

FISH HOEK VALLEY RATEPAYERS AND RESIDENTS ASSOCIATION



With kind permission: Jean Tresfon (red tide in Kalk Bay)

MEMBERSHIP SUBSCRIPTIONS 2024

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FISH HOEK VALLEY RATEPAYERS AND RESIDENTS ASSOCIATION

NOTICE OF JULY 2024 GENERAL MEETING

THIS MEETING WILL BE HELD AS A VIRTUAL MEETING

**THE TOPIC FOR DISCUSSION WILL BE TRAFFIC MANAGEMENT IN
FISH HOEK**

HOST: PETER SCOTT

THURSDAY, 25TH JULY 2024 at 19H00

AGENDA

1. WELCOME: INTRODUCTIONS AND APOLOGIES

2. APPROVAL OF MINUTES OF THE AGM OF MARCH 2024

3. QUESTIONS FROM THE FLOOR

4. GENERAL QUESTIONS

OUR NEXT GENERAL MEETING 25TH JULY 2024

The committee has decided to run the mid year general meeting as a virtual meeting, due to the very low turnout at the July 2023 meeting. There has been a request from some members to attend the meeting live, and we have decided to make some seating available for anybody who is unable to attend on Skype.

Topic for discussion :

- Traffic Congestion in the South Peninsula
- Future Road Network Upgrade Proposals
- Traffic Congestion in Fish Hoek especially Main Road
- Traffic Calming Options

There are effectively only two practical road routes into Fish Hoek from the North, Main Road and the Ou Kaapse Weg. The OKW was designed as a scenic route, and was never intended to become the main route into the south. Mainly because of the topographical situation of the OKW. The congestion on Main Road, especially in the afternoons when the personnel from the SA Navy Dockyard finish work, has been going on for over 50 years. The backup on Main Road is mostly caused by factors outside of Fish Hoek. The knock on effect of the traffic jam on Main Road, is the increase in traffic moving through the residential areas.

There was a proposal for the COCT to provide climbing lanes on OKW some years ago. The real problem is that all vehicles, including heavy delivery trucks, need to drive over the mountain to get to Steenberg, and there are a few ideas for a tunnel through the mountain which would offer a safer option for travelling in and out of the south.

The COCT traffic calming policy is really only a policy for managing the placement of speedhumps, but there are other options to speedhumps, such as making some of the Avenues one way, or closing off access to Kommetjie, possibly with a left out only. Applying traffic calming measures to one road however, will usually result in a change in the traffic patterns, resulting in more traffic somewhere else.

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About the Special Guests

Kyle Shirley is a Traffic Engineer and Transport Modeler. He studied at Stellenbosch University, and has a MEng in Transportation Studies. He is also a member of SAICE, and a member of the Engineering Council of South Africa. Kyle has also given input into the Fish Hoek Future project. The guest speaker from the City still to be confirmed.

FHVRRA's Facebook Page: <https://www.facebook.com/FHVRRA/>

We typically post something every day and have over 1,408 followers. The local speeding statistics are always popular. Other popular topics include: anything solar, crime stories, Galley lease, drownings, new water meters, conservation, foreign tourists, steam train, etc.

We ran a series of photos composed by artificial intelligence and artist, Charlie Human, depicting what a representative, composite average person for that village might look like. Join us if you can. We appreciate comments.

ABOUT THE CARTOON

We have decided to include this cartoon, although it has been used before. The election topic is very appropriate right now, with our members having to vote twice in less than a month. The cartoon also portrays business as usual manner of local authorities, no matter what.

TWO-STOREY GATED COMMUNITY AT 24 CARLTON ROAD : STATUS UPDATE

FHVRRA has been objecting to this development since 2009. The owner has now hired a new environmental agency to submit an Environmental Impact Assessment (EIA) to the Department of Environmental Affairs (DEA), which was approved in part requiring that the 8 units in the wetlands not be built. They appealed and submitted a revised plan with the original 23 units and 8 units staggered on the redrawn wetland contour lines (20m buffer zone). This EIA was granted on 2 April 2024 with FOSNA and FHVRRA being invited to site visits during construction to monitor the Western Leopard Toad death mitigation interventions. We objected to the revised EIA as we discovered that the Western Leopard Toad must traverse Carlton Road from their normal habitat in the backyards across this road to get to their breeding ground. We feel that the 23 units will negatively impact the infrastructure capacity, increase traffic and negatively impact the soak-away areas (permeable paving, bioretention, berms, channels, sediment traps, etc.) for rain and flooding. The City has still to approve the plans.

FHADCO – FISH HOEK AMENITIES DEVELOPMENT COMPANY

FHVRRA perceives that our community is generally dissatisfied with the parking system applied at Fish Hoek Beach in that:-

When parking fees are charged:-

- There is often traffic congestion at the entrance, particularly on major public holidays
- The parking charge hours are inappropriate and erratic
- The daily parking fees are peculiar multiples making dispensation of change difficult or unlikely
- Governance and administration of the fees are poor or non-existent

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- The revenue earned from beach parking goes to general City coffers and is not ring fenced for the benefit of Fish Hoek beach
- Long term parking permit administration and access is abysmal
- Self appointed car guards harass parkers for extra fees

When no fees are charged:-

- The parking kiosk is a traffic hazard obscuring vision
- The self appointed car guards are even more of a nuisance

Some members of our community believe Fish Hoek beach parking should be free. However, FHVRRA is of the opinion that a well managed beach parking system similar to that operated at Jubilee Square in Simonstown could offer several benefits such as:-

- Revenue ring fenced for use to pay efficient and reliable parking attendants and to provide security both in the parking area and the wider beach precinct including Jager's Walk
- Elimination of the bottleneck at the beach entrance by levying daily charges and examining long term permits in the parking areas
- Liaison among the various beach amenity managements ie restaurant, surf & ski club, yacht club et al concerning parking needs
- Getting rid of the self appointed car guards and controlling the vagrants
- The recent spate of muggings on the beach and Jager's Walk will be curtailed

The Jubilee Square parking is managed by the Simonstown Amenities Development Company (STADCO), an NPO that has a Memorandum of Association (MOU) with the CoCT to operate the parking for a 10 year term, recently renewed.

For some time FHVRRA has been lobbying our councillors for a similar FHADCO to manage parking at Fish Hoek Beach. Although the approach enjoyed their support, it stalled pending the extension of the STADCO contract which took some time to be effected.

The FHADCO project has been placed on the agenda of ward 64 projects and it will be one of the key issues that FHVRRA will pursue with the new ward 64 councillor.

We also hope to elicit support from the new lessee of the restaurant on beach

VALYLAND PUMP STATION

The FHVRRA have been asking for a backup generator to be placed at the Vallyland Pump Station. The Vallyland PS is fed by two other pump stations, located downstream, at Central Road and Beach Road. Backup generators have been installed at both of these pump stations. The Vallyland pump station has a storage capacity to cope with a two hour loadshedding period. Load shedding periods of longer than two hours, will cause the sump to overflow into the stormwater system, which discharges into the Silvermine River. Last year a coffer dam was built to retain the overflow until it can be treated before discharge into the Silvermine River. The FHVRRA believes that this overflow has contributed to some of the high e-coli counts measured at the beach. During the 2022/2023 financial year, the COCT allocated a generator to Vallyland. At the last minute it was discovered that there was no space nearby to place the generator, so it was allocated elsewhere. The City then approached the owners of the Vallyland Centre with the idea of placing the generator on their land, which they refused.

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The COCT has since started a process to acquire land nearby, on which to place the backup generator. The Water and Sanitation Directorate has since placed a portable generator next to the pump station. There is a risk of theft of these portable generators.
FHVRRRA thanks the W&S Directorate for their efforts to resolve this issue.

FISH HOEK COMMUNITY POLICE FORUM

FHVRRRA has been requested to continue our membership of the Fish Hoek CPF. No meetings have been held since these stopped during the Covid19 Lockdown. Circulation of crime statistics in the Valley also stopped.

The NHWs have been reporting an upsurge in crime incidents since the beginning of the year. The methods that the criminals use, vary from area to area, with reports of four home invasions on the mountainside at night recently, while the residents were at home. The neighborhood watches are all under staffed, and needing more volunteers to do patrols. Patrols are usually for an hour once a week, and can be during the daylight hours or at night.

LOCAL AREA OVERLAY

A working group has been working on a Local Area Overlay for Fish Hoek. A LAO is an extra set of restrictions in the Development Management Scheme, additional to the established zoning scheme regulations, aimed at preserving the character of a specific area. When the COCT was formed, over twenty years ago, there were 27 sets of zoning schemes. These 27 zoning schemes were integrated in 2013 and then included, as the Development Management Scheme (DMS), as part of the Municipal By-Law in 2015. The Development Management Scheme is currently being reviewed. The draft DMS is expected soon, and a technical team of Architects and town planners have been working on proposed amendments and the inclusion of Local Area Overlay for Fish Hoek, when submissions are possible.

The Southern District Plan was approved in 2023 and contains a recommendation for a Local Area Plan to be drawn up for the beach front and main road area of Fish Hoek. Urban designers and town planners were asked to submit proposals as to how this can be done, and a quote for the work involved.

This process is currently underway, and is hoped that having a Local Area Plan will encourage developers to invest in the Main Road precinct.

FISH HOEK MUSEUM






The Fish Hoek Museum reopened in December 2023 after an extensive revamp. The volunteer staff under the direction of Sally Britten, continue to read through and research boxes of photos and newspaper articles as well as photos, to piece together an accurate history of Fish Hoek. An archive has been created which will be available for anyone doing research on the History of Fish Hoek. The Museum is open from Tuesday to Friday from 10:00 to 12:00 or by appointment.

HELEN O'REAGEN

Helen stepped down from the Executive Committee, after 17 years of service. Helen looked after water Quality reports at the Beach, as well as overseeing activities in the wetlands. Helen's contribution to the FHVRRRA will be missed, and we thank her for the many years of service.

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THE NEW BOARD OR EXECUTIVE COMMITTEE

	Chair	Peter has 33 years with the City of Cape Town, Engineering, Roads and Stormwater, project Management. Previously worked for Consulting Engineers Served the Fish Hoek Scouts for 17 years as an adult leader Has a great love of the outdoors and strongly supports preservation of the natural environment.
	Vice Chair	Peter has served on the Ward 64 Committee and takes care of our Membership. He has a PhD in Chemical Eng.(Mineral processing). Extensive experience in Industrial & municipal solid waste & effluent treatment, recycling and management; and mineral processing & metallurgy.
	Treasurer	Judy is a book keeper with 15 years experience in Internal Auditing. Amateur Environmentalist and activist, enjoys gardening, specifically community parks.
	Technical	Brian has 26 years of experience working for the City of Cape Town, contracts management. MBA (University of Stellenbosch), BBA Hons, MSc, BSc.
	Land Use and Departures	Ossie retired from the City after 45 years of service. He is a registered land surveyor and has worked in development management for more than 30 years. Ossie has lived in Fish Hoek for nearly 60 years.
	Fish Hoek Future	James is a qualified engineer and project manager and has a deep affection for the valley. He participates in the Future of Fish Hoek committee.

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**CLARE PULLING A TRAIN OF RESTORED COACHES THROUGH FISH HOEK ON
MONDAY 17TH JUNE 2024.**



ABOUT CLARE

The FHVRRA along with other Civics, has been asking for the return of these historic train trips to Simon's Town. Clare is a restored SAR Class 19D, one of a batch of 50 delivered to the SAR in 1949, and now operated by the Ceres Rail Company. Of particular interest to FHVRRA members, will be that one of the locomotive drivers is a Fish Hoek resident, who became a steam train enthusiast.

More trips are planned for July and August.