-

- Tourist visitors both foreigners and South Africans; and
- The commuters.

Baseline and Analysis Report - State of the Environment (Draft 1.1 - 28 November 2019)

In Section 1.1.1.1 Fish on page 8, salt water fish are not mentioned. This is important to us as snoek, bonita, panga and hottentot (Cape Bream) caught by small scale commercial fishers along our coast have been found to be contaminated by antibiotics, pain killers, anti-retrovirals, disinfectants, and industrial chemicals. Along with the City's stormwater samples every two weeks for E. coli and Enterococci, collectively these are indicators that our sewage treatment and stormwater run-off systems need upgrades, including tertiary treatment.

¹<https://www.capetown.gov.za/Work%20and%20business/Planning-portal/Spatial-Plans-and-Frameworks/spatial-development-framework-review>

In Section 1.1.5.3 Scenic Routes / Drives Network from page 26, it is our assertion that the continuous Main Road (and its alternative names) right around the peninsula should be declared a scenic route and all views from the road to the sea should be protected the views. That is, no visible development between the road and the sea should be allowed in order to preserve this heritage to be treasured.

In Section 1.1.3.1 Coast "**poaching** of marine resources in these areas is still a threat to marine biodiversity (LAB, 2008)" and 1.2.1.3. ix. **Poaching** of marine species along the coast (especially abalone) should be carried over into RISKS.

Baseline and Analysis Report - State of the Built Environment (original version)

In Section 2.1.1 Key dynamics and trends, to UCT on page six (sixth dark bullet point) should be added Peak Academy and False Bay College. Thus, it should read, "The booming demand for student residential accommodation near to UCT, Peak Academy and False Bay College".

In the following hollow bullet point, Fish Hoek needs to be added to Claremont to read, "This has resulted in substantial development of student orientated flats, and general increase in property values in and around the Rondebosch, Mowbray and to a lesser extent Claremont and Fish Hoek CBDs."

Also on page six, we'd like it recorded somewhere that we are opposed to gated security villages and any high, blank walls.

With parking becoming even more of a problem, we should state something generic such as highly convenient parking close to shops should be short-term parking. For example, the first 15 minutes are free or validated in a nearby shop with the parking rate becoming more expensive the longer one parks (tiered parking rates).

In Section 2.10.3 on page 12, please delete "rail line to Simon's Town, " Gibbs Pty Ltd has just been awarded a five-year contract "Tender no: 182C-2018-2019 - for provision of professional services in respect of the assignment of the Urban Rail Function to the City of Cape Town" and may need to not be encumbered by this SDF.

Also in Section 2.10.3, please expand the sixth solid bullet point, "Identify vacant and under-utilised land" to include the "derelict buildings, military sites, Pollsmoor Prison, cemeteries (no new burials) and any SAPS buildings not properly maintained by Public Works within the urban edge". Derelict building owners should undergo a means test to ensure that they have available funds for investing in refurbishments instead of just sweating these assets. Military sites within the urban edge should not be allowed to add buildings or refurbish. All their existing structures should be phased out. Pollsmoor Prison causes daily traffic problems with blue lights and sirens to ferry prisoners to court and back. Also, they have prime, unused agricultural land that could be used for densification. Regarding SAPS buildings, we have a broken rising main at the Fish Hoek SAPS building which Public Works refuses to repair / replace, which means that a City honey-sucker is required every two weeks on average to pump out their sewage. Any plans for approval must ensure that existing walls also comply with the Municipal Planning By-Law regarding being visually permeable, including prisons.

Although this document is not marked as a new version, we note that Section 3.2.2.2 Rail's "Light rail was considered, but the drifting sand will be a continuous problem for any rail service" is missing. We were going to say that it should be replaced with "PRASA has agreed to give the City of Cape Town its Metrorail services without the associated budget. The City needs to agree to accept this offer, dismantle and sell the remaining assets, convert the rail reserve land into another lane in the Far South wherever possible. This lane would allow passing of rubbish vehicles on collection days if the lanes were alternated allowing the southbound the extra land in sections and northbound in other sections. The earth berm may be required due to a rising sea level, but should otherwise be lowered to improve the view. MyCiti bus stations should be built from Mowbray south-

wards with dedicated lanes where possible." In any case, please remove the rail associated unsightly electrical overhead power lines as soon as possible.

Alternative solutions for this land and rail service in Section 3.2.1.1 vi. (not sure what happened to i, ii and iii) on page 15 include: "Turning the current line into a beautiful Promenade where entrepreneurs can run bicycles or tuk-tuks between FH and Simonstown which would boost tourism and better integrate a False Bay tourism route all round." The Naval dockyard may argue that they require a railway line to service it in times of war. Seriously, can a dysfunctional government support a dysfunctional military service in times of war. However, apparently Arne Soderland is probably the best source for a naval opinion.

In Section 3.4.1.1 on page 24, please correct "The Main Rd rehabilitation with upgraded NMT facilities between Muizenberg and Fish Hoek" replacing Fish Hoek with Clovelly as the upgrade stopped before the Silvermine River.

Section 3.4.1.1 on page 24 and 3.4.4.2 on page 26 need to keep the scheme for dualling alternate lanes along Ou Kaapse Weg. This is one of **three** escape routes from the Far South and a single slow truck going uphill can double the time required normally. The dualling mainly needs to occur on the uphill side, but giving the other direction a safe speed passing chance should also decrease the number of accidents on this route. Then the speed limit can safely be increased back to 90 kph.

Section 3.4.3 Parking on page 25 for Fish Hoek, we suggest a further investigation into the pros & cons of one-way streets (Main Road going North and Beach Road going South) to consider an holistic professional study by transport with hard and soft landscaping, infrastructure upgrades, urban design and retail optimisation. This should include the possible conversion from parallel to diagonal parking, which normally provides a 30% to 40% increase in the number of parking bays / stalls. This should decrease the total number of accidents that have been unacceptably high since the 1998 study. Many shoppers have trouble parallel parking and have just bypassed Fish Hoek's retailers entirely as a result. The Main Road and underlying infrastructure were recently upgraded from Muizenberg to Clovelly. The Main Road at the Northern entrance to Fish Hoek undulates in its waviness and often contains potholes. Although Coastal Management is coordinating the investigation with Sewage and hopefully, Roads and Stormwater, the source of the high E. coli count has not yet been discovered. Taken together, it would be an opportune time to also upgrade the Main Road through Fish Hoek.

The following seven paragraphs may appear to just address operational issues and thus, should not be part of the SDF. However, not addressing these will have strategic impacts on the efficiency of the City and desirability of residents and businesses to come to or remain in Fish Hoek.

Some of the suggested improvements also consider the ongoing environment. During load shedding, residents should be advised to not flush their toilets and also keep grey water from entering the system during this time. The reason is that the sewage pumps are not on a dedicated power line that always has electricity like hospitals and some traffic lights. This results in sewage backing up that often overwhelms the sewage pumps when they do start again. The back-up pumps also fail.

While upgrading Main Road, the pedestrian light at the corner of Main Road and Central Road needs to be removed or changed to constantly flashing with no push button to stop traffic flow. There is a long delay from when the button is pushed until the light changes. By that time pedestrians have already crossed Main Road. Also, the duration of the light is too long frustrating drivers even further with no pedestrians seen to be crossing. Likewise the pedestrian light at the corner of De Waal Drive and Main Road needs to be removed or changed to constantly flashing with the addition that this whole intersection needs to be converted to a traffic circle. The dogleg at the end of Dalton Road into De Waal Road is too close to Main Road hindering traffic flow. Also, this will help taxis cross Main Road onto the East-end of De Waal Road to reach Beach Road and then on to the taxi rank.

To the four culverts in Fish Hoek should be added nets to the bars preventing entrance by children. The nets are mainly to catch plastic being flushed downstream in the stormwater system. EPWP can clear the nets daily.

The stormwater culvert on the beach at the "Lighthouse", needs to be sign posted on both sides of the low brick wall warning of polluted water. The culvert near the Galley / Bistro is sign posted, but the Lighthouse culvert is more often more polluted with E. coli.

The Galley / Bistro sewage pumps breaks down frequently and dumps raw sewage overflow into the nearby stormwater culvert. The sewage pumps need to be replaced, but more importantly, all sewage overflows should be brought to the surface so that residents can inform the City timeously.

All stormwater grates should have "Don't litter – The sea starts here" stencil painted.

All restaurants must have a grease trap before it flows into the sewage system. Any overflow must flow to the surface and not directly into the stormwater system. Health inspectors need to check monthly that the grease traps are cleaned, properly maintained and are adequately stocked with bio-enzymes.

Section 3.4.4.2 Roads required in the medium term (10 years) on page 26 the Northern By-Pass would arguably add a fourth escape route from the Far South. Trappieskop has become dangerous for hikers and the mountain slope occasionally rolls rocks towards residences. Therefore, a tunnel, not a contour route, should be safer.

On page 28 this section also mentions freight transport hinders traffic flow, which is another reason for the dualling Ou Kaapse Weg.

Under Section 4 on page 40 it mentions stormwater. Fish Hoek has adequate stormwater capacity. It's just that it is contaminated by sewage as confirmed by the City's Scientific Services who monitor all four Fish Hoek culverts every two weeks. This is worse than no stormwater system as two of the culverts end on our beach and thus, threaten our "Blue Flag" status. The old system of percolating bricks worked better in keeping the E. coli off our beach and recharging the aquifer.

This paragraph is a link between stormwater under Section 4 and Section 6.3.1 Waste Water. A low flow stormwater diversion grate needs to be installed replacing the grate in the middle of Fish Hoek's Train Precinct informal trading parking between the Krinros Building at 55 Main Road, the Train Station and Station Road. The informal vendors use this grate to dump their nightsoil and food leftover from their daily meals. This low flow should flow into the sewage system and only heavy rains should flow into the stormwater system.

Under Section 4 is section 6.3.1 Waste Water on page 41, please add the Public Works has not repaired the rising main at the Fish Hoek South African Police Station. A City honey sucker is required twice a month to remove the contents. We are concerned about sewage spillages from here and from the often breaking sewage pumps. The latter is also affected by load shedding as they nor their backup can cope with the backlog causing spillages into the stormwater systems. The two culverts ending in the Silvermine Estuary are particularly affected by spillages and noticeable as they kill all of the fish.

To Section 6.2 Required Facilities on page 70, please add that Fish Hoek needs more public toilets for our street people / rough sleepers / homeless people. This group also sleeps in our dunes and use it as a toilet facility.

In Section 7.4.5 Table's item 13 on page 74 Addressing Gentrification (concerns), it is fatalistic and depressing to state the implications are for smaller, more densely packed units.

Baseline and Analysis Report - State of the Economy and Property Market (Draft 1.1 - 28 November 2019)

Correction: In Section 1.1 Macro-Economic Factors on page four, according to the graph and underlying data, Cape Town's deviation from the national level and economic dip was in 2017, not 2016. The other under-performance by Cape Town was in 2010. At all other times, Cape Town performed better than the national level.

Baseline and Analysis Report - Risks (original version)

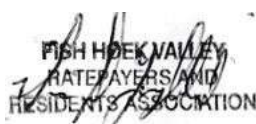
In Section 1.2.1.1 on page five, to the two access (escapes) routes during disaster management, please add the Northern By-Pass and dualling of Ou Kaapse Weg as mitigation initiatives.

In Section 1.2.1.2 on page seven, "The railway line between Glencairn and Simonstown is subject to significant wind-blown sand and requires ongoing maintenance to avoid closure." We have proposed the City accept PRASA's offer of Metrorail, albeit sans its budget, but then for the City to convert this to an additional Main Road lane or MyCiti bus lane. With the rails removed and replaced with a flat tarmac surface, street sweepers or a snow-plough type of vehicle might be more readily deployed to keep the surface clear before it reaches the Main Road, such as at Glencairn. The City will need to incorporate passing lanes as currently the line is a single track. The berm effect might still need to be maintained for high tide purposes. Also, a cycle lane might be included.

In Section 1.2.2.1 on page 14, after the bio-digested "fines" are dried, Wildevoelvislei hauls these to Coastal Park and some non-agricultural sites. We question the sustainability of this practice. Also, this should be a tertiary treatment plant (UV, ozone, peroxide) able to treat pharmaceuticals, hormones, pesticides, herbicides, industrial chemicals, domestic chemicals and bacteria. These chemicals are now being found in our coastal fish.

Somewhere under Risks should be included land invasions, but also the slow creep of street people, rough sleepers and homeless taking occupancy wherever they can get away with using as storage for their worldly possessions, business, living and sleeping arrangements. As ablution facilities are either absent or too far away, inappropriate places are being used for their toilet functions. The main health problem is when this effluent is dumped on our sand dunes or reaches the storm-water system and ends up on our beach or in our Silvermine Estuary.

As stated in our State of the Environment's Section 1.1.3.1 Coast "**poaching** of marine resources in these areas is still a threat to marine biodiversity (LAB, 2008)" and 1.2.1.3. ix. **Poaching** of marine species along the coast (especially abalone) should be carried over into this document.

NAME & SURNAME	Brian Youngblood, Chair: Fish Hoek Valley Residents and Ratepayers Association (FHVRRA)
CONTACT NUMBERS	Cell: 084 3 99 99 33
E-MAIL ADDRESS	bdyoungblood@gmail.com or FishHoekRRA@gmail.com
SIGNATURE	
DATE	27 December 2019