



Western Cape  
Government

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# Western Cape Provincial Coastal Access Assessment and Pilot Study

## MAIN REPORT

### August 2018

**Draft for public comment**

## Summary

The Western Cape Coastal Access Strategy and Plan (WC-CASP) requires an audit of all coastal access points to provide an inventory of what sites exist, their conditions, any conflicts and improvements required. Such an audit of coastal access sites and nodes in the Overberg District Municipality was conducted in January and February 2018.

The audit took the form of detailed site inspections using the checklist developed in the Western Cape Coastal Access Strategy and Plan as a basis combined with workshops with stakeholders to obtain additional information.

For the purposes of mapping, the coastline was divided into sectors which had either:

- Similar land-use;
- Consistent coastal access provision; or,
- Similar geomorphology.

Each zone/ sector was given a unique reference code which reflects the area in which the zone is situated and the number of the site within that zone. For example, Rooi-01 is the first site audited in Rooiels.

The zones were then characterised according to the uses for which facilities had been provided by the municipality and given colour codes as shown below.

Colour	Characterisation
	Conflict area (an area of conflict identified in the stakeholder workshops or via written submissions)
	Conservation area- managed either by SANParks or Cape Nature. These areas generally fall outside of the scope of work of this project as they are not under the control or influence of the district or local municipality.
	Private property- either no access or limited access to general public
	Unrestricted pedestrian access
	Vehicle access
	No formal access- usually longshore or informal access is possible

The audit protocol provides for the identification of any of seven priority actions needed to be fulfilled by the municipality. The seven priority actions are:

- existing conflict;
- environmental degradation/ damage;
- safety and security;
- identified needs;
- maintenance required;
- further investigations required; and,

- illegal activities identified or suspected.

The location of the sectors or zones was transferred onto GIS maps with the corresponding reference number and the priority action items captured in the composite list. These lists and the maps are contained in the body of this document.

A key facet of this study was to identify a site to be used as a pilot study for the designation of coastal access to resolve an existing conflict for access. Based on information obtained in the stakeholder workshops, ten sites were identified as having existing access conflicts, and hence qualified as potential pilot study sites. An evaluation of the need and approach conducted by the DEA&DP and municipal officials to select the pilot study site is detailed in the table below.

Site	Ref	Nature of Conflict	Comment
<b>Bettys Bay</b>	<b>Betty 16</b>	CapeNature has prevented access by fishermen as a consequence of the need to protect the penguin colony. Fishermen contend that they can co-exist.	This conflict is in the CapeNature jurisdiction and therefore outside of the scope of this project. It will, however, be brought to their attention through official channels.
<b>Kleinmond</b>	<b>Klein 02</b>	Vehicular access was historically from the R44 main road to the beach. The development of a residential estate now prevents vehicular access although pedestrian access is still possible over a boardwalk and wooden bridge. No parking is provided for pedestrians using this access.	The meeting reached consensus that this conflict will best be addressed in terms of the Bot and Klein-rivers Estuarine Management Plan. The issue will be brought to the relevant parties' attention. The authorities are already dealing with the complex issues of leases and rights of way.
<b>Hawston</b>	<b>Haw 05 and 06</b>	This stretch is the security estate Middlevelei. Access is permissible to residents and guests only. This severs a historical access to the Bot river mouth and adjacent coastline enjoyed by the Hawston community.	This site was proposed for the pilot study as a consequence of the numbers of affected persons and the length of time it has been debated in the public domain. Resolution is now needed urgently.
<b>Hermanus</b>	<b>Her 12</b>	This conflict area is a short stretch in which private properties run down to the high-water mark thereby cutting off the cliff path to the east and west. This is a conflict area and has attracted much publicity recently. Public coastal access is denied along this stretch.	Although this is clearly an issue of much importance to some stakeholders, it was decided that the process of bringing this to the relevant authorities' attention has already gained sufficient momentum to be self-sustaining. It was not, therefore selected as the pilot study site.

Site	Ref	Nature of Conflict	Comment
<b>Danger Point</b>	<b>Dan 07</b>	The construction of an abalone farm has denied historical access along the shore to fishermen especially from Blompark. Access to stretches further along the coast is possible via the private estate – Romansbaai, but this requires a vehicle.	This issue will be brought to the attention of the relevant planning authorities for resolution. The local authority is best positioned to act on what appears to be a zoning issue. The EA for this site will also be examined by the local authority to determine whether coastal access is a requirement of authorisation.
<b>Quon Point</b>	<b>Quon 01</b>	Quon Point is a conservation area. Historical access for fishermen is now difficult but not impossible as a consequence of areas being declared off-limits for conservation purposes. Stakeholders claim variable conditions for entry to the point.	This is a conservation area and falls outside the scope of this project. It will be brought to the relevant conservation agency's attention.
<b>Waenhuiskrans</b>	<b>Waen 06 and 07</b>	A gravel road runs through the conservation area managed by Cape Nature in a south-westerly direction. This road was historically used by Arniston and Waenhuiskrans residents to access the southern beaches and fishing areas. It has since been closed by Cape Nature for conservation reasons. However, barriers placed by Cape Nature are frequently illegally removed to permit access for vehicles. It is submitted by stakeholders that if the access road through the park were to be re-opened and managed, it would take the pressure of the dangerous road down the eastern coast to the point.	This is outside of the scope of work of this project as it falls within Cape Nature jurisdiction. This will be brought to the attention of this agency for action.
	<b>Waen 08 and 09</b>	Private property bounds the Coastal Public Property (CPP). Access through the private land is by prior arrangement with land owners only although illegal access is evident. The need for access through this land is exacerbated by the closure of the Cape Nature road in the reserve (Waen 06 and 07). ORVs traverse these properties illegally and the landowners have been served with notices by DEA for "allowing" illegal beach	This particular issue presents the opportunity for investigating managed access through conservation areas as an alternative to private land. Other options include potential stewardship agreements between organs of state and private landowners. The issue will be taken forward with CapeNature.

Site	Ref	Nature of Conflict	Comment
		access. There is no management of activities of the visitors if they do gain access and unrestricted driving on the beaches and in the dunes takes place.	
<b>Arniston</b>	<b>Arn 01</b>	Private property prevents direct access to the beach although longshore pedestrian access through dunes is possible. Limited vehicular access possible through prior arrangement.	The meeting was informed that this issue has already been resolved and no further action is required.
<b>Malgas</b>	<b>Mal 01</b>	Private properties run to the edge of the Breede River for the entire stretch marked on the maps. Access to the water's edge is restricted and is only possible in places via private resorts or the Pont in Malgas.	It is understood that CapeNature is already investigating the access along the stretch highlighted as Mal 01.

This preliminary evaluation was presented to the Overberg District Municipality on 2 May 2018. The Council then deliberated on the information and at a Council meeting on 18<sup>th</sup> July 2018, the selection of Middlevlei as the pilot study site was endorsed. The details of the study and its progress will be issued in a separate report.

This draft report is issued for stakeholder comment before finalisation.

## What we need from you as a stakeholder in this process.

Please scan the maps and audit reports in section 4 for the areas that you are familiar with. Please can you check:

- 1) that all the activities catered for at the node or site have been accurately captured
- 2) that any deficiencies have been detailed.

Please complete the response form in Appendix 7 and include any additional information you feel we may need and email to [erik@erikbotha.co.za](mailto:erik@erikbotha.co.za)

## Opsomming

Die Wes-Kaapse Kustoegang Strategie en Plan (WK-KTSP) veries 'n oudit van alle kustoeganspunte met die doel om 'n inventaris op te stel van welke sulke persele in die studiearea bestaan, die toestand waarin hulle verkeer, verbeterings wat nodig mag wees sowel as enige konflikte rakende toegang wat daar voorkom. 'n Sodanige oudit is tydens Januarie en Februarie 2018 vir die Overberg Distrik onderneem.





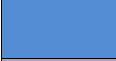

Die oudit het die vorm aangeneem van gedetailleerde terreininspeksies and die geïdentifiseerde areas. Die kontrolelys wat as deel van die WK-KTSP ontwikkel was is vir hierdie doel ingespan. Hierdie proses is gekombineer met werkswinkels waartydens plaaslike belanghebbendes addisionele inligting oor hulle spesifieke areas met die projekspan gedeel het.

Ten einde die kartering van die massas inligting te vergemaklik, is die kuslyn in sones verdeel, gebasseer op:

- Soortgelyke grondgebruike;
- Toegangsvoorsiening van 'n vergelykbare of selfde aard, of
- Soortgelyke geo-morfologie.

Elk sone is 'n unieke verwysingskode toegeken wat die ligging van die sone, sowel as die spesifieke nommer van die individuele perseel binne daardie sone aandui. Byvoorbeeld, Rooi-01 is die eerste toegangspunt wat in Sone 1 van Rooiels geïdentifiseer is.

Die persele en sones is hierna verder omskryf volgens die aard van die gebruike waarvoor hulle ontwikkel is en aangewend word, en 'n kleurkode toegeken soos hierdonder aangetoon.

Kleur	Gebruik / Aanwending
	Konflik area (soos geïdentifiseer tydens die werkswinkels of via korrespondensie met belanghebbendes)
	Bewaringsgebied – bestuur deur SANParke of Cape Nature. Hierdie areas val grootendeels buite die omvang van hierdie projek aangesien hulle nie onder die beheer van ieder die Plaaslike of Streeksmunisipaliteit van nie.
	Privaat eiendom – Beperkte of geen toegang vir die algemene publiek
	Onbeperkte toegang vir voetgangers
	Voertuigtoegang moontlik en toegelaat.
	Geen formele toegang voorsien nie – normaalweg kuslangs of informele toegangsroetes.

Die oudit protokol laat toe vir die identifisering van sewe prioriteit kategorieë wat ingryping deur die plaaslike Munisipaliteit benodig, naamlik:

- Bestaande konflik;

- Skade aan, of degradering van die omgewing;
- Veiligheid en sekuriteit;
- Spesifieke gemeenskapsbehoefte;
- Onderhoud benodig;
- Verdere ondersoek benodig, en
- Kriminele aktiwiteit (synde bewese of vermoed).

Die ligging van die sones en persele was oorgedra na GPS kaarte, tesame met die gepaardgaande verwysingsnommer. Die prioriteit aksies benodig in elke geval is ingesluit in die saamgestelde lys van aksie-items. Beide die kaarte en die saamgestelde lys is in hierdie verslag ingesluit.

'n Sleutelkomponent van hierdie projek was om 'n geskikte perseel te identifiseer wat gebruik kan word vir die loodsstudie komponent van die oorhoofse projek. Die loodsstudie handel dan spesifiek met die proses waarvolgens bestaande konflik rakende kustoegang deur die aanwysing van 'n kustoegangspunt aangespreek kan word. Gebaseer op die inligting wat tydens die werkswinkels ingewin was is daar tien persele geïdentifiseer as moontlike loodsstudie gevalle. Die faktore wat tydens die besluitnemingsproses oorweeg was, sowel as die benadering wat die Provinsiale Regering en betrokke Munisipaliteite tydens 'n vergadering vir hierdie doel gevolg het, word hieronder genoem.

Perseel	Verwysing	Aard van die konflik	Kommentaar
<b>Bettys Baai</b>	<b>Betty 16</b>	CapeNature het toegang tot die sleepheiling verbied ten einde die plaaslike pikkewynkolonie te beskerm. Die vissersgemeenskap is egter van die opinie dat hulle gebruik van die fasiliteit nie die diere sal benadeel nie.	Hierdie aangeleentheid val direk onder CapeNature se jurisdiksie en is dus buite die omvang van hierdie projek.
<b>Kleinmond</b>	<b>Klein 02</b>	Slegs voetganger toegang rondom die private landgoed langs die R44 word tans toegelaat. Hierdie lang ompad behels 'n sand voetpad wat tot by die houtbrug oor die getyriwier ly. Daar is ook nie parkeerplek vir die publiek by die ingangspunt nie. Histories was dit wel moontlik om per voertuig deur die ontwikkeling te ry en daar te parkeer.	Die betrokke owerheid is van die opinie dat hierdie aangeleentheid beter in terme van die Bot en Klein-rivier Estuarine Management Plan hanteer en opgelos kan word. Die aangeleentheid sal onder die relevante partye se aandag gebring word. Die plaaslike owerheid handel reeds met die kwessie van die huurkontrakte en reg van weg in hierdie geval.

Perseel	Verwysing	Aard van die konflik	Kommentaar
Hawston	Haw 05 and 06	Hierdie area is die Middlevlei Sekuriteits Landgoed. Kustoegang via die landgoed is huidiglik beperk tot inwoners en hulle gaste. Historiese toegang tot die mond van die Botrivier en aanliggende kuslyn deur lede van die Hawston gemeenskap word sodoende verhoed.	Hierdie terrein is as die loodsstudie voorgestel.
Hermanus	Her 12	Hierdie is 'n strook van privaat eindomme wat tot aan die hoogwatermerk strek. Dit sny effektief die "Cliff Path" af en noodsaak dat voetgangers 'n ompad moet gebruik. Hierdie aangeleentheid en onlangs baie publisiteit getrek aangesien publieke kustoegang hier ontnem word.	Hierdie aangeleentheid is duidelik van groot belang vir die verskeie belangegroepe. Die owerhede voel egter wel dat die proses om hierdie konflik op die agenda te plaas reeds genoegsaam momentum bereik het om op eie stoom voort te gaan. Gevolglik is dit nie as die loodsstudie voorgestel nie.
Danger Point	Dan 07	Privaat eindom (perlemoenplaas) verhoed kulangse toegang tot die publiek in 'n Weswaartse rigting. Die vissersgemeenskap van Blompark het wel toegang tot die kus vanaf hierdie eindom Ooswaarts tot by die Gansbaai hawe. Die Munisipaliteit het nodig om te bepaal of die gevaarlike roete Weswaarts van die perlemoenplaas wel as redelike kustoegang beskou kan word alvorens daar verder opgetree kan word.	Hierdie aangeleentheid sal onder die aandag van die relevante beplanningsowerheid gebring word. Die plaaslike owerheid is in die beste posisie om met hierdie sonerings kwessie te handel. Dit is ook nodig om die Omgewingsmagtiging vir die perlemoenplaas te ondersoek om te bepaal of voorsiening vir publieke kustoegang as 'n vereiste gestel is.
Quon Point	Quon 01	Quon Point is 'n bewaringsarea. Historiese toegang tot die area vir hengelaars is steeds moontlik, maar wel baie moeilik. Belangegroepe beweer ook dat die vereistes vir toegang nie konsekwent toegepas word nie.	As 'n bewaringsarea val hierdie terrein buite die omvang van hierdie projek. Dit sal wel onder die aandag van die bewaringsowerheid gebring word.

Perseel	Verwysing	Aard van die konflik	Kommentaar
Waenhuis-krans	Waen 06 and 07	Hierdie is 'n bewaringsarea onder Cape Nature se jurisdiksie. Die grondpad wat deur die park in 'n Suidwestelike rigting loop was histories deur inwoners van Arniston en Waenhuiskrans gebruik om toegang tot die strande in die suide te verkry. CapeNature het onlangs die pad versper maar die versperring word gereeld (wederregtelik) deur lede van die publiek verwyder om toegang te verkry. Van die belangegroepes voel dat indien die pad weer oopgemaak (en onderhou) kan word dit die druk van die gevaarlike alternatiewe roete langs die ooskus tot by die punt sal afneem.	As 'n bewaringsarea val hierdie terrein buite die omvang van hierdie projek. Dit sal wel onder die aandag van die bewaringsowerheid gebring word.
	Waen 08 and 09	Privaat eiendom strek hier tot teenaan die Openbare Kuseindom (CPP). Alhoewel dit wel moontlik om toestemming vir toegang van die eienaars te verkry kom daar wel gevalle van onwettige betreding voor. Daar was ook onlangs gevalle waar grondeienaars deur die Departement van Omgewingsake aangepreek en beboet is vir die feit dat hulle onwettige betreding van die kussone deur veldvoertuie op hulle eiendom toegelaat het. Tans is daar ook geen beheer oor voertuie wat wel van hierdie toegan gebruik maak nie. Die behoefte om toegang deur hierdie grond te verkry is verskerp deur die sluiting van die CapeNature pad in die reservaat (Waen 06 and 07).	Hierdie kwessie bied 'n gulde geleentheid om die haalbaarheid van bestuurde toegang oor bewaringsgrond as 'n alternatief tot privaat grond te verken en ondersoek. Ander opsies sluit in bestuurs en onderhoud kontrakte tussen bewaringsinstansies en provaat grondeienaars. Die kwessie geniet reeds CapeNature se aandag.
Arniston	Arn 01	Alhoewel daar geleentheid is vir voetgangers om kuslangs voor privaat eiendom te beweeg word slegs beperkte toegang vir voertuie toegelaat, mits daar vooraf daarvoor met die grondeienaars reëlings getref is.	Klaarblyklik is hierdie kwessie reeds opgelos en geen verder inmenging is dus nodig nie.
Malgas	Mal 01	Privaat eiendom langs hierdie deel van die Breede strek tot teenaan die rivieroewer. Toegang tot die oewer is beperk tot privaat oorder of by die Malgas Pont.	Die projekspan het verneem dat CapeNature reeds besig is om die toegangskwessie langs die gedeelte van die oewer wat in hierdie verslag as Mal01 identifiseer word te ondersoek.

Hierdie voorlopige evaluering is aan die Overbergse Distriksmunisipaliteit voorgelê op 2 Mei 2018. Die Distriksraad het hierna op 18 Julie 2018 tydens 'n Raadsvergadering beraadslaag en die voorstel om Middlevlei as loodsstudie te gebruik onderskryf. Die besonderhede van hierdie loodsstudie sal na afloop daarvan in 'n aparte verslag bekend gemaak word.

Hierdie konsepverslag word vrygestel vir kommentaar deur belanghebbende partye, alvorens dit gefinaliseer word.

## **Ons versoek die volgende van alle belanghebbende partye.**

Gaan asseblief die kaarte en oudit verslae van die areas waarmee u bekend is in Afdeling 4 van die verslag noukeurig na. Kyk veral asseblief of:

- 1) Alle aktiwiteite waarvoor daar op die spesifieke terreine voorsiening gemaak word akuraat vasgelê is, en dat
- 2) Alle tekortkominge op daardie terreine geïdentifiseer is.

Voltooi asseblief die terugvoerblad in Aanhangsel 5 van hierdie verslag en sluit gerus enige addisionele inligting waaroor u beskik in. E-pos asseblief die voltooide vorm aan:

[erik@erikbotha.co.za](mailto:erik@erikbotha.co.za)

## Abbreviations

CAPE	Cape Action for People and the Environment
CMA	Catchment Management Agency
DAFF	Department of Agriculture Forestry and Fisheries
DEA	National Department of Environmental Affairs
DEA&DP	Western Cape Provincial Department of Environmental Affairs and Development Planning
DWS	National Department of Water and Sanitation
EMP	Estuary Management Plan
EMF EAF	Estuary Management Forum/ Estuary Advisory Forum
IDP	Integrated Development Plan
MCC	Municipal Coastal Committee
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
NCAS	National Coastal Access Strategy
NGO	Non-Governmental Organisation
NPO	Non-Profit Organisation
ORV	Off-road vehicle
PCC	Provincial Coastal Committee
PCMP	Provincial Coastal Management Programme
SDF	Spatial Development Framework
SALGA	South African Local Government Association
WCPCMP	Western Cape Provincial Coastal Management Plan
WC PCASP	Western Cape Provincial Coastal Access Strategy and Plan

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# 1 Introduction

## 1.1 Purpose of this document

The Western Cape Government commissioned the development of a Coastal Access Strategy and Plan (WC PCASP) as well as the development of a framework by-law which could be used to designate coastal access in terms of section 18 of ICMA in 2016/2017.

The WC PCASP contained, amongst others, the requirement for the use of coastal access audit checklists to facilitate assessment of existing and historical access, recommend actions and prioritise funding as well as investigate the potential for provision of Universal Access.

These checklists and resulting recommendations are intended to assist municipalities (both District and Local) to prioritise actions and therefore funding of coastal access and to approach management and provision of coastal access in a structured manner.

The checklists and the framework by-law (developed in a parallel initiative) were, developed as desktop exercises without testing in the field. For this reason, the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP) wishes to have the auditing approach and the by-law tested in actual situations. This project will have a dual function of testing and improving the checklists and possibly the by-law but also providing valuable information for the planning of Coastal Access in the selected District.

The approach engages the public as well as national, provincial, local and district authorities to gather information on existing and historic coastal access followed by ground-truthing by the project team at each site.

The project will result in two reports:

1. The first will describe and detail the process of identifying, assessing and prioritising coastal access sites as well as the selection of the site for the pilot study of the By-law. This document is the first report referred to here.
2. The second will detail the approach to and results of the pilot study.

The District chosen for this project is the Overberg District stretching from Rooiels in the west to Cape Infanta in the east.

**Box 1: Purpose of this document**

*This document details the results of the information gathering workshops at various locations in the District and site visits to all access points/nodes along the Overberg Coastline.*

*It is being issued in draft form to solicit further inputs from stakeholders on the accuracy and completeness of the information collected so that subsequent use of these results is based on verified information. All information obtained from stakeholders will be included in this document including any conflicting or opposing views or information.*

*It is not the intention to choose between any opposing views or allocate or remove access. It is purely a report on information gathered for verification by stakeholders.*

## 1.2 Structure of this Document

The main sections of this report are listed below:

**Section 1** provides an introduction and background to the project

**Section 2** contextualises the project in terms of relevant legislation and the WC PCASP.

**Section 3** deals with project process.

**Section 4** contains the results of the information gathering phase including maps which summarise the information collected.

**Section 5** contains concluding remarks.

## 2 Background

This section provides the context for the coastal access audit and pilot study within the National Legislation and the WC PCASP.

### 2.1 Context

Section 18 of the National Environmental Management: Integrated Coastal Management Act, 2008 (ICMA; Act. No. 24 of 2008) requires each metro and district municipality, (unless assigned to local municipalities by agreement) whose area includes coastal public property to, within four years of the commencement of the Act, promulgate a by-law that designates coastal access land in order to secure public access to coastal public property. To date, this has not been universally achieved.

Access to the coastal zone and its assets has historically been inequitable. There are currently large tracts of private land through which the public may not traverse and even may not approach along the seashore. This has resulted in restrictions to access to the coast and its resources in conflict with the South African Constitution in addition to being in conflict with the ICMA.

The National Department of Environmental Affairs (DEA) published a National Strategy for the Facilitation of Coastal Access in 2014 (NCAS). The NCAS aims to provide guidance on achieving sustainable and equitable access to coastal resources but at the same time acknowledging the complexity of the issues at individual

municipal levels and recognising that there is no single solution that may be universally applied.

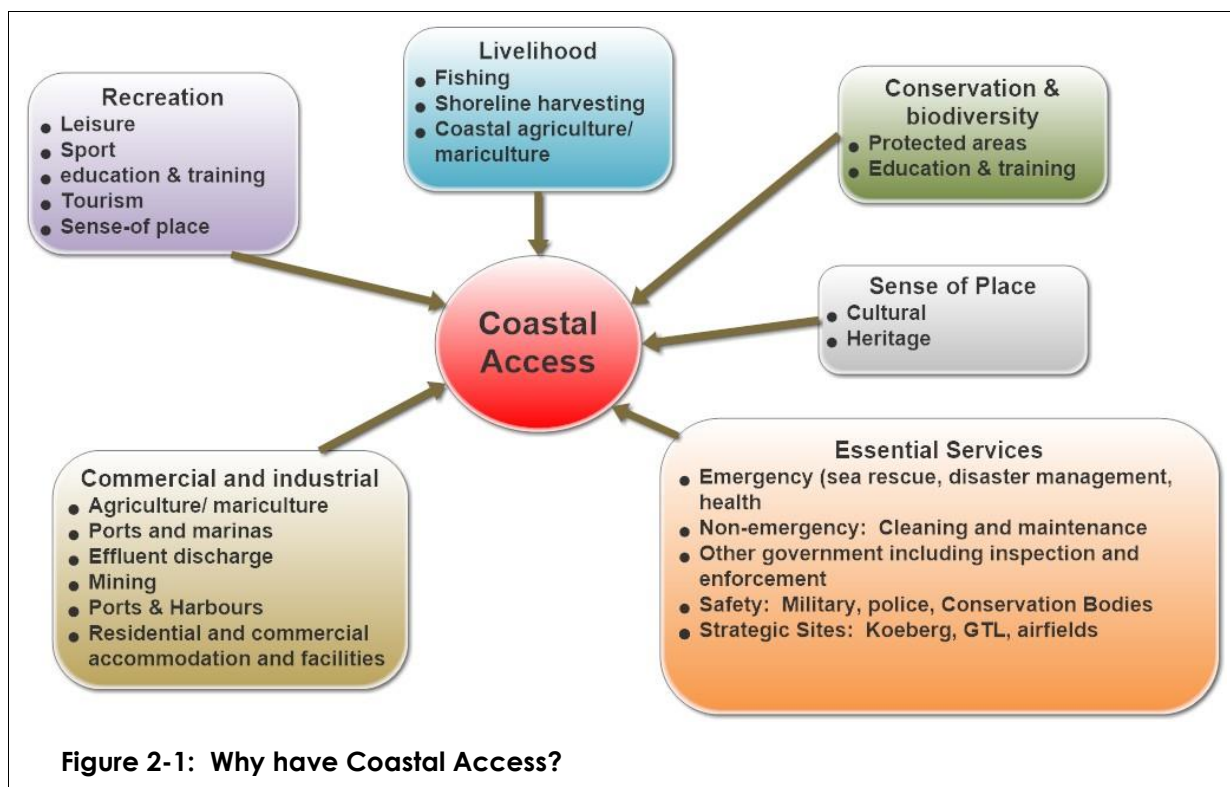
The Western Cape Government developed a provincial coastal access strategy and plan, in line with the national strategy. This strategy reflects the situation in the Western Cape with specific reference to concerns, conflicts and opportunities which prevail in the province. Furthermore, it responds to the specific amendments to ICMA affecting coastal access that was promulgated in October 2014 and came into effect in May 2015, after finalisation of the NCAS.

Having access to a nation's coastline, to obtain seafood, and/or to control the import and export of people and cargoes, has been an important aim over the centuries. Nowadays the coastline, specifically coastal public property is vested in the citizens of the Republic and must be held in trust by the State/Government in power on behalf of the citizens of the Republic in various ways to promote access (section 11(1) ICMA). Access to the shore is essential for subsistence or commercial fishing, water-dependent businesses or for tourism, heritage, cultural and recreation.

Popular access to the coast from the land becomes an issue mainly when ownership and/or development of land above the high-water mark block or restrict direct access between the land and the sea. Affected groups are typically subsistence and recreational fishers, recreational users and tourists.

The notion of access includes physical/structural and social/relational factors that operate in parallel to legal rights (property rights, permits and laws) to influence access patterns within a particular context.

In considering the provision of coastal access, it is useful to envisage the various reasons for land access to the coast. Some of these are depicted in Figure 1 below:



As the figure depicts, there are a wide range of reasons for access but to complicate the issue further, there are a wide range of user needs within each of the groupings – some of which may be in conflict in specific areas. In addition, coastal access provision must also take cognisance of biophysical attributes of the location as well as local planning provisions.

### Box 2 : What is coastal access?

*The ICMA does not provide a clear definition of “coastal access”; nor does it detail the minimum requirements for such access except where it is formally designated. The NCAS (2014) however, states the goal of coastal access is to ensure, protect and manage, in perpetuity, public right of physical access to and along the coastal zone. Access types are described in the literature as being either more or less “perpendicular” to or ‘parallel’ to the high-water mark. Access routes are either longshore (along the shoreline) or cross-cutting (perpendicular to the shoreline).*

*Means of accessing the coast include walking, various means of access by differently-abled persons (wheel-chairs, aged, special needs), off road vehicles (ORVs), public launch sites, cycling, horse-riding, and skateboards, etc.*

Coastal access can be:

- Existing access to the coast;
  - with facilities provided by the local municipality;
  - informal access provided over public or private land;
  - may be indicated in zoning schemes of municipality as “public open space” or similar;

- public launch sites (Western Cape public launch sites listed in the provincial gazette (P.N. 193/2015) dated 26 June 2015).
- Seasonal coastal access; e.g. popular camping spots along the coast over festive periods;
- Coastal access land designated under section 18 of the ICMA by a municipality; and
- Coastal public property declared under sections 8 and 9 of the ICMA by the national Minister
  - Private land may be acquired for the purpose of declaring as coastal public property to improve public access by
    - purchasing the land;
    - exchanging that land;
    - if no agreement, by expropriation.

Clearly the goal of the ICMA, as articulated in the National Strategy is to provide physical access **in perpetuity** which is why the use of a by-law is required. This mechanism then provides for formal designation of certain portions of land for public access irrespective of change in land ownership- in perpetuity.

### Box 3: Minimum Requirements for coastal access points

*The minimum requirements for coastal access so designated are described in section 20 of the ICMA:*

- (a) signpost entry points to that coastal access land;
- (b) control the use of, and activities on, that land;
- (c) protect and enforce the rights of the public to use that land to gain access to coastal public property;
- (d) maintain that land so as to ensure that the public has access to the relevant coastal public property;
- (e) where appropriate and within its available resources, provide facilities that promote access to coastal public property, including parking areas, toilets, boardwalks and other amenities, taking into account the needs of physically disabled persons;
- (f) ensure that the provision and use of coastal access land and associated infrastructure do not cause adverse effects to the environment;
- (g) remove any public access servitude that is causing or contributing to adverse effects that the municipality is unable to prevent or to mitigate adequately; and
- (h)** describe or otherwise indicate all coastal access land in any municipal coastal management programme and in any municipal spatial development framework prepared in terms of the Municipal Systems Act.

Although Section 18 of ICMA requires all metropolitan and district municipalities to make a by-law that designates strips of land as coastal access in order to secure public access to that coastal public property, it does not however, provide any guidance on how many of what type of access should be provided. The National Strategy is once again used as a benchmark that states the following two objectives:

- **Objective 1:** Opportunities for public access must be provided at appropriate coastal locations in context of the environmental, financial and social opportunities and constraints.
- **Objective 2:** Public access must be maintained, managed and monitored to minimize adverse impacts on the environment and public safety and to resolve incompatible uses.

The ICMA does not seem to recognize existing, non-designated coastal access sites/routes that are already functional. However, since the ultimate aim of section 18 of ICMA is to ensure that people have access to the coast, it is unlikely that the MEC or Minister would use his/her powers in subsections (8) and (9), where the municipality already provides sufficient access via other mechanisms.

Through the WC PCASP, the Western Cape Government aims to provide a clear understanding of “coastal access” for its own province and define the minimum requirements for compliance to section 18 of ICMA that are locally contextual and achievable within the province.

Coastal access routes (strips/ points/ areas) must be designated in municipal forward planning documentation as well as property records (e.g. land use plans, zoning schemes, title deeds etc.).

A typical first step in the process of formal designation of access routes is for the municipality to identify access points and / routes through an official process such as the Integrated Development Plan (IDP), Spatial Development Framework (SDF) or a municipal coastal planning process, with inputs from communities on current and/or historic coastal access points and routes. Given that most access points and routes are on private land, the municipality then initiates a rezoning process for the identified access points and/or routes, and typically gives the rezoned points and/or routes a zoning of public open space and/or transport, which is then published in the local press and the Provincial Gazette. In this way coastal access routes are brought into a municipal zoning scheme.

The framework Coastal Access By-law recommends that as a first step, municipalities should first conduct a coastal access audit. This will allow the municipality to identify the need for formal designation of coastal access points and assist with prioritising coastal access points for possible designation.

## 2.2 Additional Sources of Guidance for the Planning and Management of Coastal Access

### 2.2.1 National Coastal Access Strategy for South Africa (NCAS)

Since the methodology for designation and management of coastal access land is not well described in the ICMA, the Department of Environmental Affairs developed a National Coastal Access Strategy for South Africa (2014) (NCAS) as a framework for the implementation of this section of the Act, especially as it relates to equitable access.

**Box 4: Strategic coastal issues of importance (DEA, 2014)**

*The goals and objectives of the NCAS address the following key coastal issues (DEA, 2014):*

- *Improve pedestrian access above the high water mark;*
- *Improve infrastructure for access;*
- *Prevent exclusive use;*
- *Address conflicting rights between public interest, private property owners and communal and traditional users; and*
- *Minimise adverse impact on the environment.*

The NCAS affirms the intended roles of the three spheres of government on coastal access matters as contemplated in the ICMA, by highlighting that:

- All spheres of government must recognise the value of social and economic benefits offered by the coast and its resources and how this is enabled by access;
- As co-beneficiaries of these social and economic benefits, national and provincial government must contribute to the sustainable provision of coastal access;
- The importance of provinces to facilitate/ co-ordinate municipal action on a provincial scale; and
- Coastal access designation and management are most appropriately dealt with on a municipal level given the complex and diverse nature of the coast on a local scale. The ICMA blurs the responsibility of district and local municipalities. The ICMA must be read in relation to the constitution. As such it must be viewed that the district plays the oversight role and in line with the constitutional mandates, local municipalities should designate and manage coastal access land.

To give effect to the intents of the ICMA, the NCAS identified a management goal in relation to coastal access, namely *'to ensure, protect and manage, in perpetuity, public right of physical access to and along the coastal zone'* (DEA, 2014). Two related management objectives of the NCAS are (DEA, 2014):

- *Opportunities for public access must be provided at appropriate coastal locations in context of the environmental, financial and social opportunities and constraints.*
- *Public access must be maintained, managed and monitored to minimise adverse impacts on the environment and public safety and to resolve incompatible uses.*

A critical evaluation of the national and international practices of local coastal access planning (as at 2014) resulted in the identification of a desired model for coastal access management in South Africa. Three pillars underpin this model (DEA, 2014):

1. *strategic, practical and technical strategy and tools for the local coastal manager*

2. *a comprehensive geo-spatial data and information base, which then forms the basis for*
3. *public coastal information tools*

The NCAS importantly establishes three principles (termed messages) that underpin the management approach being promoted in this strategy, namely:

#### **Box 5: Principles of Coastal Access**

- *The designation and management of coastal access is locally contextual and most appropriately assigned to municipalities which can effectively respond to the complexity of providing and maintaining access;*
- *Providing coastal access is a management issue that influences the state of the natural environment on the coast and concomitantly enables many of the potential social and economic benefits offered by the coast and its resources;*
- *The social and economic value of appropriate coastal access makes it imperative that both national and provincial governments, as co-beneficiaries, also contribute to the sustainable provision of coastal access. Provinces, in particular, have an important role to play by undertaking or facilitating (by co-ordinating municipal action) a provincial scale assessment of existing coastal access.*

While these three principles relate strongly to governance in the coastal zone, the underpinning motivation and overall imperative for doing so is stated as being:

*“Our coast must be retained as a national asset for the benefit of all South Africans”.*

In order to give effect to this in a sustainable manner, cognizance must be taken of the potential implications of affording public access to

- 1) generally sensitive environments, and
- 2) unstable and changing environments.

Central to this is the need to balance the imperatives of securing the public's inalienable right to coastal access vs the need to prevent or avoid environmental degradation through uncontrolled access. This must be done whilst ensuring the safety of the public and infrastructure, and long-term access to the coast, specifically in areas prone to erosion and/or flooding.

Similarly, there is a need to address any potential or existing conflicts of rights. Such conflicts often centre on the rights of private property owners versus those of the public.

NCAS offers the following on these two topics:

**Box 6: NCAS on rights to coastal access**

*Existing rights, including private-property and traditional-user rights, and public health, safety and security will need to be considered when providing physical access. Measures will need to be implemented to prevent public access from causing degradation of coastal ecosystems.*

## 2.2.2 2016 Western Cape Province Coastal Management Programme

The 2016 Western Cape Province Coastal Management Programme (WCPCMP) lists the following guiding principles for the management of the Western Cape Coast:

“Coastal specific guiding principles for the management of the WC coast, which emanate from the national environmental management principles set out in Section 2 of the NEMA, are proposed to guide planning, management and decision making in the coastal zone. Applicable principles, as included in the National CMP, are therefore defined in Table 1. These coastal specific principles must be applied in a balanced manner that complements the application of the NEMA environmental management principles. Implementation should best promote the conservation, protection or sustainable development of the coastal environment. The complexity of decision making in the coastal environment does however, need to be acknowledged and therefore, only those principles or objectives relevant to the decision or action contemplated must be applied. “

**Table 1: Applicable principles**

<b>National Asset</b>	<i>The coast must be retained as a national asset, with public rights to access and benefit from the opportunities provided by coastal resources.</i>
<b>Economic Development</b>	<i>Coastal economic development opportunities must be optimised to meet society's needs and to promote the wellbeing of coastal communities.</i>
<b>Social Equity</b>	<i>Coastal management efforts must ensure that all people, including future generations, enjoy the rights of human dignity, equality and freedom.</i>
<b>Ecological Integrity</b>	<i>The diversity, health and productivity of coastal ecosystems must be maintained and, where appropriate, rehabilitated.</i>
<b>Holism</b>	<i>The coast must be treated as a distinctive and indivisible system, recognising the interrelationships between coastal users and ecosystems, and between the land, sea and air.</i>
<b>Risk Aversion &amp; Precaution</b>	<i>Coastal management efforts must adopt a risk averse and precautionary approach under conditions of uncertainty.</i>

<b>Accountability &amp; Responsibility</b>	<i>Coastal management is a shared responsibility. All people must be held responsible for the consequence of their actions, including financial responsibility for negative impacts.</i>
<b>Duty of Care</b>	<i>All people and organisations must act with due care to avoid negative impacts on the coastal environment and coastal resources.</i>
<b>Integration &amp; Participation</b>	<i>A dedicated, co-ordinated and integrated coastal management approach must be developed and conducted in a participatory, inclusive and transparent manner.</i>
<b>Co-operative Governance</b>	<i>Partnerships between government, the private sector and civil society must be built in order to ensure co-responsibility for coastal management and to empower stakeholders to participate effectively.</i>
<b>Differentiated Approach</b>	<i>Recognising that the implementation of integrated coastal management is contextual. While a generic standardised) management framework is important, mechanisms of implementation cannot be rigid ("fit-for-all").</i>
<b>Adaptive Management Approach</b>	<i>Incrementally adjusting practices based on learning through common sense, experience, experimenting, and monitoring ("learning-by-doing").</i>

Source: Adapted from DEA 2014 (3)"

The WCPCMP is divided into nine priority areas with accompanying goals and coastal management objectives. Facilitation of Coastal Access is Priority Area 3 with specific goals and objectives. The Western Cape Government is a key role-player in building commitment and providing guidance and support to municipalities to allow them to effectively implement, maintain and monitor coastal access. This priority area includes ensuring that the public has an equitable and reasonable right of access to the coast and its resources as well as the appropriate management of such access.

The goals and objectives for coastal access within the 5-year programme of work are depicted in the table below:

**Table 2: WCCMP: Priority Area 3: Facilitation of Coastal Access**

<b>GOAL: Promote coastal access and accessibility that is both equitable and sustainable</b>		
1. Coastal Management Objective: Enable physical public access to the sea, and along the seashore, on a managed basis		
<b>Implementation Strategy</b>	<b>Output Indicators</b>	<b>Time Frame</b>
1.1 Develop a Western Cape Coastal Access Strategy and Plan (This strategy proposes to ensure provincial consistency, entrenches the municipal responsibility and supports municipal implementation)	1.1.1 Audit methodology developed and piloted for identified area	2016/17
	1.1.2 Audit of existing and historical access and cultural resources and activities along the coast	2017/18
	1.1.3 Audit of admiralty reserves and state land adjacent to the coast conducted per District Municipality	2017/18
	1.1.4 Western Cape Access Strategy and Plan developed	2017/18
1.2 Assist Local Government in implementing the Western Cape Coastal Access Strategy	1.2.1 Coastal access land designated by Local Governments in reviewed SDFs	2020/21
	1.2.2 Consolidated report on status of coastal access land designation and management	2017/18 and biennially
	1.2.3 Framework operational plan for each listed Public Launch Site (PLS).	2016/17
	1.2.4 Monitor the implementation of operational plans for PLS	2017/18 and annually

### 2.2.3 Municipal Systems Act

The Municipal Systems Act (MSA; Act No. 32 of 2000) provides a legislative framework for municipalities to provide and ensure universal access to essential services, and facilitate social and economic development of the communities within the municipalities.

In fulfilling this legislative mandate, a municipality has prescribed rights and duties. The following duties of municipalities, as articulated in provisions and prescriptions of the Municipal Systems Act, make it a municipality's responsibility to ensure coastal access.

### Box 7: Provisions of the Municipal Systems Act

- *Municipalities must align and comply with National legislation with due support provided.*
- *"Municipalities must exercise their executive and legislative authority within the constitutional system of co-operative government envisaged in section 41 of the Constitution."*
- *"The council of a municipality, within the municipality's financial and administrative capacity and having regard to practical considerations, has the duty to -...*
  - *Exercise the municipality's executive and legislative authority and use the resources of the municipality in the best interests of the local community;*
- *Give members of the local community equitable access to the municipal services to which they are entitled;"*

## 2.3 General Principles for Providing Coastal Access

A number of principles recur throughout the international literature. These, distilled here (in no particular order of priority) served to inform proposals around potential solutions and interventions required to facilitate coastal access.

### Box 8: General principles for planning coastal access

- *Choose areas where people clearly prefer going, provided that they are physically stable or safe areas that can be serviced adequately by a municipality.*
- *Link access routes to a reasonable purpose, such as the need to reach a heritage venue or a boat launching site for example, for use in plans and by-laws.*
- *Provide obvious and logical public access to the coast which directs people away from sensitive or unsafe areas and towards desired locations such as safe swimming beaches or surfing spots.*
- *Ensure connectivity and linkages with adjacent uses such as public open space, existing roads and or public transport, urban areas and amenities.*
- *Provide a level of public access and facilities consistent with the function of the coastal location and level of demand and provide a range of universal access options. Priority issues to be overcome in providing coastal access worldwide.*

Certain common issues and problems occur in the majority of instances where coastal access management has been formalised.

### Box 9: Common issues requiring management once an area is designated coastal access

*These include:*

- *Overcrowding and conflict from increasing numbers of people and user groups wanting to recreate at given spots on the coast;*
- *Health and aesthetic problems from increasing levels of land-derived pollution reaching the coast;*
- *Reduction in publicly available coastal open space as a consequence of increasing private development on land adjoining the sea;*
- *Accelerating levels of flooding and coastal erosion, owing to climate change, reducing areas of public beach available;*
- *Lack of provision of well-connected public transport and sufficient low-cost parking which are essential and under-emphasized components of promoting access to the coast.*
- *A lack of clarity about respective responsibilities of different levels and sectors of government.*

These will all need to be considered in the planning of new coastal access nodes or points. Care must be taken not to focus solely on the needs of the communities but also on the needs of the environment. This raises two key issues that must also be considered.

#### **Box 10: Key ecological issues to be considered**

##### **Conservation priorities of areas**

Coastal areas are biologically diverse and sensitive environments that are highly susceptible to impacts resulting from natural processes as well as anthropological interventions (such as provision of access for various coastal use activities). Conservation-worthy areas (determined by national, provincial and local conservation priorities) must therefore be protected from such impacts to prevent continued degradation and/or loss of these habitats and ecological services provided by such environments. It is important that conservation priorities are taken into account in municipal coastal access considerations to ensure that conservation is favoured in lieu of access (or restricted access), where appropriate. (Reference Section 63 of ICMA.)

##### **Carrying Capacity of Coastal Environments**

Carrying capacity refers to the physical capacity of the receiving portion of the coast to accommodate visitor numbers but also includes the capacity of the managing agency to deal with services required as a result of the access.

Different parts of a province/ state/ country can have distinctly different coastal environmental attributes. Variations occur in formation, population, use, history, and concomitantly the visitors these areas attract. The measures employed to facilitate/control public access should therefore be appropriate to the unique environmental character of an area. Coastal access planning must also account for coastal uses/values that are under threat or at significant risks from adverse cumulative effects.

Important aspects to consider when determining carrying capacity include:

- Condition and size of the road to the access point,
- available parking,
- nature of the coastal resource (i.e. its sensitive to disturbance/ over-use),
- nature of existing access route over the dunes,
- size of the beach,
- adjacent land uses,
- number of ablution facilities,
- availability of e.g. braai facilities,
- size of tidal pools,
- availability of lifeguards.

## **2.4 Best Practice Guidelines and Principles**

### **2.4.1 Questions to be Considered during the Planning of Coastal Access Provision**

In addressing conflicting needs as well as physical constraints of development in the coastal zone, a very structured approach to planning new coastal access nodes is required. The sorts of issues to be considered are depicted in Box 11 below:

## Box 11: Criteria for coastal access

### Extent of Access

- 1) What is the total area to which new access would be granted?
- 2) What would its geographical distribution be?
- 3) Is there a need to exclude specific areas or types of site from greater access on a temporary or permanent basis?
- 4) Does the new access fill a specific need in existing access provision, i.e. will it provide access opportunities where there is currently a lack of access, or where people would benefit from more access or which is relevant to specific use or interest groups?

### Quality of Access

- 1) What are considered reasonable timing restrictions on when land would not be open to public access? Would these vary from case to case, or between different types of coastal land and their ownership? If so, how?
- 2) Would there be restrictions on numbers of people using a given area, for example, through the use of daily or other permits?
- 3) What would be the impact of restrictions on the anticipated benefits of the proposals?
- 4) Would codes of conduct or bylaws be applied to those using coastal land? If so, what would these cover, and what sanctions would be available in the event of any breach?
- 5) How wide ranging would the access be – e.g. would it include horse riders, cyclists, etc.?

### Permanency of Access arrangements

- 1) Would the improvements in access to coastal land be permanent?
- 2) Would arrangements be subject to periodic review or be capable of being revoked?
- 3) What would happen when the ownership of the land or the policy of the owner changed?

### Clarity and certainty of access arrangements

- 1) What arrangements would be made to ensure that people readily understand which areas of coastal land are subject to access, for example by a nationally consistent approach, including the provision of clear maps?
- 2) How would information relating to access to coastal land be publicized?
- 3) Would it be made available nationally, regionally and locally? If so, how and in what form?

### Cost effectiveness

- 1) What are the economic, social and environmental costs of the proposals?
- 2) What are the economic, social and environmental benefits of proposals, including benefits to local areas, of the proposals?
- 3) What are the potential risks associated with the different options?

### Monitoring and enforcement

- 1) How would the policy be evaluated?
- 2) Who should be responsible for monitoring and evaluating the policy?

### Ensuring everyone should have good opportunities to enjoy the natural environment

- 1) What are the distributional impacts of the policy?
- 2) Coastal wildlife, landscape, and quality of enjoyment benefits
- 3) What opportunities do the different options provide or allow for managing access/the land to protect nationally or internationally important species, habitats and geological and historical features and the landscapes in which they are set?
- 4) What opportunities do the different options provide or allow for managing access/the land to encourage a more diverse and wildlife rich coastal environment?
- 5) What opportunities do the different options provide or allow for managing access/the land, and using interpretation, to enhance the quality of the visitor experience, both physically and by improving understanding and appreciation of the special qualities of the coast, including its wildlife, geology, history and landscape?

UK Department of Environment, Food and Rural Affairs (DEFRA)

## 2.4.2 Strategy toolbox for the facilitation of access

In providing coastal access, there are a number of different strategies that can be employed as depicted in **Table 3** below, each having pros and cons and should be used as appropriate in the specific context of the planned coastal access.

**Table 3: Strategies to facilitate public access**

Strategy	Explanation
Public-Private Alliances	<p>Many coastal access points traverse private property. Public access can be provided by formal agreements between landowner and Municipalities. Such agreements can include provisions such as limits to number of visitors, uses to which the access can be put as well as the imposition of an entry fee. In order to ensure continuity it is preferable that such agreements are appended to the Title Deeds.</p> <p>A group of public and private sector organizations can purchase, protect, restore, and enhance coastal resources, and to provide access to the shore (e.g. Coastal Conservancies).</p> <p>This can also include formalised agreements for right of access across private land between the landowner and the municipality.</p>
Regulatory Tools	<p>A formal strategy by a government to utilize the regulatory functions available to them to obtain, protect and preserve public coastal access.</p> <p>S26 of ICMA allows the national Minister to adjust the inland boundary of coastal public property thereby increasing the portion of coastal land accessible to the public.</p>
Acquisition	<p>Land can be acquired for coastal access by expropriation or other means in which case, the rights of the original owner are superseded by those of the statutory expropriating the land.</p> <p>This then involves a formal strategy by a government or an organization to use money or other methods available to them to acquire land to be used for public coastal access.</p>
Planning	<p>Planning tools such as zoning schemes, Spatial Development plans (SDFs) and Integrated Development Plans (IDP) define coastal access sites and not only ensure that budgets are allocated but ensure that surrounding land uses take cognisance of the presence and functioning of the coastal access sites.</p> <p>This requires formal strategy by a government department to use all of the planning tools available to them for public access. In accordance with beachfront management acts, policies, or plans having all local governments required to develop a local comprehensive beach management plan; which is a planning tool which identifies local beach management issues, erosion rates, beach profiles, and sets out policies and action items regarding how local governments will address and manage the beach (e.g. Public Access Plans, Beach Management Plans).</p>

## 2.5 Issues and Problem with Coastal Access

Following is a brief discussion of some typical impediments and issues relating to coastal access in South Africa. These have been identified during the research on both local and international coastal access management.

### 2.5.1 Property ownership

Property owners may exert exclusionary rights to prevent the general public from crossing over their land to reach the coast. Public servitudes can however be established to grant certain rights in favour of the public over private properties. The implication of this is that property rights are not absolute in this instance and owners cannot act to the detriment of general public interest on their property. This was demonstrated in the outcome of a court case regarding a servitude right of way from a car-park, along a strip road, to municipal steps down to the Noetzie beach that is required over a portion of a private residential estate. This access will be registered against the title deeds of relevant properties. Key facts emphasised in this case are that:

- the existence of a public servitude can be asserted by proving that a public right has been exercised by the members of the public from time immemorial, even though there is no written proof of the validity of the title.
- public servitudes in favour of a municipality are under the control of the municipality which must therefore protect and enforce the rights of the local community arising from those servitudes<sup>1</sup>.

### 2.5.2 Exclusion of Previously Marginalised and Disadvantaged Communities

There is a dearth of information on the direct and indirect impact that limited or denied access to the coast and coastal resources has on coastal communities in South Africa in general, and the Western Cape in specific. Whilst the dispossession and displacement that characterized much of South African history, during the precolonial, colonial and Apartheid eras, are well documented, the impact of the loss of property and access rights to natural resources (including coastal resources), by indigenous people, historic land owners and the poor have not been adequately researched.

There is a plethora of information on coastal poverty, land restitution / claims, and indigenous populations in the Western Cape. However, there is a lack of information on the dynamics between livelihood strategies, poverty levels, economic development of indigenous populations, land restitution, and coastal resource access.

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<sup>1</sup> <http://www.noetzie.co.za/wp-content/uploads/2012/08/Legal-Opinion-RE-closure-of-steps-at-Noetzie-Beach1.pdf>

Certain types of developments in the coastal zone reinforce social segregation and social inequity (and can undermine South Africa's efforts to promote transformation).

It is therefore essential that any assessment of coastal access needs incorporates an assessment of the needs of previously disadvantaged communities.

### **2.5.3 Universal Access**

The most difficult feature in providing coastal access is to accommodate persons with disabilities such as those with impaired movement, sight, hearing etc. Specific and special provisions must be provided in these cases.

The South African White Paper on the Rights of Persons with Disabilities was approved by Cabinet on 9 December 2015. This was accompanied by the Implementation Matrix 2015 – 2030 which details an action plan for implementing policies, procedures and legislation to support persons with disabilities.

The National Department of Tourism has issued a Framework for Universal Accessibility in Tourism City Destination. It responds to article 2.2 of the UNWTO's Global Code of Ethics for Tourism, which states: *"Tourism activities should respect the equality of men and women in that they should promote human rights and, more particularly, the individual rights of the most vulnerable groups, notably children, the elderly, the handicapped, ethnic minorities and indigenous people."* It further articulates that: *"Accessible Tourism enables people with access requirements, including mobility, vision, hearing and cognitive dimensions of access, to function independently and with equity and dignity through the delivery of universally designed tourism products, services and environments. This definition is inclusive of all people including those travelling with children in prams, people with disabilities and senior citizens"*.

As an outgrowth of the Cape Town Declaration of 2002 on Responsible Tourism a Universal Access in Tourism Stakeholder Forum was established in 2010 to develop an Action Plan for South Africa. Preliminary criteria ranging from signage and advertising to staff training requirement have been developed for further refinement.

Provision of Universal Access is not part of any coastal management planning in the Western Cape except in the City of Cape Town. The City of Cape Town defines Universal Access in its Universal Access Policy for the City of Cape Town (Policy No. 17958, approved by Council 239 May 2014, C 38/05/14) as "the recognition of human diversity as opposed to the concept of the 'average man'. The definitions of Universal Design clearly articulate this premise "Universal Design is the design of products and environments to be usable by all people to the greatest extent possible, without the need for adaptation or specialized design" (DoT, Implementation Strategy to Guide the Provision of Accessible Public Transport

Systems in SA 2009)". In his context the term is applied primarily to the transportation system.

In the context of providing Universal Access for the coastal zone, in order to meet the requirements of the White Paper Implementation Matrix, approaches and standards must be developed by 2019 for implementation from 2020 – 2030. It is appropriate therefore, that DEA&DP start reviewing current coastal access points. Probable future access points and define minimum requirements for persons with disabilities and how to assign them. In providing Universal Coastal Access sites the following alternatives can be considered:

- Permanent versus temporary Universal Access- i.e. Universal Access may be provided only on certain days of the month or of the week in possibly recognition of the limited need for such facilities and to limit costs;
- The costs of providing Universal Access which will be borne by the Municipality- staff costs as well as infrastructure and equipment costs.
- The risks and liabilities imposed on the municipality for provision of such access – consequences if a disabled person is injured etc.;
- Opportunities for the municipalities to provide facilities and opportunities for disabled persons that are not provided elsewhere- this will have a reputational as well as possibly a financial opportunity;
- Opportunities for entrepreneurs providing specialised assistance at cost.

This strategy will go some way towards achieving this task.

#### **2.5.4 Access to Funding**

Coastal access planning as well as the provision and maintenance of the necessary access infrastructure can be costly. As coastal access is a municipal function, municipal budgets must make allowance for funds accordingly.

Funding concerns (such as access to various funding streams, timing limitations in the budgeting cycle, etc.) often hamper efforts to implement planned interventions.

Feedback from the provincial workshops are detailed below but in summary, many municipalities reported that provision of structures and management of sites within the coastal zone were regarded by municipal management as beyond the scope of fiscal responsibility in terms of the Municipal Finance Management Act. Furthermore, some municipal managers prohibited spending of municipal funds on land not owned by the municipality. This lack of funding did not only affect provision and maintenance of structures and facilities such as boardwalks or ablutions, but the numbers of enforcement officers to ensure that the structures and visitors are crime-free.

Many municipalities regard coastal access functions in terms of the ICMA as an additional function that is unfunded. Municipalities also considers there to be discord in mandates and responsibilities between land-use planning functions and

coastal access functions in terms of the ICMA. In terms of the Constitution and SPLUMA only local municipalities have land-use planning functions and are responsible for the management and maintenance of public areas. However, in terms of the ICMA the functions related to the designation and management of coastal access land is assigned to district municipalities with the opportunity for agreements to be entered into between local and district municipalities.

It must be noted that the functions related to coastal access in the ICMA must be read in conjunction with municipal constitutional mandates related to local tourism; local amenities; beaches; amusement facilities; public places; municipal parks and recreation; traffic and parking as well as any other municipal constitutional mandates that impact on public access to the coast. The ICMA merely provides a framework to municipalities to implement their constitutional mandates within the coastal zone. As such it is imperative that local authorities provide for the designation and management of coastal access in their local budgets.

This clarification of responsibilities and mandates must be reflected in the municipal Coastal Management Plans and IDP's to allow for the efficient implementation of coastal access and to allow municipalities to obtain the necessary funding through various available mechanisms.

### **2.5.5 Incorporating Heritage Sites in Coastal Access Planning**

South Africa and the Western Cape has a long history of humans interacting and utilizing coastal environments – stretching back thousands of years and evidenced by the Earlier, Middle and Later Stone Age archaeology that occurs along the Western Cape coastline. Historical processes have over time limited access to the coast. This is reflected in socio-economic patterns of land dispossession and ownership in the present.

The international heritage community has recognised the important relationship between overcoming sustainable development challenges and the redress of past inequalities. The Oaxaca declaration (1993) Mexican National Commission for UNESCO “emphasizes the importance of recognition and inclusion of indigenous peoples in solving the principal problems facing human society. It does not relate directly to the conservation of material culture; rather, the Declaration is concerned with cultural pluralism, environmental management, and protection of the natural resources of the Ibero-American world. It calls for both the developing and developed worlds to cooperate in the management and use of natural resources and for the relationship of indigenous people to nature to be respected. The Declaration supports initiatives of UNESCO and indigenous movements including the Universal Declaration of Rights of the World's Indigenous People.”

## 2.6 Status quo of the Western Cape Municipalities

An assessment of the provincial status quo (as at March 2014) and identification of management priorities yielded the following results for the Western Cape (DEA, 2014<sup>2</sup>):

Status	Priorities
<p>Good access and accessibility. Urban areas have good access and accessibility. Accessibility is controlled in protected areas in the province. Some rural areas may have limited accessibility to the coast by virtue of the lack of road infrastructure. The Western Cape also host a number of small harbours that provide direct access to the ocean. Poorly managed and controlled access points associated with illegal activities due to the private land ownership.</p> <ul style="list-style-type: none"> <li>• West Coast: Physical access to the West Coast is restricted by private land holdings, private development and nature conservation areas;</li> <li>• West Coast: There is controversy over access to marine resources and how the benefits could be more equitably distributed</li> <li>• West Coast: Conflict between industrial development, nature conservation and tourism activities, particularly in the Saldanha- Langebaan area</li> <li>• West Coast: Uncontrolled ribbon development is taking place</li> <li>• Cape Town: Access to certain beaches is restricted</li> <li>• Cape Town: Highly urbanized requiring intensive management</li> <li>• Agulhas Coast: Pedestrian access above the HWM must be ensured</li> <li>• Agulhas Coast: Privatisation of state land on the coast limits public access</li> <li>• Agulhas Coast: Appropriately designed or controlled access to beaches is needed to protect the sensitive environment, and</li> <li>• Garden Route: Public access is limited by private development, privatisation of beaches and nature reserves.</li> </ul>	<ul style="list-style-type: none"> <li>• Undertake a provincial-level assessment and stakeholder validation of the state of coastal access.</li> <li>• Increase the accessibility to the coast in rural areas and formalize access to the coast;</li> <li>• Development of amenities and infrastructure to accompany the provision of public access;</li> <li>• Maintaining and promote existing public access to the coast;</li> <li>• Ensure that infrastructure does not degrade the coastal environment;</li> <li>• Maintain or reduce the number of access points in urbanized areas.</li> </ul>

From the above, it can be seen that although all municipalities have experienced successes and disappointments, by-and-large the biggest single impediment to providing coastal access is the lack of clarity on mandate at district and local level which has ramifications in funding and other resource allocation.

While the need for Universal Access was acknowledged and endorsed few local municipalities had the resources to implement such plans.

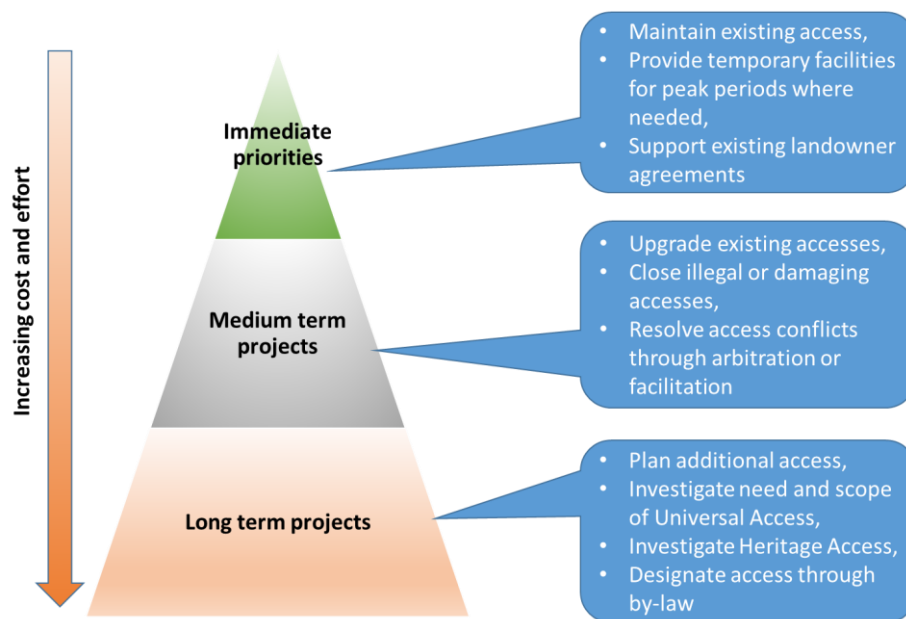
The municipalities are noticeably focussed on existing coastal access points. In most cases reported there are already sufficient access points without looking for or planning new ones. Indeed, in Knysna there are too many informal ones – some of

<sup>2</sup> National Coastal Access Strategy for South Africa – DEA 2014

which may need to be closed as a consequence of damage to the coastal dunes. The challenges of maintaining these existing access points include large numbers of visitors in season and the difficulty in managing the numbers and behaviour and maintaining infrastructure. The delegates did not see much advantage to formally designating sites in terms of section 18 of ICMA unless it could facilitate access to funds for management and infrastructure provision.

### 2.6.1 Municipalities Approach to Provision of Coastal Access

In general, the feedback from municipalities in the Western Cape was that their attention was focussed on managing and possibly upgrading existing coastal access sites rather than investigating new or additional sites as a consequence of financial constraints. However, they acknowledged that although the existing sites are currently sufficient in most instances, pressure for new sites or upgrades of existing sites will increase. In addition, there are sites with existing user conflicts which need to be resolved. Their priorities in this regard are summarised in the figure below.



**Figure 2-2: Schematic depicting priorities for provision of coastal access at local municipal level**

For this reason, audits of existing sites are regarded as important tools for planning and management.

## 3 Coastal Access Audit

### 3.1 Audit Approach

The scope of work of this project is to conduct audits of all coastal access sites along the Overberg District Coastline from Rooiels in the west to Cape Infanta in the east using the checklist from the WC-CASP as a basis. It is noted that the audit is to assist Municipal planning and will therefore focus on Municipal land. Conservation areas will be noted and commented on where appropriate but will not be assessed in the same detail. Access points and routes have been provided by Cape Nature and are contained in Appendix 1.



**Figure 3-1: Map of the Coastal Access Audit Study Area**

It is important to note that the audit results represent a snapshot in time. They cannot uncover all details of all issues in a single site visit. Additional investigations may be required to provide more detail on findings of the audit.

#### **Box 12: Purpose of the Audits**

- 1) Conduct site inspections to:
  - a) Identify and characterise all existing coastal access sites or nodes
  - b) Identify any illegal activities
  - c) Compare existing provisions with minimum requirements as detailed in the WC-CASP
  - d) Identify any priority actions
  - e) Make recommendations for improvement of changes
- 2) Conduct stakeholder workshops to:
  - a) Identify and confirm access sites/ nodes
  - b) Detail typologies (i.e. activities catered for) at each node/ site
  - c) Document any reported conflicts or denied access
- 3) Report:
  - a) Map colour-coded coastal access nodes and sites
  - b) Current status of each node or site
  - c) Recommendations for further action

d) Conclusions on current status of coastal access nodes or sites.

### 3.1.1 Site Assessments

The results of the audit are reported in text and in GIS maps. For the purposes of mapping, the coastline was divided into sectors which had either:

- Similar land-use;
- Consistent type of coastal access provision; or,
- Similar geomorphology.

Each zone/ sector was given a unique reference code which reflects the area in which the zone is situated and the number of the site within that zone. For example, Rooi-01 is the first site audited in Rooiels. The sectors are numbered according to the order in which they were surveyed. As the site visits took place over a number of days using a number of different team members, numbering is not always from west to east.

The zones were then characterised according to the uses for which facilities had been provided by the municipality and given colour codes as shown below.

Colour	Characterisation
	Conflict area (an area of conflict identified in the stakeholder workshops or via written submissions)
	Conservation area- managed either by SANParks or Cape Nature. These areas generally fall outside of the scope of work of this project as they are not under the control or influence of the district or local municipality.
	Private property- either no access or limited access to general public
	Unrestricted pedestrian access
	Vehicle access
	No formal access- usually longshore or informal access is possible

It is important to note that a typology (designated use) was only documented if it was specifically provided for by the municipality as indicated by signage or facilities. Clearly it is theoretically possible to fish or swim at almost any point along the coast even if it is dangerous. This does not mean the whole coastline is used for fishing or bathing. Furthermore, the audit was intended to show where improvements by the municipality are required. If the municipality did not plan for a specific use, then it cannot be audited in terms of its provision of facilities for that use. However, if a use is NOT planned but there is clearly a need, such a use will be highlighted in the recommendations.

Each zone or sector was then audited using the standard audit protocol.

Additional information was obtained through stakeholder workshops and written submissions from stakeholders (see section 3.1.2 below).

The audit protocol provides for the identification of any of seven priority actions needed to be fulfilled by the municipality. The seven priority actions are:

- existing conflict;
- environmental degradation/ damage;
- safety and security;
- identified needs;
- maintenance required;
- further investigations required; and,
- illegal activities identified or suspected.

The audit results were captured on summary tables for each sector or zone as depicted in the example below.

Town/area <sup>a</sup>	Rooi-Els <sup>a</sup>					
Site Ref: <sup>a</sup>	Rooi01a					
Description: <sup>a</sup>	Private property abutting the coastline between Pringle Bay and Rooi-Els. Longshore pedestrian access questionable given the steep slope of the shore in this section. Some informal pathways leading from a few houses inside Rooi-Els in this section to the rocky shore. <sup>a</sup>					
Facilities provided: <sup>a</sup>	Nil <sup>a</sup>					
Planned uses catered for: <sup>a</sup>	Nil <sup>a</sup>					
Concerns: <sup>a</sup>	Nil <sup>a</sup>					
Needs: <sup>a</sup>	Nil <sup>a</sup>					
Comments <sup>a</sup>	Possible impacts of encroachment into vegetation must be limited. The informal pathways must therefore be monitored to prevent proliferation. Legality of these pathways to be determined and action taken if required. <sup>a</sup>					
Priority Action Items <sup>a</sup>						
Conflict <sup>a</sup>	Environmental degradation / damage <sup>a</sup>	Safety and security <sup>a</sup>	Identified need <sup>a</sup>	Maintenance required <sup>a</sup>	Further investigations required <sup>a</sup>	Illegal activities <sup>a</sup>
<sup>a</sup>	<sup>a</sup>	<sup>a</sup>	<sup>a</sup>	<sup>a</sup>	X <sup>a</sup>	? <sup>a</sup>

Figure 3-2: Example of an audit report table

The location of the sectors or zones was transferred onto GIS maps with the corresponding reference number and the priority action items captured in the composite list. These lists and the maps are contained in the body of this document.

### 3.1.2 Stakeholder Engagement

Although skilled in their field, the auditors cannot unearth details of coastal access sites and nodes and their uses on their own. For this reason, it is critical to involve stakeholders to learn from their local experience and perspective especially since the outcomes of this audit process will affect them. For this reason, two general rounds of stakeholder interaction have been planned.

The regulatory authorities include representatives from national, provincial and municipalities were involved in the planning, and regular project review meetings since the District and Local Municipalities will be responsible for implementing any actions arising from the audit.

Two groups of stakeholders will be involved in the process. These are:

- Regulatory authorities and
- general public, NGOs, CBOs and other civil society groupings.

Stakeholder's involvement was planned in two ways.

Firstly, they were invited to a series of local workshops. Stakeholders were notified about the regional workshops via advertisements in the press in Die Burger on 22 January 2018, The Hermanus Times on 25 January 2018 and the Suidernuus/ Southern Post on 26 January 2018 (see Appendix 2) and notices in local libraries. Unfortunately, the publication of the advertisements was delayed by the end-of-year holidays so many stakeholders were not notified in time. As a consequence, the workshop material was distributed through interested parties and local councillors to ensure wider participation. The input from this extended round of consultation is included in this report.

These workshops were used to obtain information from local residents and coastal users on:

- 1) Current uses of the various sites
- 2) Current difficulties experienced
- 3) Existing or potential user conflicts
- 4) Needs or requirements which need to be addressed by the Municipalities.

It is emphasised that these workshops were intended for information gathering only and to ensure that all issues have been raised for further consideration. No decisions are made in the workshops. English and Afrikaans facilitators were available at the workshops and all participants were provided with digital and/or hard copy response forms in either English or Afrikaans.

The inputs and information received have been summarised in this report in section, 4.2 and 4.3 below. These inputs will then be distributed to stakeholders via the Ward Committees to verify the information captured and provide any additional information or amendments. In a similar manner to the approach employed at the workshops, a standardised response/ comment form is appended to this report for return to the authors.

Secondly, the draft report is to be circulated to all registered stakeholders with the request to:

- 1) Ensure that their concerns raised at the workshops have been adequately captured
- 2) That the uses for each coastal access node or site have been accurately depicted
- 3) Provide any additional information that could be useful for the planning of coastal access nodes or sites.

The inputs from stakeholders will be included verbatim in the final report for submission to the Minister.

## What we need from you as a stakeholder in this process.

Please can you scan the maps and audit reports in section 4 for the areas that you are familiar with. Please can you check:

- 1) that all the activities catered for at the node or site been accurately captured
- 2) that any deficiencies been detailed.

Please complete the response form in Appendix 7 and include any additional information you feel we may need and email to [erik@erikbotha.co.za](mailto:erik@erikbotha.co.za)

### 3.1.3 Pilot Study Site

One of the key outcomes of this Audit process was the identification of a coastal access site which could be used as a pilot study to return public access to a site at which they have historically been denied access.

The audit process identified a number of potential sites which were submitted to the local and district municipalities for consideration. The Municipalities' decision on the pilot study site then had to be approved by the District Council before being made public. The details of the site and the nature of the conflict will be documented in a separate report but the results of Council's deliberations on the potential pilot study sites are reported in the next section.

## 4 Results of Information Gathering Phase

The information gathered in this phase to date including inputs from workshops, feedback forms and site visits is presented in detail in the following sections.

Workshops were held for stakeholders as follows:

Date	Venue	Date	Vaenue
29/1/2018	Kleinmond Town Hall	29/1/2018	Hawston Community Hall
29/1/2018	Hermanus Auditorium	30/1/2018	Gansbaai Library
1/2/2018	Kleinmond Community Hall	5/2/2018	Arniston Community Hall
5/2/2018	Struisbaai Community Hall	6/2/2018	Nuwedorp Community Hall

The issues raised in the workshops are included in Table 5 and attendance registers are contained in Appendix 4.

## 4.1 Uses recorded at Coastal Access Points surveyed

The table below contains the collated results on the various uses at different coastal points / nodes and is **based only on the information included in the feedback forms**. As only those areas and uses included in the feedback forms are recorded, this is not an exhaustive list of the different uses at all the coastal points / nodes. This list may be updated subsequent to further stakeholder comments if required.

	Stony Point	Kleinmond Harbour	Rooi-Els	Pringle Bay	Masbaai	Bot River Estuary (Meerensee)	Fisherhaven	Hermanus (incl Cliff Path)	Stanford	Pearly Beach	Uitenkransmond	Die Dam - Rietfontein	De Walle / Harbour Pier	Suidersstrand	Struisbaai & Die Plaat	Langezandt	Arniston (Galjoensgat)	Waenhuiskrans (to North and west)
Swimming	X					X		X	X	X				X	X	X	X	X
Fishing (recreational)	X					X	X	X	X	X	X	X		X	X		X	X
Fishing (subsistence)															X		X	
Fishing (commercial)		X													X			
Walking	X					X	X	X	X	X			X	X	X		X	X
Bird-watching	X					X	X	X	X	X			X		X		X	X
Dog walking	X					X	X		X	X				X	X		X	X

Horse riding										X			X					
Cultural	X					X								X		X		
Religious						X								X				
Heritage	X					X		X					X		X		X	X
Viewing	X					X		X	X	X				X	X		X	
Camping/ accommodation																		
ORV (off-road vehicle)								X									X	
Launching (motorised & non-motorised)	X	X	X	X	X		X	X	X	X					X			
Access for people with disabilities	X					X			X					X			X	
Other (see notes below)	X					X		X					X			X	X	
Notes on other uses:	Restaurant					Photography , educational, conservation		Whale watching					Scuba/snorkling and day camping (picnic)			Surfing	Whale watching	

## 4.2 Annotated maps of the Overberg District

The maps presented in this section depict the information gathered at the workshops, from feedback forms and physical site visits.

They seek to show where current access exists, where there are conflicts and where no access is permitted.

It is intended that this will provide a graphic representation of the spread of access in relation to user groups to aid in the assessment of “reasonable access” by the Municipality in its efforts to plan, prioritise and fund further coastal access actions.

These maps are presented for stakeholder comment and will be updated once feedback has been received.



This map covers assessment of coastal access sites from Rooiels, through Pringle Bay and part of Hangklip.

No conflict areas were identified either in the site visits or workshops. Public access in general is unimpeded although difficult in places.

A feature of this stretch of coastline as with many others is the number of informal and possibly illegal pathways through to the dunes to the beach from private dwellings.

Some areas where these informal paths may be negatively impacting the environment are highlighted but since it is a generic problem this issue will not be raised at all sites but in the conclusions at the end of the report.

Town/area	Rooi-Els					
Site Ref:	Rooi 01					
Description:	Private property abutting the coastline between Pringle Bay and Rooi-Els. Longshore pedestrian access inrstricted but questionable given the steep slope of the shore in this section. Some informal pathways leading from a few houses inside Rooi-Els in this section to the rocky shore.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Possible impacts of encroachment into vegetation by informal paths must be limited. The informal pathways must therefore be monitored to prevent proliferation. Legality of these pathways to be determined and action taken if required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

<b>Town/area</b>	<b>Rooi-Els</b>					
<b>Site Ref:</b>	<b>Rooi 02</b>					
<b>Description:</b>	Multiple formal and informal pedestrian pathways lead from a gravel road parallel to the coastline down to the rocky shore.					
<b>Facilities provided:</b>	Boardwalk, signage (limited), peg and rope line demarcation of the footpaths					
<b>Planned uses catered for:</b>	Nil					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					
<b>Comment</b>	Nil					

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Rooi-Els					
Site Ref:	Rooi 03					
Description:	Private property abutting the coastline in this section. Longshore pedestrian access only.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Rooi-Els					
Site Ref:	Rooi 04					
Description:	Multiple formal pedestrian pathways from a gravel road parallel to the coastline down to the rocky shore through the Rooi-Els Nature Reserve.					
Facilities provided:	Wooden handrails, signage (limited), refuse bin					
Planned uses catered for:	Walking, picnicking, conservation					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Rooi-Els</b>					
<b>Site Ref:</b>	<b>Rooi 05</b>					
<b>Description:</b>	Multiple informal pedestrian pathways lead from a small on-road gravel parking areas to the adjacent rocks.					
<b>Facilities provided:</b>	Parking (limited), refuse bins					
<b>Planned uses catered for:</b>	Walking					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					
<b>Comment</b>	Nil					

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Rooi-Els					
Site Ref:	Rooi 06					
Description:	Private property abutting the coastline in this section. Several informal footpaths lead from these houses through the vegetation to the rocky shoreline. Longshore pedestrian access only.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Possible impacts of encroachment into vegetation by informal paths must be limited. The informal pathways must therefore be monitored to prevent proliferation. Legality of these pathways to be determined and action taken if required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

Town/area	Rooi-Els					
Site Ref:	Rooi 07					
Description:	Single formal pedestrian pathway leads from a small on-road gravel parking area to the adjacent rocky shoreline.					
Facilities provided:	Parking (limited), pathway					
Planned uses catered for:	Walking					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Rooi-Els</b>					
<b>Site Ref:</b>	<b>Rooi 08</b>					
<b>Description:</b>	Private property abutting the coastline in this section. Several informal footpaths lead from these houses through the vegetation to the beach. Longshore pedestrian access only.					
<b>Facilities provided:</b>	Nil					
<b>Planned uses catered for:</b>	Nil					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					
<b>Comment</b>	Possible impacts of encroachment into vegetation by informal paths must be limited. The informal pathways must therefore be monitored to prevent proliferation. Legality of these pathways to be determined and action taken if required.					

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

Town/area	Rooi-Els					
Site Ref:	Rooi 09					
Description:	Single formal paved access road that ends in a slipway. Boat launching available to NSRI and boat club members. Unauthorised vehicle access is blocked by a boom gate.					
Facilities provided:	Paved access road, refuse bins, signage, ablutions, benches, slipway,					
Planned uses catered for:	Walking, dog walking, swimming, boat launching, viewing, unauthorised vehicle access prohibited					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Rooi-Els					
Site Ref:	Rooi 10					
Description:	Private property abutting the coastline in this section. Several informal footpaths lead from these houses through the vegetation to the beach. Longshore pedestrian access only.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Possible impacts of encroachment into vegetation by informal paths must be limited. The informal pathways must therefore be monitored to prevent proliferation. Legality of these pathways to be determined and action taken if required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

<b>Town/area</b>	<b>Pringle Bay</b>					
<b>Site Ref:</b>	<b>Pring 01</b>					
<b>Description:</b>	This section of the rocky coastline is accessed via multiple informal pedestrian pathways that lead off several abutting gravel roads and cul-de-sacs. A formal access point to a small beach is provided in the north east of this area.					
<b>Facilities provided:</b>	Refuse bins, turning circles, parking, ablutions, signage,					
<b>Planned uses catered for:</b>	Viewing, walking, dog walking, surfing, swimming, fishing					
<b>Concerns:</b>	Turning circles at smaller cul-de-sacs in the area (e.g. Gull Road) show signs of damage to natural vegetation. There is a proliferation of informal footpaths at some of the informal access points (end of Point Road and northern facing cul-de-sacs). These encroach into the dune vegetation.					



Needs:	Consider formalising some of the key informal access areas in this section where a clear demand is identified by the presence of the many footpaths (e.g. display signage to regulate intended uses and prevent further environmental degradation).					
Comment	Options to prevent access from the smaller cul-de-sac roads in this section should be investigated. Consider providing an alternative means of access (e.g. boardwalk) in areas where environmental damage is evident. Rehabilitation of environmental damage is required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X				X	

Town/area	Pringle Bay					
Site Ref:	Pring 02					
Description:	Private properties abut the coastal zone in this section. One or two informal footpaths extend from these properties to the beach. Longshore pedestrian access available.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Possible impacts of encroachment into vegetation by informal paths must be limited. The informal pathways must therefore be monitored to prevent proliferation. Legality of these pathways to be determined and action taken if required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

<b>Town/area</b>	<b>Pringle Bay</b>					
<b>Site Ref:</b>	<b>Pring 03</b>					
<b>Description:</b>	The coast and boat launch site is accessed via a large boardwalk off the adjacent gravel roadway. Unhindered pedestrian access provided and vehicle access only available to permit holders.					
<b>Facilities provided:</b>	Refuse bins, parking, ablutions, signage, boardwalk (suitable for boat launching), bench, restricted vehicle access					
<b>Planned uses catered for:</b>	Viewing, walking, dog walking, surfing, swimming, fishing, boat launching,					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					

Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Pringle Bay					
Site Ref:	Pring 04					
Description:	A single gravel footpath from a small gravel on-street parking area provides public pedestrian access to the beach. In addition, there are several informal footpaths from a few private properties adjacent to the beach.					
Facilities provided:	Parking, signage, pedestrian pathway, wooden rails, refuse bin					
Planned uses catered for:	Swimming, walking, dog walking, fishing, viewing, surfing					
Concerns:	Degradation to vegetation owing to the multiple informal footpaths from private properties to the beach.					
Needs:	Nil					
Comment	Possible impacts of encroachment into vegetation by informal paths must be limited. The informal pathways must therefore be monitored to prevent proliferation. Legality of these pathways to be determined and action taken if required. Environmental rehabilitation is required to the vegetated dunes.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X				X	?

<b>Town/area</b>	<b>Pringle Bay</b>
<b>Site Ref:</b>	<b>Pring 05</b>
<b>Description:</b>	Pedestrian access to the beach is provided via a large sand track over the dune. Dune movement has rendered the boardwalk provided for this purpose useless. Access via this point is being discouraged by a gravel stockpile.
<b>Facilities provided:</b>	Boardwalk
<b>Planned uses catered for:</b>	Walking
<b>Concerns:</b>	Dune degradation



Needs:	Dune rehabilitation					
Comment	Determine the frequency of use and need for this access point. Consider closure if sufficient alternative options are available or provide appropriate access infrastructure that would restrict further environmental damage. Rehabilitation of the dunes is required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X				X	

Town/area	Pringle Bay					
Site Ref:	Pring 06					
Description:	Private properties abut the coastal zone in this section. Several informal footpaths extend from these properties to the beach. Longshore pedestrian access only.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Possible impacts of encroachment into vegetation by informal paths must be limited. The informal pathways must therefore be monitored to prevent proliferation. Legality of these pathways to be determined and action taken if required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

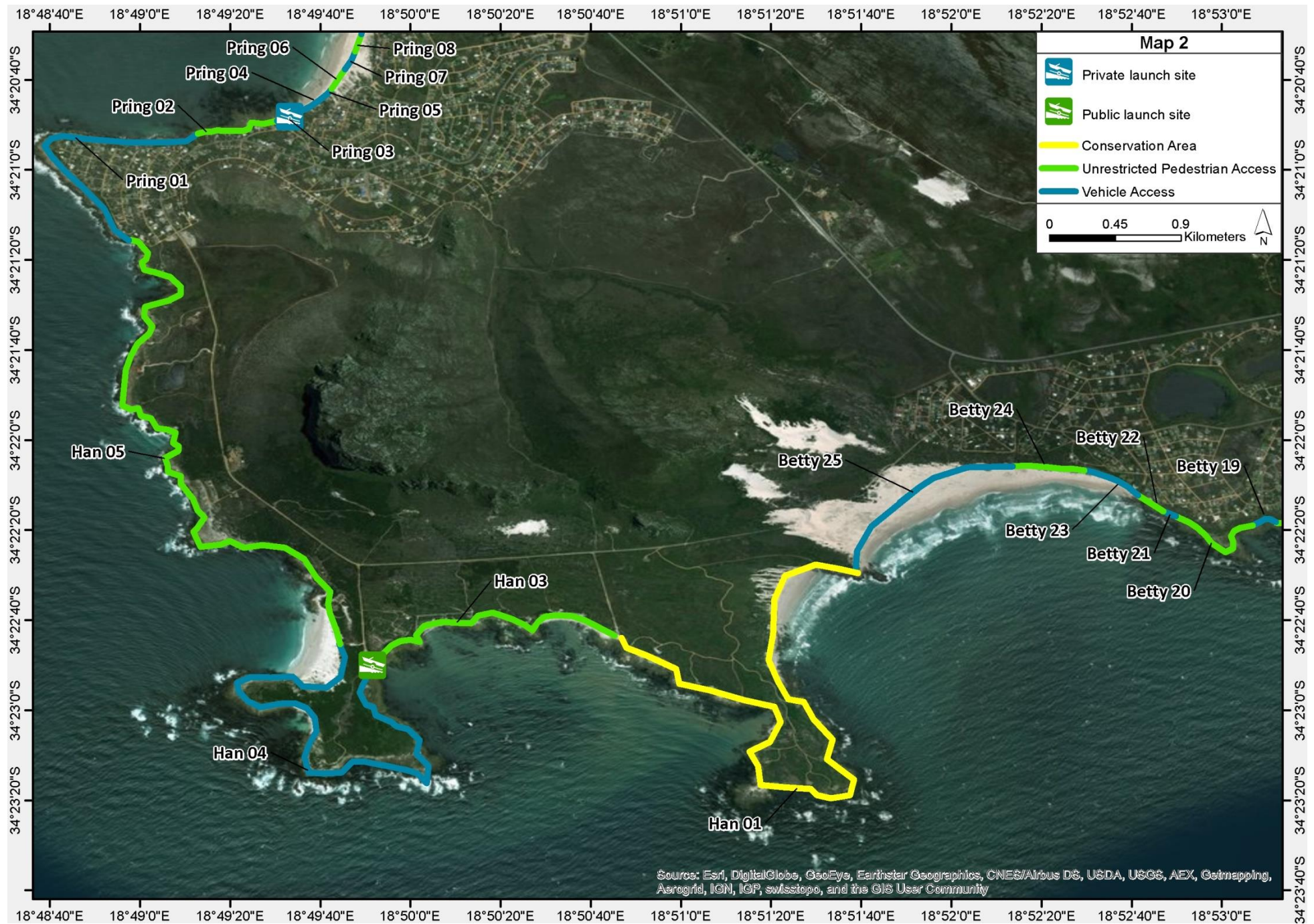
Town/area	Pringle Bay					
Site Ref:	Pring 07					
Description:	Single gravel access road off William Avenue tar road provides ample parking and a large turning circle. Multiple formal and informal pedestrian footpaths from the parking converge to form a single sand path to the beach. Another footpath extends from the parking area to the northeast to connect to Barbara Road.  The beach can also be accessed from Barbara Road via a formal footpath located between two private properties.					
Facilities provided:	Pathways, ablutions, signage, parking, turning circle, refuse bins, handrails					
Planned uses catered for:	Walking, swimming, fishing, dog walking, surfing, viewing					
Concerns:	Dune showing early signs of erosion as a result of the main pathway to the beach					
Needs:	Nil					
Comment	Consider provision of alternative access infrastructure to prevent further dune degradation (e.g. boardwalk or similar structures). The damaged dunes need to be rehabilitated.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X				X	

<b>Town/area</b>	<b>Pringle Bay</b>					
<b>Site Ref:</b>	<b>Pring 08</b>					
<b>Description:</b>	Private properties abut the coastal zone in this section. Small informal footpaths extend from these properties to the beach. Longshore pedestrian access only.					
<b>Facilities provided:</b>	Nil					
<b>Planned uses catered for:</b>	Nil					
<b>Concerns:</b>	Nil					

Needs:	Nil					
Comment	Possible impacts of encroachment into vegetation by informal paths must be limited. The informal pathways must therefore be monitored to prevent proliferation. Legality of these pathways to be determined and action taken if required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

Town/area	Pringle Bay					
Site Ref:	Pring 09					
Description:	A single sandy footpath from a gravel on-street parking area provides public pedestrian access to the beach. To the north east, there is another formal footpath that leads to the beach.					
Facilities provided:	Parking, signage, pedestrian pathway, wooden rails, refuse bin					
Planned uses catered for:	Swimming, walking, dog walking, fishing, viewing, surfing					
Concerns:	Damage to some signage					
Needs:	Nil					
Comment	Replace signage as required					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
				X		

Town/area	Hangklip					
Site Ref:	Han 05					
Description:	Private property abuts the coastline in this section. Longshore pedestrian access only.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



This map covers the remainder of Hangklip and the western portion of Betty's Bay. No conflict areas were identified and in general, public coastal access is adequate. The only place where access was in any way restricted was the conservation area (see Appendix 1). As with the previous sector, multiple informal pathways reflect a

need for access both from private dwellings and in public open space. However, since they are not formalised, environmental degradation has resulted which needs attention.

Town/area	Hangklip					
Site Ref:	Han 01					
Description:	Land under conservation. Longshore pedestrian access only.					
Facilities provided:	Nil					
Planned uses catered for:	Conservation					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Hangklip</b>					
<b>Site Ref:</b>	<b>Han 02</b>					
<b>Description:</b>	Long, single sand access road (off High Level Road) serves as access to private property and provides public access to the beach in this section.					
<b>Facilities provided:</b>	On-road parking (limited)					

Planned uses catered for:	Walking					
Concerns:	The proliferation of informal footpaths at the end of the access road encroaches into the dune vegetation.					
Needs:	Nil					
Comment	Consider providing an alternative means of access (e.g. boardwalk) that would prevent continued proliferation of footpaths and damage / removal of vegetation. Dune rehabilitation is required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X				X	?

Town/area	Hangklip					
Site Ref:	Han 03					
Description:	Privately owned conservation land abuts the coastline in this section. Longshore pedestrian access only.					
Facilities provided:	Nil					
Planned uses catered for:	Conservation					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Hangklip					
Site Ref:	Han 04					
Description:	Single gravel access road (off High Level Road) serves as access to private property as well as public access to the coast. Two formal vehicular public access points are provided (one with launching facilities). Longshore pedestrian access possible around the peninsula land form.					
Facilities provided:	Parking, turning circles, concrete bollards, concrete slipway, refuse bins, signage (limited to 'no parking')					
Planned uses catered for:	Walking, boat launching, fishing,					
Concerns:	Nil					
Needs:	Coastal access signage should be displayed to regulate intended uses.					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
			X			

<b>Town/area</b>	<b>Betty's Bay</b>					
<b>Site Ref:</b>	<b>Betty 19</b>					
<b>Description:</b>	Single formal sand pedestrian pathway provides access to the coast via an off-street gravel parking area.					
<b>Facilities provided:</b>	Parking, signage, pedestrian pathway, wooden bollards, refuse bin					
<b>Planned uses catered for:</b>	Swimming, walking, dog walking, fishing, paddling, viewing					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					

Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Betty's Bay					
Site Ref:	Betty 20					
Description:	Private properties abut the coastal zone in this section. Evidence of several informal pathways from these properties to the rocky shoreline. Longshore pedestrian access available over rocks and informal pathway.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Possible impacts of encroachment into vegetation by informal paths must be limited. The informal pathways must therefore be monitored to prevent proliferation. Legality of these pathways to be determined and action taken if required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

Town/area	Betty's Bay					
Site Ref:	Betty 21					
Description:	Formal sand pedestrian pathway provides access to the coast via an off-street gravel parking area. At the shoreline the pathway branches into several informal footpaths.					
Facilities provided:	Parking, signage, pedestrian pathway, wooden bollards, refuse bin					
Planned uses catered for:	Swimming, walking, dog walking, fishing, viewing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Betty's Bay</b>					
<b>Site Ref:</b>	<b>Betty 22</b>					
<b>Description:</b>	Private properties abut the coastal zone in this section. Evidence of several informal pathways from these properties to the shoreline, which is variable with rocks and sand. Longshore pedestrian access available over rocks and informal pathway.					
<b>Facilities provided:</b>	Nil					
<b>Planned uses catered for:</b>	Nil					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					

Comment	Possible impacts of encroachment into vegetation by informal paths must be limited. The informal pathways must therefore be monitored to prevent proliferation. Legality of these pathways to be determined and action taken if required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

Town/area	Betty's Bay					
Site Ref:	Betty 23					
Description:	Two formal and multiple informal pathways provide pedestrian access to the beach in this section. This includes footpaths from a few private properties adjacent to the beach. Two private properties take vehicular access to the properties off the parking area at Baumgartner Place.					
Facilities provided:	Parking, signage, pedestrian pathway, wooden bollards, refuse bin					
Planned uses catered for:	Swimming, walking, dog walking, fishing, viewing, surfing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Betty's Bay					
Site Ref:	Betty 24					
Description:	Private properties abut the coastal zone in this section. A few informal footpaths extend from these properties to the beach. Longshore pedestrian access available.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Possible impacts of encroachment into vegetation by informal paths must be limited. The informal pathways must therefore be monitored to prevent proliferation. Legality of these pathways to be determined and action taken if required. Maintenance to reduce the number of informal paths is required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
				X	X	?

<b>Town/area</b>	<b>Betty's Bay</b>					
<b>Site Ref:</b>	<b>Betty 25</b>					
<b>Description:</b>	The beach is accessed via multiple informal pedestrian pathways off several gravel roads in this section. Pedestrian access also gained over a dune system along Delpont Road. This road ends at a private property.					
<b>Facilities provided:</b>	Nil					
<b>Planned uses catered for:</b>	Swimming, walking, dog walking, fishing, viewing, surfing					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					

Comment	The network of pathways to be monitored for erosion and encroachment on vegetation.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	



This map covers the bulk of Betty's Bay. Only one conflict area was identified (Betty 17). This area has been closed to fishermen to protect the penguin colony. However, the local stakeholders contend that co-existence is possible and that engagements with CapeNature should result in an amended management plan.

The consistent problem of informal pathways is less of a concern in this sector owing to the rocky nature of the coastline. However, some pathways through dunes have caused localised damage and need to be repaired.

Town/area	Betty's Bay					
Site Ref:	Betty 03					
Description:	Multiple small formal and informal pedestrian pathways lead to the rocks off the gravel road parallel to the shore. Limited informal on-street parking available.					
Facilities provided:	Refuse bin, wooden bollards					
Planned uses catered for:	Walking, viewing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Betty's Bay					
Site Ref:	Betty 04					
Description:	Private properties abutting coastal zone in this section. Longshore pedestrian access only over rocks and informal pathway.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Betty's Bay</b>					
<b>Site Ref:</b>	<b>Betty 05</b>					
<b>Description:</b>	Multiple formal and informal pedestrian paths provide access to the rocky shore and small beach from the gravel roads and cul-de-sac's abutting the coast in this section. An informal pathway extends along the shoreline in this section.					
<b>Facilities provided:</b>	Signage, refuse bins, pedestrian paths, on-street and off-street parking (limited)					
<b>Planned uses catered for:</b>	Walking, viewing, swimming, paddling, dog walking, surfing					
<b>Concerns:</b>	Evidence of dune erosion caused by pedestrian access pathways (dune above the beach)					



Needs:	Access over dune that would prevent erosion (e.g. boardwalk). Dune rehabilitation is required.					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X			X		

Town/area	Betty's Bay					
Site Ref:	Betty 06					
Description:	Private properties abutting coastal zone in this section. Longshore pedestrian access along an informal but frequently used pathway.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Betty's Bay</b>					
<b>Site Ref:</b>	<b>Betty 07</b>					
<b>Description:</b>	A formal pedestrian sand path leads off the gravel road that lies behind the dunes, parallel to the coast. Coastal access facilities are provided in the slack of the dune. From here a further pathway provides pedestrian access to the coast.					
<b>Facilities provided:</b>	Formal on-street parking, signage, refuse bins, pedestrian paths, lawns, picnic tables, ablutions, braai facilities					
<b>Planned uses catered for:</b>	Walking, viewing, swimming, paddling, dog walking					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					
<b>Comment</b>	Nil					

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Betty's Bay
Site Ref:	Betty 08
<b>Description:</b>	Private properties abutting coastal zone in this section. Evidence of several informal pathways from these properties to the shore. Longshore pedestrian access along the beach.
<b>Facilities provided:</b>	Nil
<b>Planned uses catered for:</b>	Nil
<b>Concerns:</b>	Nil
<b>Needs:</b>	Nil
<b>Comment</b>	Informal pathways easily detected via aerial imagery. Possible impacts of encroachment into vegetation by informal paths must be limited. The informal pathways must therefore be monitored to prevent proliferation. Legality of these pathways to be determined and action taken if required. Maintenance to reduce the number of informal paths is required.

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

<b>Town/area</b>	Betty's Bay
<b>Site Ref:</b>	Betty 09
<b>Description:</b>	One formal pedestrian sand path physically detectible off Plateau Road (gravel road parallel to the coast). It is located between private property.
<b>Facilities provided:</b>	Signage (limited), sand pathway
<b>Planned uses catered for:</b>	Walking
<b>Concerns:</b>	No parking. Public comment indicated that the servitudes are poorly maintained. Only one pathway (indicating a possible servitude between houses) was noted during the site assessments.



Needs:	Servitudes that provide public access along this area to be identified and clearly demarcated. Parking possibilities to be investigated.					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
			X		X	

Town/area	Betty's Bay					
Site Ref:	Betty 10					
Description:	Private properties abutting coastal zone in this section. Evidence of a few informal pathways from selected properties to the shore. Longshore pedestrian access along the beach.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Informal pathways visible via aerial imagery. Possible impacts of encroachment into vegetation by informal paths must be limited. The informal pathways must therefore be monitored to prevent proliferation. Legality of these pathways to be determined and action taken if required. Maintenance to reduce the number of informal paths is required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

Town/area	Betty's Bay					
Site Ref:	Betty 11					
Description:	Main beach accessed via formalised sand footpath from single gravel access road. Dune rehabilitation and stabilisation underway.  To the southwest dune movement is problematic to private properties in this section. Here multiple informal pedestrian paths over the dunes provide access to the beach off gravel roads parallel to the coast. Several of these are blocked off by branches placed there to prevent access and further dune erosion and movement.					
Facilities provided:	Gravel parking, signage, refuse bins, benches, ablutions, wooden fencing					
Planned uses catered for:	Swimming, walking, viewing, dog walking, surfing, fishing					
Concerns:	None along main beach access. All informal access points along the section southwest of the main beach access should be monitored and blocked.					
Needs:	Dune rehabilitation and stabilisation urgently required in the section southwest of the main beach access point.					
Comment	No access is appropriate in the dune zone southwest of the main beach access point. The access points should be closed and the dunes rehabilitated.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X			X	X	


<b>Town/area</b>	<b>Betty's Bay</b>					
<b>Site Ref:</b>	<b>Betty 12</b>					
<b>Description:</b>	<p>Single gravel road (Dianthus Road) ends in cul-de-sac that provides access to the beach along a single formal sand pedestrian pathway inside the turning circle.</p> <p>To the south, there is evidence of a few informal pathways from selected properties abutting the shore in this section. Here, longshore pedestrian access is available along the beach.</p>					
<b>Facilities provided:</b>	Parking (limited), signage, pedestrian pathway, wooden bollards					
<b>Planned uses</b>	Swimming, walking, dog walking, surfing, fishing, paddling					


catered for:						
Concerns:	Nil					
Needs:	Nil					
Comment	Informal pathways visible via aerial imagery. Possible impacts of encroachment into vegetation by informal paths must be limited. The informal pathways must therefore be monitored to prevent proliferation. Legality of these pathways to be determined and action taken if required. Maintenance to reduce the number of informal paths is required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

Town/area	Betty's Bay					
Site Ref:	Betty 13					
Description:	Gravel road (Sea Way) ends in cul-de-sac that provides access to the beach along a single formal sand pedestrian pathway inside the turning circle.					
Facilities provided:	Parking (limited), signage (deteriorated), pedestrian pathway, wooden bollards					
Planned uses catered for:	Swimming, walking, dog walking, surfing, fishing, paddling (assumed similar to Dianthus Road as conditions are similar, but signage illegible and other signage missing).					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Betty's Bay					
Site Ref:	Betty 14					
Description:	Private properties abutting coastal zone in this section. Evidence of several informal pathways from these properties to the rocky shoreline. Longshore pedestrian access available over rocks and informal pathway.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Informal pathways not deemed to be problematic in this section owing to the rocky nature of the shoreline. Legality of these pathways to be determined and action taken if required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

<b>Town/area</b>	<b>Betty's Bay</b>					
<b>Site Ref:</b>	<b>Betty 15</b>					
<b>Description:</b>	Single formal sand pedestrian pathway provides access to 'Die Eiland' section of the coast via an off-street gravel parking area. To the south, there are several other informal pathways that lead off Disa Road and Crassula Crescent to the rocky shore.					
<b>Facilities provided:</b>	Parking, signage, pedestrian pathway, wooden bollards, refuse bin,					
<b>Planned uses catered for:</b>	Swimming, walking, dog walking, fishing					
<b>Concerns:</b>	Signage is damaged or missing at Crassula Crescent					

Needs:	New signage to be replaced and displayed					
						
Comment	Informal pathways not deemed to be problematic in this section owing to the rocky nature of the shoreline. Legality of these pathways to be determined and action taken if required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
				X	X	?

Town/area	Betty's Bay					
Site Ref:	Betty 16					
Description:	Cape Nature conservation area owing to colony of penguins. Unhindered public access no longer available.					
Facilities provided:	Public access facilities such as boardwalk, slipway etc. no longer in use due to access prevention by Cape Nature.					
Planned uses catered for:	Conservation, public access now blocked					
Concerns:	Conflict area. Public blocked from unhindered access and boat club members can no longer use the slipway.					
Needs:	Solution required to the conflicting uses of this area.					
<div></div>						
Comment	Solution required to the conflicting uses of this area.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
X					X	

Town/area	Betty's Bay					
Site Ref:	Betty 17					
Description:	Single formal pedestrian pathway provides access to 'Rocky Ridge' section directly off Rocky Ridge gravel road.					
Facilities provided:	Pedestrian pathway, identifying signage (name board)					
Planned uses catered for:	Walking					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Betty's Bay</b>					
<b>Site Ref:</b>	<b>Betty 18</b>					
<b>Description:</b>	Private properties abutting coastal zone in this section. Evidence of few informal pathways from selected properties to the rocky shoreline. Longshore pedestrian access available over rocks and informal pathway.					
<b>Facilities provided:</b>	Nil					
<b>Planned uses catered for:</b>	Nil					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					
<b>Comment</b>	Informal pathways not deemed to be problematic in this section owing to the rocky nature of the shoreline. Legality of these pathways to be determined and action taken if required.					

Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					<b>X</b>	<b>?</b>



This map covers the area from the last three Betty's Bay sites, through Palmiet and the first five Kleinmond sites.

No conflict areas were identified and in general (with the exception of Betty 01 and the conservation areas), there was unrestricted public access to the Coastal Public Property.

Proliferation of informal paths and their consequent damage is less of a problem in this sector.

Town/area	Betty's Bay					
Site Ref:	Betty 01					
Description:	Private land, no public access provided for.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Betty's Bay					
Site Ref:	Betty 02					
<b>Description:</b>	Private properties abutting coastal zone in this section. Evidence of some informal pathways from these properties to the shore. Longshore pedestrian access difficult owing to the rocky shoreline and topography.					

Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Informal pathways seemingly infrequently used and not concerning at this point, but best to be monitored for erosion and encroachment into vegetation. Legality of these pathways must be determined.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

<b>Town/area</b>	<b>Palmiet estuary</b>
<b>Site Ref:</b>	<b>Palm 01</b>
<b>Description:</b>	Gravel access road off R44 leads to the main Palmiet estuary access point. Well frequented by day visitors.
<b>Facilities provided:</b>	Signage, parking, kiosk, ablutions, lawns, benches, braai facilities, picnic tables, wheelchair reserved parking,
<b>Planned uses catered for:</b>	Swimming, walking, viewing, dog walking, fishing, picnicking, wheelchair access
<b>Concerns:</b>	Significant littering evident despite presence of refuse bins
<b>Needs:</b>	Nil
<b>Comment</b>	Contradiction between braai facilities provided and 'no fires' signage displayed – this must be investigated and rectified. Wheelchair parking provided but no other facilities to ease wheelchair access to the facilities / water edge. This was not identified as a need.



### Priority Action Items

Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	

Town/area	Palmiet estuary
Site Ref:	Palm 02
Description:	Land under conservation, longshore pedestrian access only
Facilities provided:	Informal but frequently used pathway along the estuary shore
Planned uses catered for:	Conservation
Concerns:	Nil
Needs:	Nil

Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Palmiet estuary					
Site Ref:	Palm 03					
Description:	Gravel access road off R44 leads to turning circle and small boat launching site. Several footpaths into adjacent fynbos alongside the estuary.					
Facilities provided:	Parking, concrete track slipway, ablutions, 'no fire' signage only					
Planned uses catered for:	Boat launching, walking					
Concerns:	Nil					
Needs:	Nil					
Comment	Signage limited to prohibition of fires. Determine whether the slipway is frequently used and if so, display signage to regulate this action, if required.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	

Town/area	Palmiet estuary					
Site Ref:	Palm 04					
Description:	Land under conservation. Longshore pedestrian access limited by topography. Informal pathway through the fynbos runs parallel to the shoreline.					
Facilities provided:	Nil					
Planned uses catered for:	Conservation					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Palmiet estuary</b>					
<b>Site Ref:</b>	<b>Palm 05</b>					
<b>Description:</b>	Gravel pedestrian access path provided alongside the Palmiet River bridge. Access leads down to the estuary and links to the pedestrian path parallel to the estuary towards the coast and provides access (passing under the bridge) to the inland portion of the river.					
<b>Facilities provided:</b>	Gravel pedestrian access path, signage, gravel parking area on the opposite side of the R44					
<b>Planned uses catered for:</b>	Walking, dog walking, fishing, viewing					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					
<b>Comment</b>	Nil					

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Palmiet estuary					
Site Ref:	Palm 06					
Description:	Land under conservation. Longshore pedestrian access limited by topography. Informal pathway through the fynbos runs parallel to the shoreline.					
Facilities provided:	Nil					
Planned uses catered for:	Conservation					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Palmiet estuary					
Site Ref:	Palm 07					
Description:	Gravel road off R44 provides vehicle access to small gravel parking. Access road shared with local Waste Water Treatment Works. From the parking, two lengthy formal pedestrian paths through the fynbos leads to the estuary (to the east) and to the beach (to the south).					
Facilities provided:	Signage, refuse bin, pedestrian paths, parking, vehicle access restricted by locked gate					
Planned uses catered for:	Walking, dog walking, fishing, viewing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Palmiet estuary</b>					
<b>Site Ref:</b>	<b>Palm 08</b>					
<b>Description:</b>	Land under conservation. Longshore pedestrian access only.					
<b>Facilities provided:</b>	Nil					
<b>Planned uses catered for:</b>	Conservation					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					
<b>Comment</b>	Nil					

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Kleinmond					
Site Ref:	Klein 06					
Description:	Municipal camping site, no access provided for non-campers other than longshore pedestrians.					
Facilities provided:	Nil					
Planned uses catered for:	Use by campers					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



Map 5 covers the sector from eastern Kleinmond to the extreme western part of the Bot River sector.

A minor conflict area was identified by stakeholders in Klein 2 where historic vehicular access has been precluded by the development of a gated estate. Pedestrian access is still possible although parking space is very limited along the main road. This has been referred to

the local authority for attention. Since pedestrian access is still possible this is not seen as a conflict with ICMA.

Klein 01 covers a large stretch of unrestricted access although no access provisions are provided by the municipality.

Town/area	Kleinmond					
Site Ref:	Klein 01					
Description:	Private land, no public access provided for. Longshore pedestrian access only.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Kleinmond					
Site Ref:	Klein 02					
Description:	Pedestrian access around private gated development off the R44 main road. Single sand access path leading to a boardwalk and wooden bridge spanning the estuary to provide access to the beach.					
Facilities provided:	Access path, boardwalk, wooden bridge, walking					
Planned uses catered for:	Vehicle transport across the Bot River					
Concerns:	Conflict area. Vehicular access used to be possible before the development was gated. This resulted in access via a longer walk to the beach around the development. No parking provided for pedestrians using this access.					
<div></div>						
Needs:	Provision of parking					
Comment	Access is still possible via the boardwalk and also via the caravan park.					
Priority Action Items						
Conflict	Environmental	Safety and security	Identified need	Maintenance	Further investigations	Illegal activities

	<b>degradation/ damage</b>			<b>required</b>	<b>required</b>	
<b>X</b>					<b>X</b>	

Town/area	Kleinmond					
Site Ref:	Klein 03					
Description:	Multiple tar roads providing access to the estuary mouth and main (blue flag) beach node of Kleinmond. Lawns, paved and planted embankments and formalised footpaths lead from several parking areas to the beach and water. A bridge spans the estuary mouth providing access to the beach from the northern parking areas. A formal coastal pathway starts in the southwestern edge.					
Facilities provided:	Signage, refuse bins, benches, picnic tables, ablutions, parking, promenade, gabions, wheelchair friendly walkway/ramp, handrails, steps, life guards, jungle gyms, vendor facilities,					
Planned uses catered for:	Swimming, walking, viewing, wheelchair access, picnicking					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Kleinmond					
Site Ref:	Klein 04					
Description:	Private properties abutting coastal zone in this section. Longshore pedestrian access via formal coastal path. Multiple informal pathways leading off the path to rocky shore (steep slope).					
Facilities provided:	Coastal pedestrian path					
Planned uses catered for:	Walking, dog walking					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

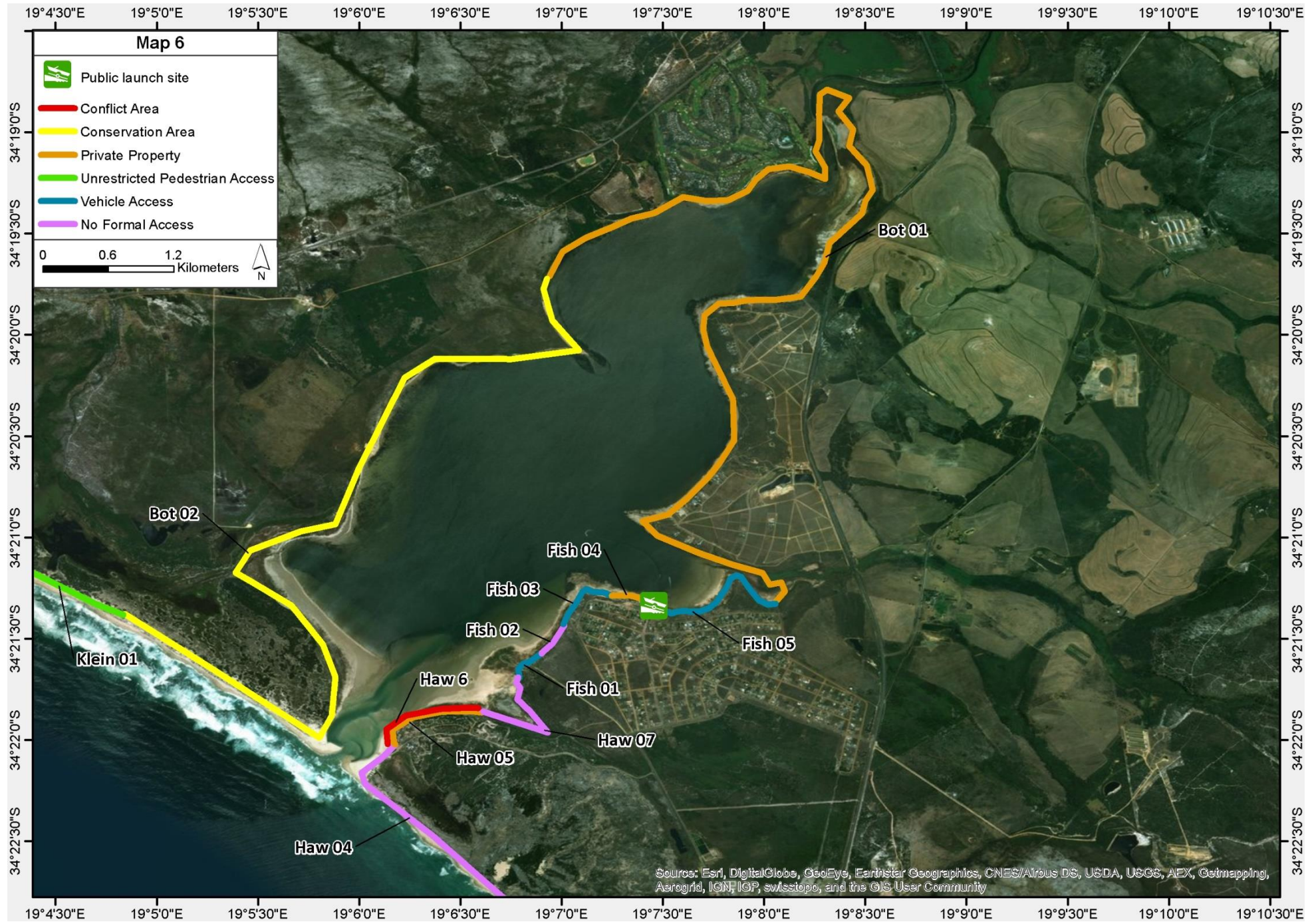
<b>Town/area</b>	<b>Kleinmond</b>					
<b>Site Ref:</b>	<b>Klein 05</b>					
<b>Description:</b>	<p>Multiple formal and informal pedestrian pathways lead from the road parallel to the shore and link to the formal coastal walkway. Several further informal paths down to the rocks from the formal walkway. Formal on- and off-street parking provided, however informal on-street parking also takes place in the road verge.</p> <p>Along the middle of this section lies the Kleinmond harbour, accessible via a single surfaced access road.</p>					
<b>Facilities provided:</b>	Coastal path, steps, handrails, signage, refuse bins, benches, parking, wooden fencing preventing vehicle encroachment into coastal vegetation, harbour launching site, ablutions, turning circle					
<b>Planned uses catered for:</b>	Swimming, walking, viewing, dog walking, fishing, boat launching					
<b>Concerns:</b>	Nil					

Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Bot Estuary					
Site Ref:	Bot 01					
Description:	Private land, no public access provided for.					
Facilities provided:	Nil					
Planned uses catered for:	Private use					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Bot Estuary</b>					
<b>Site Ref:</b>	<b>Bot 02</b>					
<b>Description:</b>	Land under conservation, no unhindered public access provided.					
<b>Facilities provided:</b>	Nil					
<b>Planned uses catered for:</b>	Conservation					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					
<b>Comment</b>	Nil					

Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



Map 6 covers the entire Bot River Estuary and the coastline on either side of the mouth. As can be seen from the map, apart from the areas in front of Fisherhaven, there is little public access to the Bot River. Access is restricted through conservation areas and privately owned land. The purple lines indicate that no formal access facilities or provisions have been supplied but access is not prevented in any way.

This map also shows the location of the conflict area at Middlevelei (Haw06) which has been selected for the pilot study on Coastal Access provision.

This historic access is currently covered by a private estate which was developed when a public holiday resort was sold by the government of the day. Access to the Bot River Mouth for Hawston and Fisherhaven residents was then denied.

Numerous informal vehicle access roads through the dune vegetation and wetland have developed to circumvent the restricted access resulting in environmental damage.

Town/area	Fisherhaven
Site Ref:	Fish 01
<b>Description:</b>	Single gravel access road to the estuary; frequently used vehicular tracks along ~200m of western mud bank; informal pedestrian pathways along shoreline and inland into adjacent fynbos corridor
<b>Facilities provided:</b>	Access road
<b>Planned uses catered for:</b>	Walking, viewing
<b>Concerns:</b>	Illegal vehicle access along the estuary shoreline. Illegal dumping of waste. Littering.
<b>Needs:</b>	Waste refuse bins. Bollards / other mechanism to prevent vehicular access along shoreline with appropriate parking where further vehicle access is denied.



**Comment** This access point currently provides longshore pedestrian access to the beach at Middlevei and would likely be less frequented if closer beach access is provided.

#### Priority Action Items

Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	X

Town/area	Fisherhaven					
Site Ref:	Fish 02					
Description:	Longshore pedestrian access only along mud banks of the Bot estuary					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Fisherhaven</b>					
<b>Site Ref:</b>	<b>Fish 03</b>					
<b>Description:</b>	Several formal and informal sand footpaths from the tar road parallel to the estuary shoreline. Informal parking takes place alongside the tar road.					
<b>Facilities provided:</b>	Sand/gravel footpaths, wooden fencing, signage, bench, vehicle access prevented					
<b>Planned uses catered for:</b>	Walking, viewing,					
<b>Concerns:</b>	Community concerns that private development may take place inside the fynbos area along the shore that will render the area useless for the current purposes					
<b>Needs:</b>	Nil					
<b>Comment</b>	Possible development applications abutting the shore in this area should be carefully considered in light of the coastal access opportunities currently provided.					

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Fisherhaven
Site Ref:	Fish 04
<b>Description:</b>	Private camping site, no access provided. Longshore access prevented by fencing to the water edge.
<b>Facilities provided:</b>	Nil
<b>Planned uses catered for:</b>	Nil
<b>Concerns:</b>	Nil
<b>Needs:</b>	Nil
<b>Comment</b>	There were no needs expressed to gain longshore access in this area. The fenced off section of the estuary shore is small and not deemed concerning at this point.

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Fisherhaven					
Site Ref:	Fish 05					
Description:	Single surfaced access road off main tar road parallel to shoreline provides access to main estuary access node and launch site.  To the west, there are several formal and informal sand footpaths from the main tar road to the estuary shoreline. Here informal parking takes place alongside the tar road.					
Facilities provided:	Signage, refuse bins, benches, ablutions, parking, concrete slipway, boardwalk steps towards water's edge, security booth (unmanned at time of the audit inspection), jungle gym, birdwatching signage, wooden bollards, erosion prevention gabion structures					
Planned uses catered for:	Swimming, walking, viewing, dog walking, birdwatching, boat launching, fishing					
Concerns:	Community concerns that private development may take place inside the fynbos area along the shore that will render the area useless for the current purposes					
Needs:	Nil					
Comment	Possible development applications abutting the shore in this area should be carefully considered in light of the coastal access opportunities currently provided.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Hawston</b>					
<b>Site Ref:</b>	<b>Haw 04</b>					
<b>Description:</b>	This area stretches for the recreation node (Haw 03) to the mouth of the Bot River. The sea is some distance from the Hawston houses and there are few informal tracks or paths through the dunes. Given the distance from sea to houses, no formal access provision has been made.					
<b>Facilities provided:</b>	Nil					
<b>Planned uses catered for:</b>	Nil					

Concerns:	Nil
Needs:	Nil
<div data-bbox="136 220 1039 829" data-label="Image"> A photograph showing a wide, unpaved dirt road in a rural, hilly area. The road is reddish-brown and stretches into the distance, flanked by dense green bushes and trees on the left and more open, grassy slopes on the right. The sky is overcast. </div> <div data-bbox="1149 220 2056 829" data-label="Image"> A photograph showing a dirt road or path in a similar landscape to the first image. The terrain is hilly with sparse vegetation, including small trees and shrubs. The ground is a mix of dirt and dry grass. The sky is overcast. </div>	

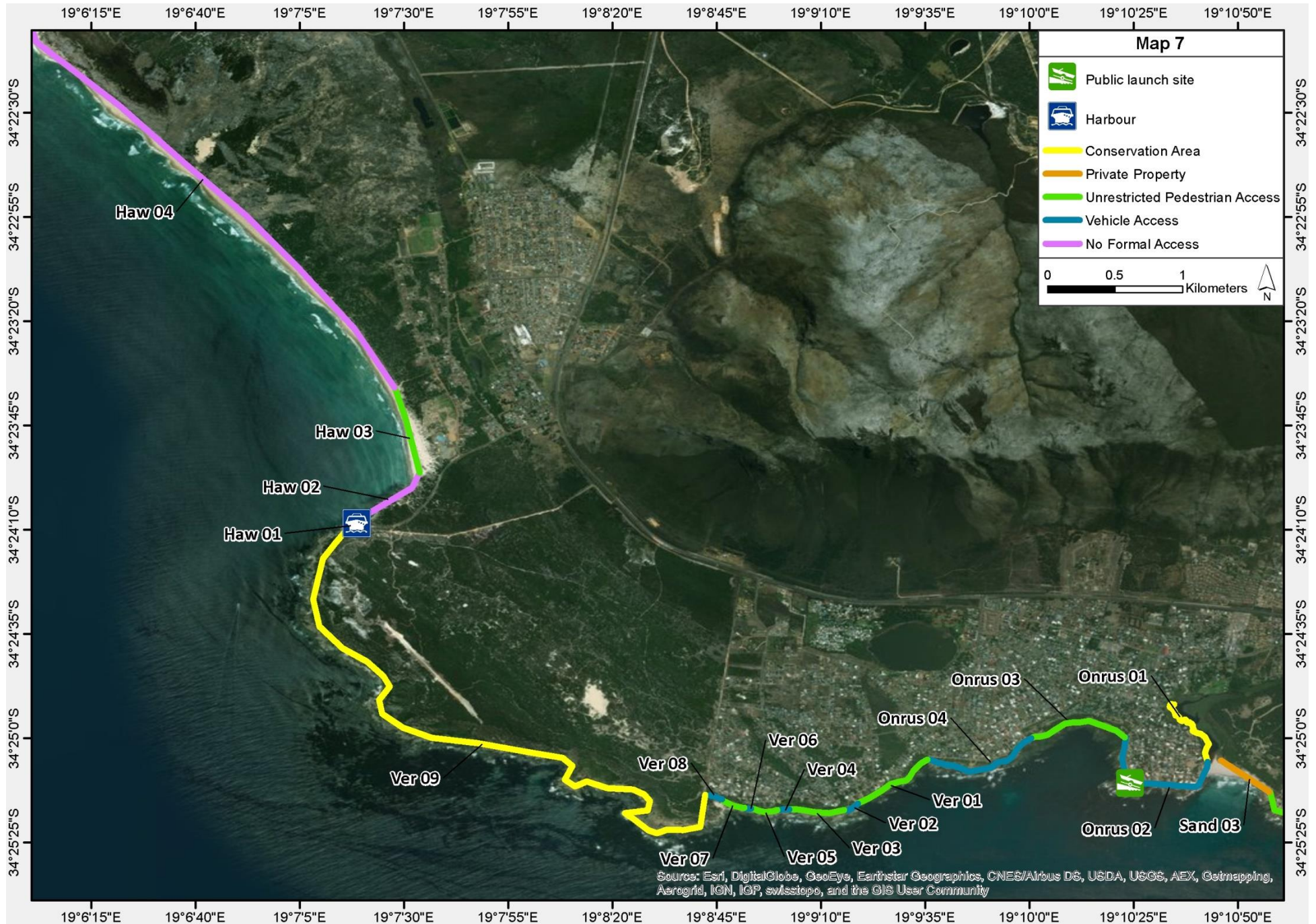


Comment	The numerous informal paths may not be legal. The Municipality needs to determine their legal status and close them if necessary.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Hawston
Site Ref:	Haw 05 and 06
Description:	This stretch is the security estate Middlevelei. Access is permissible to residents and guests only. This severs a historical access to the Bot river mouth and adjacent coastline enjoyed by the Hawston community. It is a conflict area and has attracted much attention recently.
Facilities provided:	No facilities for the public- all historical facilities were removed for housing
Planned uses catered for:	Nil

Concerns:	Nil					
Needs:	Nil					
Comment	There is an urgent need to find a way to provide the residents of Hawston and Fisherhaven access to the coast a number of alternatives are currently being investigated.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
X			X		X	

Town/area	Hawston					
Site Ref:	Haw 07					
Description:	This stretch covers the area along the Bot River bank towards Fisherhaven. It is muddy and access is difficult. No formal provision for access has been provided.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



The sector from the eastern bank of the Bot River to the Onrus River did not identify any conflict zones. While a large sector (Ver 09) in Vermont is restricted for conservation purposes, the remainder of the sector has adequate coastal access.

Town/area	Hawston					
Site Ref:	Haw 01					
Description:	Hawston Harbour					
Facilities provided:	Hawston Harbour – designated launch site					
Planned uses catered for:	Slipway, parking, turning circle, refuse bins, signage.					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Hawston					
Site Ref:	Haw 02					
Description:	No formal access provision. This is a stretch of coastline between the harbour and the recreation node (Haw 03). It is rocky with no formal access provision. There was no clear evidence that it is used for access.					
Facilities provided:	Nil					
Planned uses catered	Nil					

for:						
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Hawston					
Site Ref:	Haw 03					
Description:	Hawston Beach- Blue Flag Beach. Main recreation node					
Facilities provided:	Paved parking, restaurant, swimming pool, disabled parking and ramps, ablutions, camp site, wooden walkway to beach – wheelchair-friendly					
Planned uses catered for:	Swimming, viewing, picnic, braai, camping, general recreation					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Vermont					
Site Ref:	Ver 01					
Description:	Private properties abutting coastal zone in this section. Longshore pedestrian access only via continuation of the formal coastal path.					
Facilities provided:	Coastal pedestrian path					
Planned uses catered for:	Walking, viewing, dog walking					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Vermont</b>					
<b>Site Ref:</b>	<b>Ver 02</b>					
<b>Description:</b>	Tarred access road ending in turning circle used as parking. Intersected by continuation of the formal coastal path. Multiple informal pathways from parking down to the water.					
<b>Facilities provided:</b>	Coastal pedestrian path, parking, signage, refuse bins, benches, wooden fencing, vehicle movement longshore prevented					
<b>Planned uses catered for:</b>	Walking, viewing, dog walking, fishing					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					
<b>Comment</b>	Nil					

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Vermont					
Site Ref:	Ver 03					
Description:	Private properties abutting coastal zone in this section. Longshore pedestrian access via continuation of the formal coastal path. Multiple informal pathways leading off the path to the rocky shore (gradual slope). Formal pedestrian access provided to coastal path from Perlemoen Crescent cul-de-sac.					
Facilities provided:	Coastal pedestrian path					
Planned uses catered for:	Walking, viewing, dog walking, fishing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Vermont					
Site Ref:	Ver 04					
Description:	Large gravel parking area off tar road with single formal gravel path that connects to the formal coastal path. Multiple informal pathways from the coastal path to the rocky shore (gradual slope).					
Facilities provided:	Gravel pathway, coastal pedestrian path, parking, signage, refuse bin, bollards and chain preventing vehicle / cycle movement					
Planned uses catered for:	Walking, viewing, dog walking, fishing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Vermont</b>					
<b>Site Ref:</b>	<b>Ver 05</b>					
<b>Description:</b>	Private properties abutting coastal zone in this section. Longshore pedestrian access only via continuation of the formal coastal path. Multiple informal pathways leading off the path to rocky shore (gradual slope).					
<b>Facilities provided:</b>	Coastal pedestrian path					
<b>Planned uses catered for:</b>	Walking, viewing, dog walking, fishing					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					
<b>Comment</b>	Nil					

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Vermont					
Site Ref:	Ver 06					
Description:	Tarred cul-de-sac road providing access to private residences. Limited on-street parking, restricted at pedestrian access point off the turning circle. Connects to the formal coastal path. Multiple informal pathways from the path to the rocky shore (gradual slope).					
Facilities provided:	Coastal pedestrian path, parking, signage, refuse bin, bollards					
Planned uses catered for:	Walking, viewing, dog walking, fishing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Vermont					
Site Ref:	Ver 07					
Description:	Private properties abutting coastal zone in this section. Longshore pedestrian access via continuation of the formal coastal path. Multiple informal pathways leading off the path to rocky shore (gradual slope) and small beach. Between two private properties along Allikreukel Crescent, there is a single formal pedestrian access provided to the coastal path.					
Facilities provided:	Coastal pedestrian path					
Planned uses catered for:	Walking, viewing, dog walking, fishing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Vermont</b>					
<b>Site Ref:</b>	<b>Ver 08</b>					
<b>Description:</b>	Tarred cul-de-sac road providing access to private residences also provides limited public parking at a formal pedestrian access connection to the coastal path. Multiple informal pathways from the coastal path down to the rocky shore (gradual slope) and small beach.					
<b>Facilities provided:</b>	Coastal pedestrian path, parking, signage, refuse bin, bollards					
<b>Planned uses catered for:</b>	Walking, viewing, dog walking, fishing					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					

Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Vermont					
Site Ref:	Ver 09					
Description:	Land under conservation, no unhindered public access provided.					
Facilities provided:	Nil					
Planned uses catered for:	Conservation					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Onrusrivier					
Site Ref:	Onrus 01					
Description:	Formal node, multiple tarred vehicle access roads converge to large grassed open space. Longshore pedestrian access via informal pathway. Vehicle access provided to private residences off Petersen Street.					
Facilities provided:	Signage, refuse bins, benches, lawns. Vehicle movement longshore (along lawn section) prevented.					
Planned uses catered for:	Walking, viewing, dog walking					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Onrusrivier</b>					
<b>Site Ref:</b>	<b>Onrus 02</b>					
<b>Description:</b>	Single one-way tarred road to main beach and along the coastline. Formalised pedestrian access to main beach and estuary mouth. Multiple informal footpaths to and along the remaining rocky shoreline. Network of formal gravel roads at 'Malherbe se Stoel' leading to a formal launch site.					
<b>Facilities provided:</b>	Signage, refuse bins, benches, ablutions, parking, promenade, wheelchair friendly walkway/ramp, handrails, steps, life guards, sand slipway					
<b>Planned uses catered for:</b>	Swimming, walking, viewing, dog walking, wheelchair access, boat launching					
<b>Concerns:</b>	Wheelchair pathway provided from parking ends in several steps that must be negotiated to get access to the sand					
<b>Needs:</b>	Wheelchair ramp to extend down onto the sand					



**Comment** At and north of Malherbe se Stoel, consider keeping only a single gravel road between the tar road and the shore and closing the other bifurcations off this road to prevent further encroachment on and loss of vegetation.

#### Priority Action Items

Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
				X	X	

<b>Town/area</b>	<b>Onrusrivier</b>
<b>Site Ref:</b>	<b>Onrus 03</b>
<b>Description:</b>	Longshore pedestrian access only via formal concrete surfaced coastal path along the rocky shore (gradual slope).
<b>Facilities provided:</b>	Signage, refuse bins, benches, parking, coastal pedestrian path
<b>Planned uses catered for:</b>	Walking, viewing, dog walking, fishing (recreational)

Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

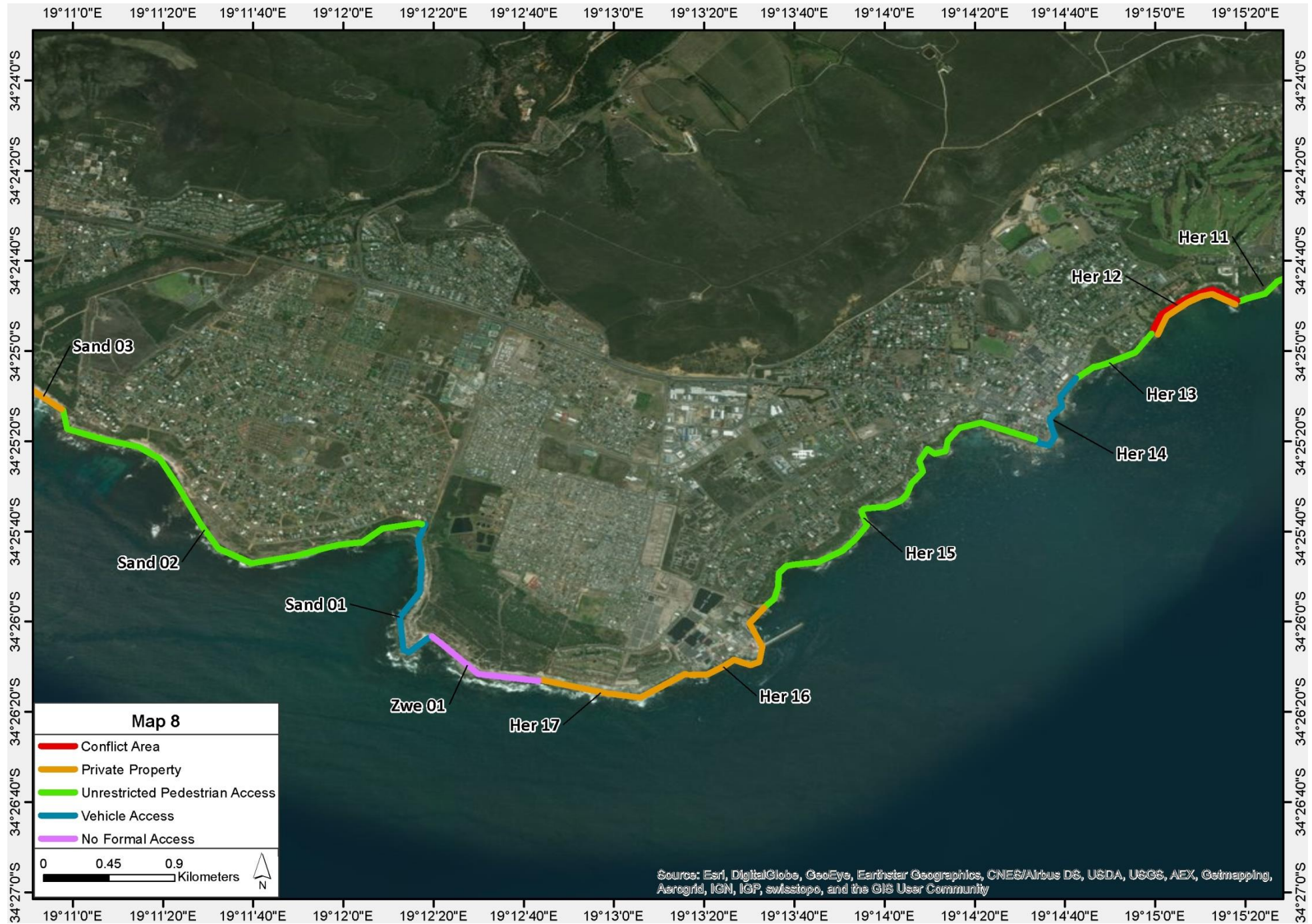
<b>Town/area</b>	<b>Onrusrivier</b>
<b>Site Ref:</b>	<b>Onrus 04</b>
<b>Description:</b>	Three formal paved and/or gravel access roads leading off the tarred road parallel to the coast. All end in a turning circle that serves as parking and are intersected by the continuation of the formalised coastal path that comprises of a combination between concrete surface and boardwalk sections. Multiple formal pedestrian pathways to the water from the coastal path including access to two tidal pools (one wheelchair friendly). Multiple informal footpaths through coastal vegetation from the tarred road.
<b>Facilities provided:</b>	Signage, refuse bins, benches, ablutions, parking, coastal pedestrian path, wheelchair friendly walkway/ramp, handrails, exercise park, access for food truck vendors, dog waste specific refuse bins, tidal pools, vehicle movement longshore limited by locked gates.
<b>Planned uses catered for:</b>	Swimming, walking, viewing, dog walking, wheelchair access
<b>Concerns:</b>	Nil
<b>Needs:</b>	Nil
<b>Comment</b>	The informal footpaths from the tar road are likely frequented by the residents immediately opposite those pathways. These do not present significant encroachment on coastal vegetation at this point, but should be monitored to prevent proliferation of pathways and loss of vegetation. Legality of these pathways must be determined.



#### Priority Action Items

Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

Town/area	Sandbaai					
Site Ref:	Sand 03					
Description:	Private property- security estate- no access					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



The coastal areas of Sandbaai, Zwelihle and the western part of Hermanus are depicted in map 8.

The coastal access in Sandbaai is adequate and runs off the coastal road. No damage to the vegetation was evident.

The stretch of coastline in Zwe 01 has no formal access but numerous informal vehicle tracks traverse this area. There was evidence of illegal dumping and possibly poaching during the site visit.

Private estates prevent coastal access in sectors Her 16 and 17. The remainder of Hermanus has good coastal access ranging from longshore pathways with lookouts to launch site and other facilities.

A conflict area was identified by stakeholders at Her 12- the Cliff Path. A pedestrian pathway of various types of construction runs along the entire Hermanus beachfront area except for a break in the Her 12 area where private property runs to the High Water Mark. Stakeholders have urged that these private landowners permit access to complete the walkway. This has been referred to the local authority for attention.

Town/area	Sandbaai
Site Ref:	Sand 01
<b>Description:</b>	A formalised, graded gravel road has been constructed from the eastern edge of Sandbaai towards the south. The road is not well maintained and is not accessible to a family vehicle. As it nears the southern extent, further tracks arise from it to form a network of tracks in and through the dunes. It is evident that this area is used for illegal dumping amongst other things. Although there is a proliferation of tracks, there is no evidence of large-scale significant dune degradation although the legality of the tracks is uncertain.
<b>Facilities provided:</b>	Gravel road to southern tip
<b>Planned uses catered for:</b>	
<b>Concerns:</b>	Proliferation of informal tracks through dunes



Needs:

Nil



Comment	The Municipality should consider formalising the tracks and restrict the number and extent of additional tracks. The illegal activities need to be addressed.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
				X	X	X

Town/area	Sandbaai					
Site Ref:	Sand 02					
Description:	Kusweg runs between the houses and the coastline on a largely rocky shore. A cement pedestrian walkway has been constructed in the dune vegetation with benches (Sandbaai Coastal Path). Numerous pull-offs from Kusweg have been constructed. The final pull-off has a parking area and ablution block. Access to the water is difficult in some places due to the rocks but facilitated where sandy beaches occur. No restrictions to access.					
Facilities provided:	Paved walkway through the dunes					
Planned uses catered for:	Viewing, walking, conservation, swimming (at the western end)					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Zwelihle					
Site Ref:	Zwe 01					
Description:	This stretch runs between Zwelihle and the sea and has no formal access provision. Numerous paths access the sea through the dunes.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	The informal access of the seashore is not ideal. Consideration should be given to provision of formal access points and pathways.					
Needs:						
Comment						
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
				X	X	

<b>Town/area</b>	<b>Hermanus</b>					
<b>Site Ref:</b>	<b>Her 11</b>					
<b>Description:</b>	A formal path has been established along the cliffs towards the Hermanus CBD. This is provided with benches and refuse bins at regular intervals and can be accessed from the main road by numerous formalised access roads, some of which are tarred and others gravel.					
<b>Facilities provided:</b>	Paved pathway, signage, refuse bins, look-out stations and benches					
<b>Planned uses catered for:</b>	Walking, viewing, birdwatching					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					
<b>Comment</b>	Nil					

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Hermanus		
Site Ref:	Her 12		
Description:	This is a short stretch in which private properties run down to the high water mark thereby cutting off the cliff path to the east and west. This is a conflict area and has attracted much publicity recently. Coastal access is denied along this stretch.		
Facilities provided:	Nil- access is denied		
Planned uses catered for:	Nil		
Concerns:	This is a conflict area and the right of access for the public need to be resolved.		
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Needs:	Nil					
Comment	The concern that these properties sever the Cliff path has attracted much publicity. The investigations into the situation by the Municipality are ongoing.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
X					X	?

Town/area	Hermanus					
Site Ref:	Her 13					
Description:	A formal path has been established along the cliffs towards the Hermanus Old Harbour. This is provided with benches and refuse bins at regular intervals and can be accessed from the main road by numerous formalised access roads, some of which are tarred and others gravel.					
Facilities provided:	Paved pathway, signage, refuse bins, look-out stations and benches					
Planned uses catered for:	Walking, viewing, birdwatching					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Hermanus</b>					
<b>Site Ref:</b>	<b>Her 14</b>					
<b>Description:</b>	This is the Hermanus CDB and centred on the Old Harbour. It contains commercial properties and general tourist facilities. Access to the water's edge is difficult as this stretch is situated on top of cliffs but some access provision has been made at various places, such as down to the old harbour					
<b>Facilities provided:</b>	General tourist facilities, signage, cliff path, steps, handrails, parking					
<b>Planned uses catered for:</b>	Viewing, walking, restaurants, etc					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					

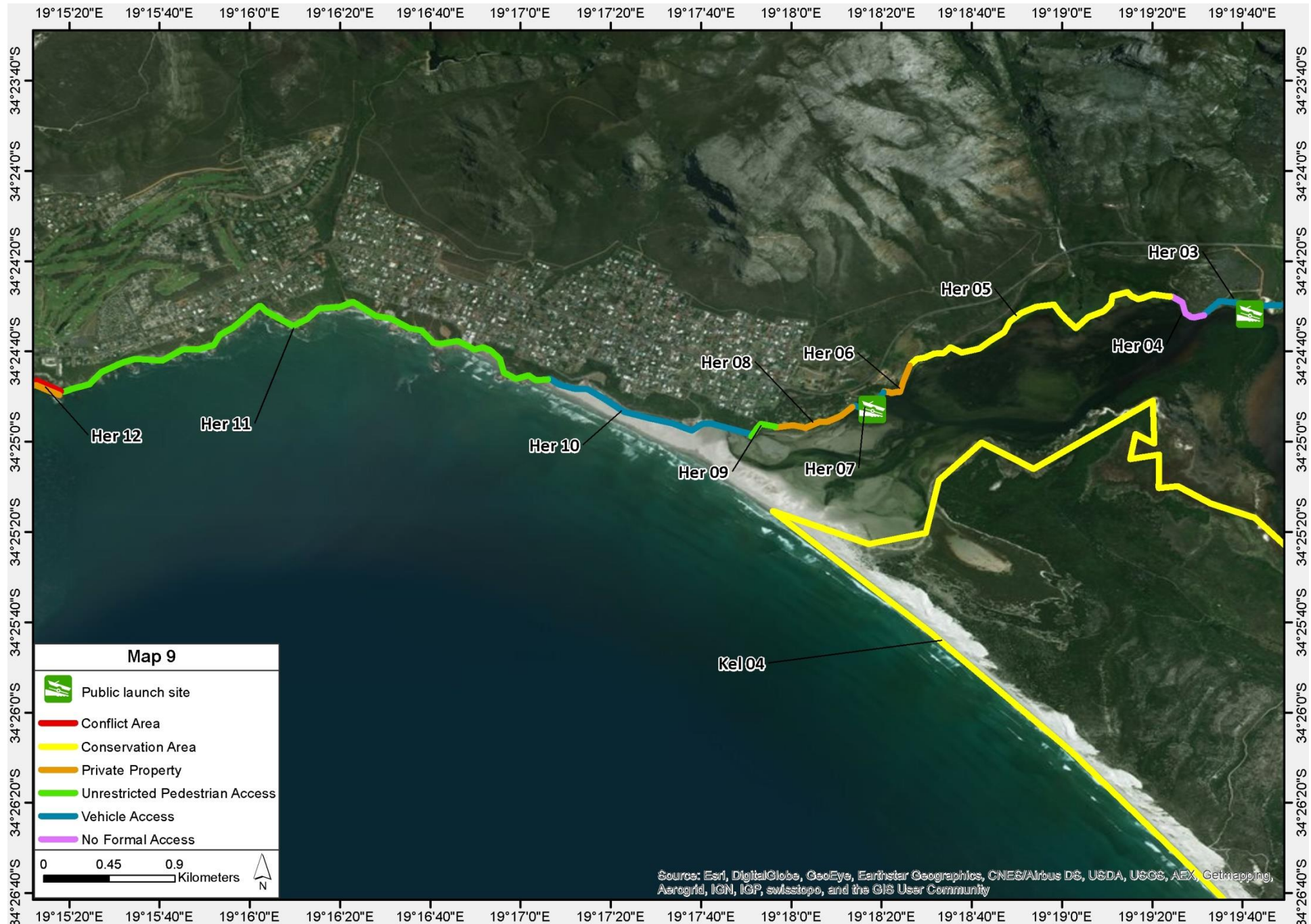
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Hermanus					
Site Ref:	Her 15					
Description:	This stretch runs from the Old Harbour to the New Harbour along the cliff tops. The tarred roads runs parallel to the sea and has a paved walkway through the dune vegetation supplied with benches for viewing.					
Facilities provided:	Numerous pull-off facilities, paved pathway with benches and refuse bins, signage, parking					
Planned uses catered for:	Walking, viewing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Hermanus					
Site Ref:	Her 16					
Description:	Private property- Portnet- Hermanus New Harbour. Access restricted but not prohibited.					
Facilities provided:	N/A					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	This is a small craft harbour and therefore assessment of the coastal access facilities falls outside of the scope of work of this project					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Hermanus</b>					
<b>Site Ref:</b>	<b>Her 17</b>					
<b>Description:</b>	Private industrial property- abalone farm –access denied					
<b>Facilities provided:</b>	Nil					
<b>Planned uses catered for:</b>	Nil					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					
<b>Comment</b>	Nil					

Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



No conflict areas are identified in Maps 9 and 10. It covers the remainder of Hermanus, the Klein Estuary and the western side of Die Plaat conservation area. Public access to the Klein Estuary is restricted to the beach to the west of the mouth, two formal launch sites and through private resorts. This was not raised as a concern in the workshops. Area Kel 04 (Die Plaat) stretches onto Map 11 and 12 in order to maintain a consistent scale to the maps.

The eastern bank of the Bot River and the coastline to the east are all within a conservation area and access is restricted but not denied (see Appendix 1).

A need for some ablution facilities at the two launch sites was expressed by users.



Town/area	Hermanus					
Site Ref:	Her 01					
Description:	The Kleinrivier lagoon is bounded by a mixture of conservation and privately owned land for the most part. This stretch is private ownership and while there are facilities provided such as at the yacht club they are for members only and so do not constitute public access. Access to the water's edge along this stretch is restricted.					
Facilities provided:	Nil for the public					
Planned uses catered for:	Yachting, fishing, boating					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Hermanus					
Site Ref:	Her 02 and 03					
<b>Description:</b>	With the exception of Her 03 (Klein launch site) this stretch of water's edge does not have any formal access provision. It comprises unstable muddy banks and vehicular access is difficult other than via the launch site.					
<b>Facilities provided:</b>	The launch site has a parking and turning area, picnic facilities					
<b>Planned uses catered for:</b>	Boat launching, picnic slab- no other facilities than refuse bins					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	The area shows signs of frequent and intensive use. The Municipality should consider installing ablutions and water pipes. This need was expressed by users of this launch site.					



Comment

Nil

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
			X	X		

Town/area	Hermanus					
Site Ref:	Her 04					
Description:	This stretch of water's edge does not have any formal access provision. It comprises unstable muddy banks and vehicular access is difficult other than via the launch site.					
Facilities provided:						
Planned uses catered for:						
Concerns:	Nil					
Needs:	The area shows signs of frequent and intensive use. The Municipality should consider installing ablutions and water pipes at the public launch site. This need was expressed by users of this launch site.					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
			X	X		

Town/area	Hermanus					
Site Ref:	Her 05					
Description:	Conservation area					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	As a conservation area, this stretch falls outside of the scope of work of this project					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Hermanus</b>					
<b>Site Ref:</b>	<b>Her 06, 07 and 08</b>					
<b>Description:</b>	This stretch of the lagoon is private property on muddy banks. Access is restricted except at the Prawn Flats Launch Site (Her 07)					
<b>Facilities provided:</b>	The launch site has a parking and turning area. picnic facilities					
<b>Planned uses catered for:</b>	Boat launching, picnic slab- no other facilities than refuse bins					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	The area shows signs of frequent and intensive use. The Municipality should consider installing ablutions and water pipes. This need was expressed by users of this launch site.					



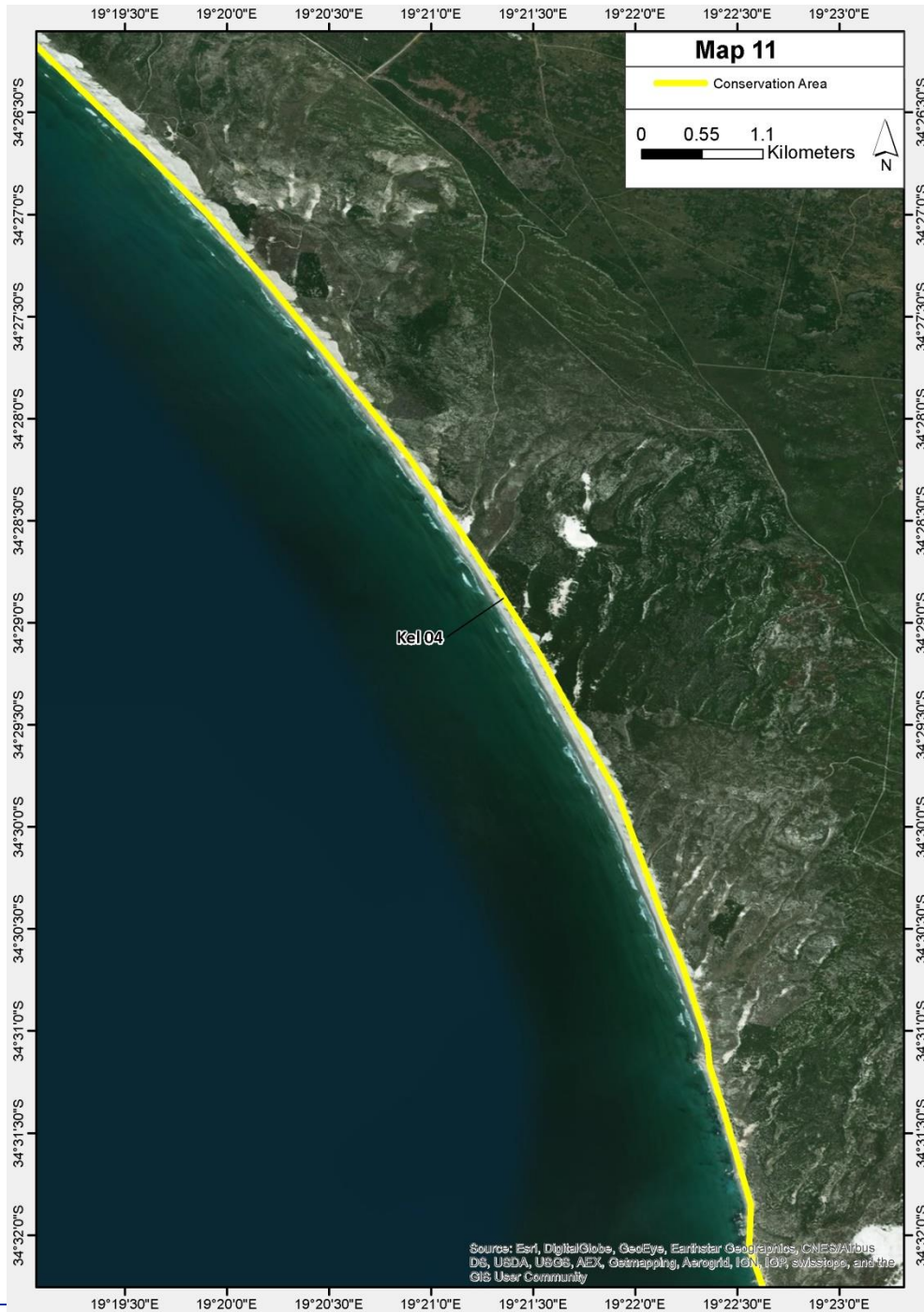
Comment

Nil

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
			X	X		

Town/area	Hermanus					
Site Ref:	Her 09					
Description:	This zone is a short stretch of coastline at the mouth of the Klein lagoon. Access is achieved via a gravel road from the suburban tarred road to the mouth and tidal flats. A second small track leads to a point about 50m downstream with similar facilities.					
Facilities provided:	Small parking area, path to tidal flats, post and rail to prevent vehicle access to beach					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Ni					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Hermanus					
Site Ref:	Her 10					
Description:	This is a major recreation node with a tarred road leaving the main road through Hermanus and running parallel to the coast.					
Facilities provided:	This is a major recreation node for Hermanus and includes the blue flag beach: Grotto Beach which provides facilities for disabled persons such as disabled parking bays, ramps and wheelchairs that can go into the sea.  The stretch contains a number of different nodes along its length with pull-off facilities, ablutions and kiosks and restaurants along its length. Access to the beach along this stretch is unrestricted and is facilitated.					
Planned uses catered for:	Swimming, surfing, picnic, sunbathing, dog walking on leash in restricted areas, kite surfing, viewing, kite surfing in restricted areas, general recreation.					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



Town/area	De Kelders					
Site Ref:	Kel 04					
Description:	Conservation area- SANParks- Die Plaat					
Facilities provided:	Access control via a boom					
Planned uses catered for:	Viewing, fishing					
Concerns:	Nil					
Needs:	Nil					
Comment	This is a conservation area and as such an assessment of its access facilities is outside of the scope of work of this project					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



Map 12 shows the end of Kel 04 and covers Die Kelders and the eastern portion of Gansbaai.

No conflict areas were identified in this sector.

Access to the sea is complicated by steep rocky cliffs for the most part and not by the presence of private properties.

A tarred road runs between private properties and the sea so that access (where physically possible) is not restricted.

Town/area	De Kelders					
Site Ref:	Kel 01					
Description:	A tarred road runs in a generally north-easterly between the houses and the rocky shore. Numerous pull-offs with stairways to the shore are provided.					
Facilities provided:	Bins, stairways, signage, parking areas					
Planned uses catered for:	Viewing, dog walking, conservation,					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	De Kelders					
Site Ref:	Kel 02					
Description:	Steep rocky cliffs- no formal access provision other than to the caves					

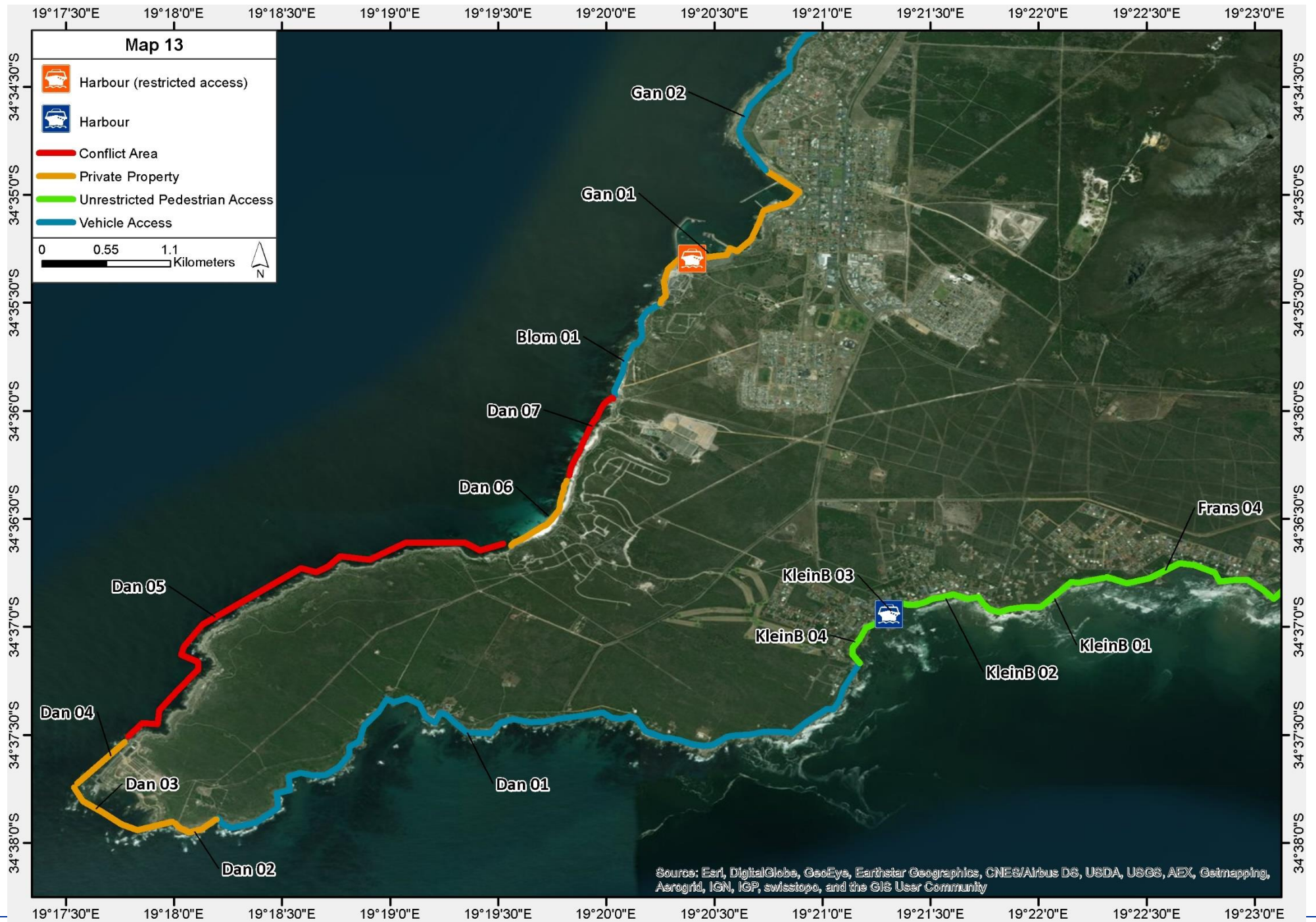
Facilities provided:	Stairway to caves					
Planned uses catered for:	Viewing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>De Kelders</b>
<b>Site Ref:</b>	<b>Kel 03</b>
<b>Description:</b>	A tarred road runs in a generally north-easterly direction between the houses and the rocky shore. Numerous pull-offs with stairways to the shore are provided.
<b>Facilities provided:</b>	Bins, stairways, signage, parking areas
<b>Planned uses catered for:</b>	Viewing, dog walking, conservation
<b>Concerns:</b>	Nil
<b>Needs:</b>	Nil
<b>Comment</b>	Nil

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Gansbaai					
Site Ref:	Gans 02					
Description:	Kus Weg runs in a generally north-easterly direction from the Harbour between the houses and the rocky shore. Numerous sand footpaths arise from the road to give access to the seashore.					
Facilities provided:	Bins					
Planned uses catered for:	Viewing, dog walking, conservation, fishing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Gansbaai					
Site Ref:	Gans 03					
Description:	Steep rocky cliffs- no formal access provision					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



The provision of a road running parallel to the sea continued through Gansbaai as far as the Gansbaai Harbour (Map 13) which is private property and access is restricted but not prevented.

Conflict for access was found in Dan 07 and Dan 05 the first as a consequence of the abalone farm and the second as a consequence of the presence of Romansbaai. Romansbaai permits limited access but its presence prevents access to the areas in Dan 05. This was not raised as a significant concern and so has not been carried forward.

Dan 04 and 03 are areas covered by the lighthouse and another abalone farm and access is accordingly restricted.

Access through Dan 02 and Kleinbaai is unrestricted and vehicles can approach the beach on a gravel road maintained by the municipality at Dan 01.

Town/area	Gansbaai					
Site Ref:	Gans 01					
Description:	Gansbaai Harbour- restricted access					
Facilities provided:	Ship launching, yachts, restaurant					
Planned uses catered for:	Ship launching, restaurants, fishing					
Concerns:	Nil					
Needs:	Nil					
Comment	This is a small craft harbour and falls outside of the scope of work for this project					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



<b>Town/area</b>	<b>Blompark</b>
<b>Site Ref:</b>	<b>Blom 01</b>
<b>Description:</b>	A well maintained gravel road runs through Blompark to the coast. At its terminus is a recreation area. The track runs north-east towards Gansbaai Harbour over the rocky coast with numerous informal paths to the sea but no further facilities other than a few refuse bins. This track appears not to be maintained and there is evidence of lateral migration and expansion.
<b>Facilities provided:</b>	At the terminus are braai facilities, ablutions, shelters, drinking water, signage, parking area and refuse bins.
<b>Planned uses catered for:</b>	Picnic/ braai, fishing, viewing
<b>Concerns:</b>	The track to the north-east shows evidence of lateral migration to avoid potholes etc as they develop. This results in an overall increase in the footprint of the “road” to the detriment of the dune vegetation. This should be formalised to prevent such expansion.







Needs:	Nil					
Comment	As above					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X			X	X	

Town/area	Danger Point					
Site Ref:	Dan 01					
Description:	Gravel road along a rocky shore towards Danger Point Lighthouse					
Facilities provided:	The road is well maintained and has a number of points at which the sea can be accessed. Refuse bins are provided at all points where the road meets the seashore					
Planned uses catered for:	Fishing, viewing.					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area		Danger Point				
Site Ref:		Dan 02				
Description:		Private property- access denied				
						
Facilities provided:		Nil				
Planned uses catered for:		Nil				
Concerns:		Nil				
Needs:		Nil				
Comment		Nil				
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Danger Point	
Site Ref:	Dan 03	
Description:	Private property- Transnet lighthouse- access restricted	
		
Facilities provided:	Nil	
Planned uses catered for:	Nil	
Concerns:	Nil	
Needs:	Nil	
Comment	Nil	

Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
Town/area	Danger Point					
Site Ref:	Dan 04					
Description:	Private property access denied –abalone farm					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Danger Point</b>					
<b>Site Ref:</b>	<b>Dan 05</b>					
<b>Description:</b>	No specific access provisions					
<b>Facilities provided:</b>	Nil					
<b>Planned uses catered</b>	Nil					

for:						
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Danger Point					
Site Ref:	Dan 06					
Description:	Private property limited access through Romansbaai					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Danger Point					
Site Ref:	Dan 07					
Description:	Private property access denied –abalone farm					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	The fishermen of Gansbaai who historically had access along the shore from Gansbaai to Danger Point are now excluded as a result of the construction of the security estate and abalone farms. This is a conflict zone					
Needs:	Solution to be sought to this conflict					
Comment	The fishing community in Blompark have access to the shoreline from the perimeter fence of the security estate to the Gansbaai Harbour. The Municipality needs to determine whether the dangerous route westwards which has been denied them is reasonable access before taking action. This requires further investigation					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
X		X	X		X	

<b>Town/area</b>	Kleinbaai					
<b>Site Ref:</b>	KleinB 01					
<b>Description:</b>	Rocky coastline in front of residences. A gravel track runs parallel to the coastline with numerous informal paths leading to the sea.					
<b>Facilities provided:</b>	Gravel track					
<b>Planned uses catered for:</b>	Viewing, fishing, conservation					
<b>Concerns:</b>	The legality of this track is uncertain					



Needs:

Nil

Comment	There is little evidence of any significant damage to dune vegetation					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

Town/area	Kleinbaai					
Site Ref:	KleinB 02 and 03					
Description:	The tarred road runs parallel to the coast with numerous formalised pull-offs for viewing as well as a formal recreation node east of the Harbour. This stretch includes the Kleinbaai Harbour					
Facilities provided:	Pull-offs, benches, tables, refuse bins, signage					
Planned uses catered for:	Sight-seeing, conservation, swimming in places					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Kleinbaai					
Site Ref:	KleinB 04					
Description:	The tarred road runs parallel to the coast with numerous formalised pull-offs for viewing as well as a formal recreation node east of the Harbour.					
Facilities provided:	Pull-offs, benches, tables, refuse bins, signage					
Planned uses catered for:	Sight-seeing, conservation, swimming in places					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Franskraal</b>					
<b>Site Ref:</b>	<b>Frans 03 and 04</b>					
<b>Description:</b>	The main front tarred road runs between the last row of houses and the rocky shore the entire length of Franskraal towards Kleinbaai. There are numerous paved pull-off pedestrian pathways with benches and tables for viewing. There are also numerous informal gravel roads straddling the pathways to turning circles on the rocky shore. While these appear to be maintained, their presence is questioned. There is evidence of lateral expansion and migrate of the informal roads to the detriment of the dune vegetation.					
<b>Facilities provided:</b>	Paved walkway- disabled parking and access to pull-offs, signage, refuse bins, receptacles for waste fishing line					
<b>Planned uses catered for:</b>	Fishing, viewing, bird watching, conservation, walking dogs on leash					



<b>Concerns:</b>	The gravel vehicle tracks that straddle the paved walkways show evidence of lateral expansion and migration. It is questioned whether these tracks are legal and necessary
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Needs:	Nil					
Comment	The Municipality should investigate whether the vehicle tracks are in fact necessary given the close proximity of the main tarred road. Should they be deemed necessary, they should be formalised and the lateral extent limited with post and rail. If they are deemed unnecessary they should be closed with barriers to prevent vehicle entrance.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
				X	X	?



The coastline in Franskraal is well provided with access. From Frans 05 to 01 a concrete pathway is provided through the dunes between the coastal road and the sea. This is well maintained and supplied with parking areas, refuse bins etc. However, additional vehicle tracks leading from these parking areas onto the rocks were obvious. Although the damage was localised as a consequence of

the rocky shore, lateral expansion of the informal tracks resulting in further damage to dune vegetation was evident. Access has already been supplied to the parking areas, further access is therefore unnecessary and damaging and potentially illegal. These pathways should be closed.

<b>Town/area</b>	<b>Franskraal</b>
<b>Site Ref:</b>	<b>Frans 01</b>
<b>Description:</b>	Private property- owned by the municipality skirts the western bank of the Uilenkraalsmond. Access is via a boom through a formal footpath or sand paths/ wooden stairways in the caravan/ camp site.
<b>Facilities provided:</b>	Caravan/ camping ground, ablutions, kiosk, restaurant, wooden stairways, parking and turning facilities, children's playground
<b>Planned uses catered for:</b>	Swimming, fishing, caravan/ camping, walking dogs on leash, bird watching, picnic
<b>Concerns:</b>	Numerous informal access routes to beach via campground

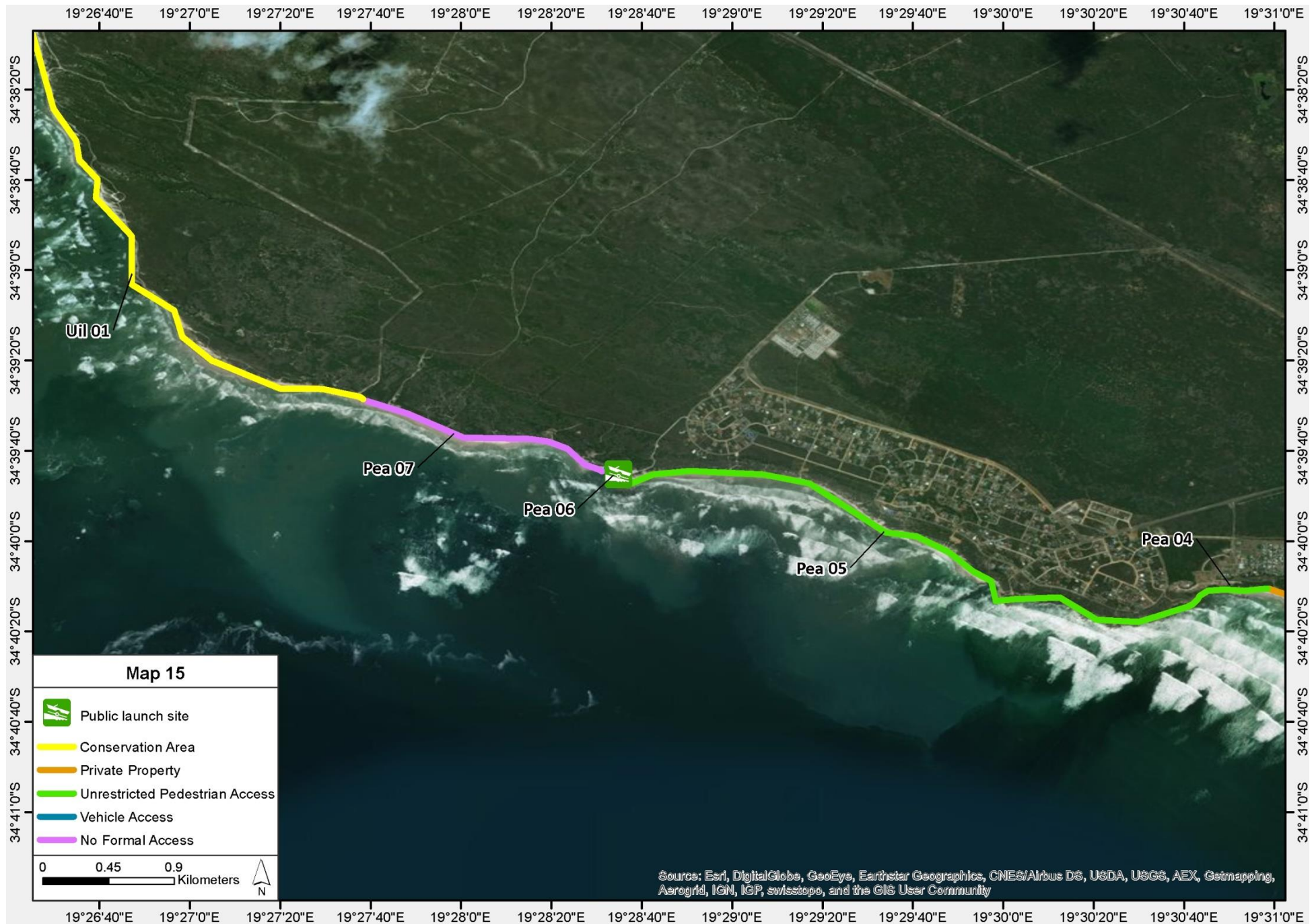


Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Franskraal					
Site Ref:	Frans 02					
Description:	Main beach facility at Franskraal- rocky shore and beach					
Facilities provided:	Tarred parking and turning area, benches, post and rail perimeter fence, signage, temporary kiosk, ablutions, bins, repositories for waste fishing gut, disabled bays but no access to beach					
Planned uses catered for:	Swimming, fishing, conservation, bird watching, picnic, dog walking on leash, conservation					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Uilenkraalsmond</b>					
<b>Site Ref:</b>	<b>Uil 01</b>					
<b>Description:</b>	Conservation area managed by CapeNature between Pearly Beach and Franskraal. Access via a boom from the R44- an entrance fee is levied. A single formal gravel road leads to the coast however informal tracks from this are evident.					
<b>Facilities provided:</b>	Access control					
<b>Planned uses catered for:</b>	Fishing, sight-seeing, walking					
<b>Concerns:</b>	It is evident that vehicles use this access to gain access to the conservation area to the south east and to Pearly Beach. In addition, it is obvious that vehicles access the beach itself.					
<b>Needs:</b>	Nil					

Comment	Conservation areas fall outside of the scope of work of this project, however, the illegal use of this access for poachers and to access the beach with ORVs which do not have permits was raised as a concern in Pearly Beach and Gansbaai.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	X



Map 14 already showed the location of the conservation area Uil 01. The remainder of Pearly Beach is well supplied with access points including a launch site. These formal access points notwithstanding numerous additional informal access points have developed through the dunes. Furthermore, as was noted in the previous sector, informal vehicular access tracks radiate from the formal parking areas resulting in damage to the dunes. These should be closed and rehabilitated.

The launch site is not maintained and the access boom is not functional. Evidence of poaching was obvious- the attention of law enforcement is drawn to this area.

Town/area	Pearly Beach					
Site Ref:	Pea 04					
Description:	Main beach access for Pearly Beach					
Facilities provided:	Gravel road from main tarred road to gravel parking area, signage and post and rail to limit vehicle movement. Two main paths cross the dune vegetation to the beach. Other gravel roads exit the main gravel road to the south-west along the rocky shore					
Planned uses catered for:	Swimming, fishing, dog walking on leash, conservation, viewing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Pearly Beach</b>
<b>Site Ref:</b>	<b>Pea 05</b>
<b>Description:</b>	This zone stretches from the main beach to the launch site in the West. It is generally a rocky coastline with sand pockets. The tarred municipal access road runs parallel to the coastline and numerous formal and informal roads and paths lead from this tarred road to the sea.
<b>Facilities provided:</b>	Some of the side roads have small parking areas, others not. Bins and some signage.
<b>Planned uses catered for:</b>	Fishing, walking, sire seeing, walking dogs on leash, conservation
<b>Concerns:</b>	There is evidence that the informal roads and paths are causing damage to the dunes and its vegetation and they may not be legal; proliferation would be a problem. There is clearly a need for a more formal access points. The municipality should conduct a needs analysis and attempt to plan to limit the number and extent of these paths.



Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

	damage					
					X	X

<b>Town/area</b>	<b>Pearly Beach</b>
<b>Site Ref:</b>	<b>Pea 06</b>
<b>Description:</b>	Designated launch site
<b>Facilities provided:</b>	Gravel road from Pearly Beach West. A derelict boom and gate-house are situated at its western terminus. They appear to no longer be in use. There is no turning circle or parking area at the terminus. Any turning must take place on the beach or encroach into the dune vegetation. It is uncertain how the ORV permits are checked for vehicles using this road.
<b>Planned uses catered for:</b>	Boat launch, fishing
<b>Concerns:</b>	The road is not well maintained and there is evidence of lateral migration into the dune vegetation resulting in an increasing footprint of damage. The lack of a turning circle and parking area at the terminus means that the dune vegetation is frequently damaged by vehicles and vehicles have to go onto the beach itself in contravention with legislation at times. Stakeholders claimed that this launch site is used to gain illegal access the private property and conservation land to the west.



Needs:	There is clearly a need for this launch site but it needs to be better managed to prevent illegal activities and damage to the dunes.					
Comment	As above					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X			X	X	X

Town/area	Pearly Beach					
Site Ref:	Pea 07					
Description:	Private land along a sandy coastline- no formal access but longshore pedestrian access possible. Evidence of private gravel roads to the coastline.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



Map 16 depicts the small residential development at Pearly Beach through which coastal access is restricted but not denied. The long

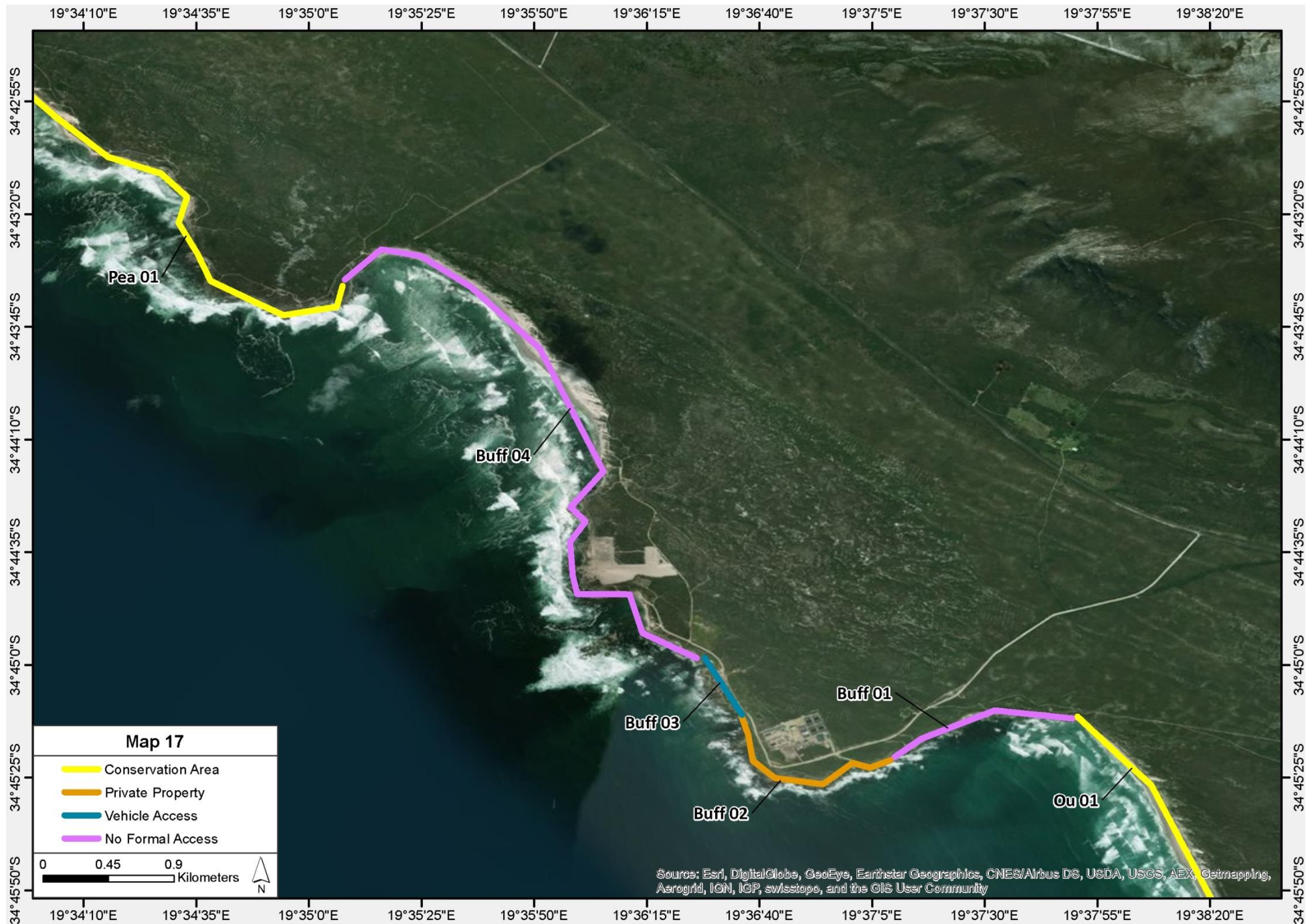
conservation area (Per 01) stretches over maps 16 and 17).

Town/area	Pearly Beach					
Site Ref:	Pea 01					
Description:	Conservation area stretching from Buffelsjag to the eastern edge of Pearly Beach- mixture of rocky shore and beach. Many informal roads and footpaths along and to the sea.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Since this is a conservation area and not under Municipal management it falls outside of the scope of work of this project					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Pearly Beach					
Site Ref:	Pea 02					
Description:	Sandy coastline- no formal access provision but informal roads and paths to the beach are in existence.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					

Needs:	The need for access in this area was not raised in either the formal feedback or workshop sessions but the evidence of informal roads and paths would suggest that in the next round of access planning, the Municipality may want to investigate formalising the access points to limit dune damage.					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	

Town/area	Pearly Beach					
Site Ref:	Pea 03					
Description:	Private property- Pearly Beach resort along a sandy beach. Access is possible for residents and day visitors via the access control boom at the resort. Access is via a single formal path although numerous informal paths from individual residences were evident.					
Facilities provided:	Access control boom, parking facilities outside the resort and along the access roads inside the resort, formalised path, signage, bins.					
Planned uses catered for:	Fishing, swimming, walking, walking dogs on leash					
Concerns:	The proliferation of informal paths from the individual houses is a source of some concern. They may not be legal and should be limited in number and extent.					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	X



Map 17 shows the whole of Buffelsjag settlement. While no formal access provision was evident there is a gravel road along the coast which provides access to a launch site. No environmental damage was observed at the time of the site visit. Access is only denied at Buff 02 in front of the abalone farm.

No conflict areas were identified here.

The yellow line depicting Oubaai conservation areas starts on this map and extends onto map 20 in order to maintain a consistent scale.

Town/area	Buffelsjag					
Site Ref:	Buff 01					
Description:	Rocky shore- no formal access although there are two large and numerous small informal paths from the main access road to the rocky shore					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	There is clearly a need for access paths to this stretch of coast. The Municipality should investigate formalising a single access path and prevent proliferation of others to the detriment of the dune vegetation					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	

Town/area	Buffelsjag					
Site Ref:	Buff 02					
Description:	Private property- abalone farm- no access to the coastline					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Buffelsjag					
Site Ref:	Buff 03					
<b>Description:</b>	Buffelsjag village situated on the top of the rocky platform on the coast. Access to the village is via a gravel road. There is little evidence of informal access over the rocks to the sea in front of the houses but it is not likely this would be concerning due to the nature of the rocky terrain. Access to the sea is commonly via the main road to the beach on the north of the area (Buff 04).					
<b>Facilities provided:</b>	Nil					
<b>Planned uses catered for:</b>	Fishing					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					
<b>Comment</b>	Nil					

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Buffelsjag</b>
<b>Site Ref:</b>	<b>Buff 04</b>
<b>Description:</b>	The main gravel access road running through Buffelsjag continues in a generally north-westerly direction to the beach and splits into numerous side roads with numerous informal paths between the roads and the sea. Access is unrestricted and a boat launching site is designated on the beach
<b>Facilities provided:</b>	Benches and refuse bins are provided but not maintained. Launch site, signage.
<b>Planned uses catered for:</b>	Fishing , boat launching
<b>Concerns:</b>	The proliferation of roads and paths into the dune vegetation is a source of concern. The Municipality should investigate whether these can be limited and formalised to limit the damage to the vegetation.

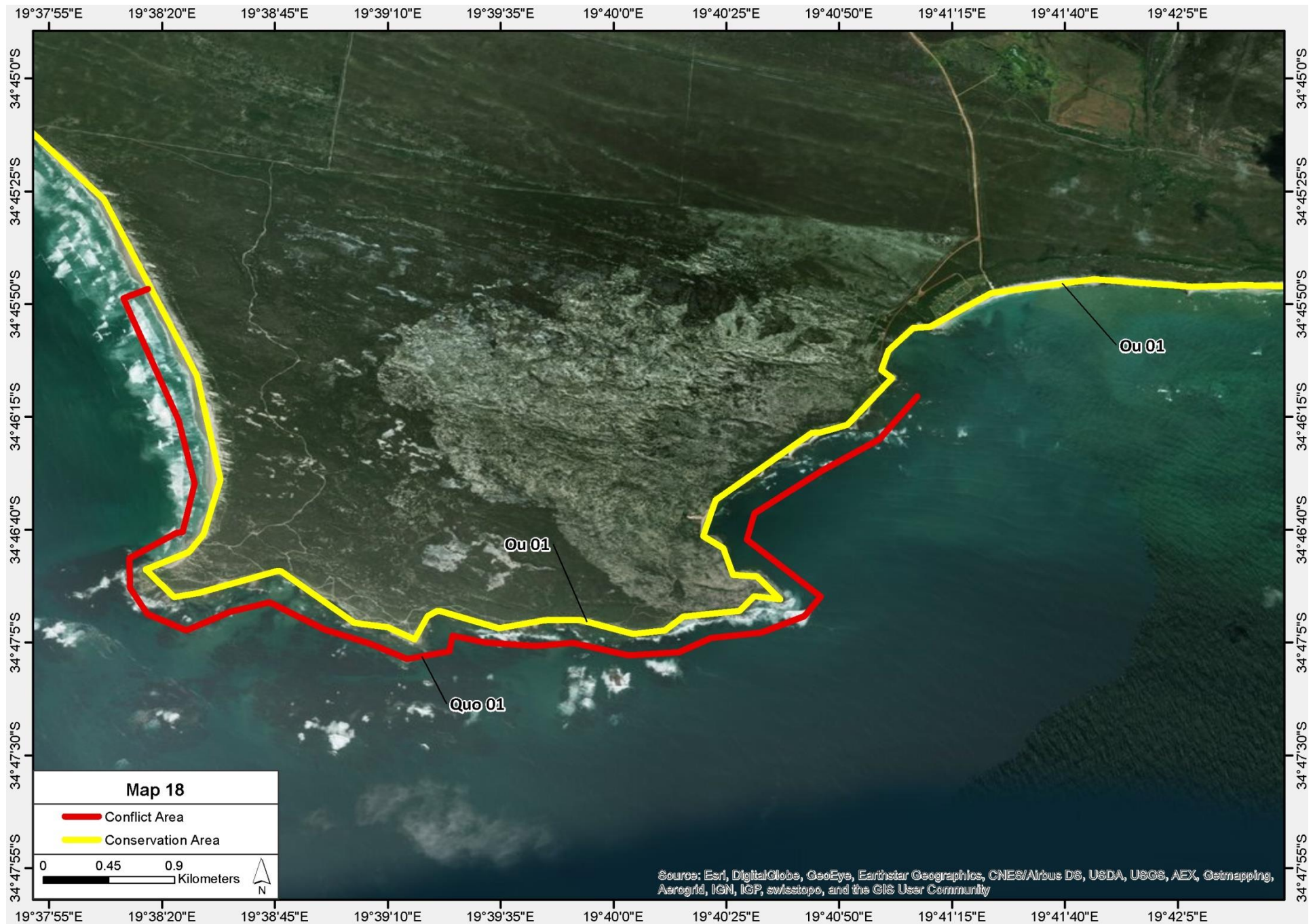


**Needs:**

There is clearly a need for this access

Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X			X	X	

Town/area	Oubaai					
Site Ref:	Ou 01					
Description:	Conservation area- restricted access					
Facilities provided:	Nil					
Planned uses catered for:	Not known					
Concerns:						
Needs:						
Comment	Assessment of conservation areas falls outside of the scope of this project					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities





Quo 01 is a conflict area which falls within the Ou 01 conservation area. With the development of the conservation initiatives, access to Quon Point for fishing has become difficult and not facilities are

provided. Since this is within Cape Nature jurisdiction, the authorities have been informed of this conflict through official channels.

Town/area	Quon Point					
Site Ref:	Quo 01					
Description:	Quon Point is a conservation area. Historical access for fishermen is now difficult but not impossible. Stakeholders claim variable conditions for entry to the point.					
Facilities provided:	Gravel roads but access is restricted at times					
Planned uses catered for:	Nil					
Concerns:	There is conflict with the local fishermen who claim historic use.					
Needs:	There is a need for drinking water and ablution facilities at the point					
Comment	This conflict needs to be investigated but it is outside the scope of this project since it involves Cape Nature.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
X			X		X	X



Aas 02 is a privately owned farm between Oubaai and Suiderstrand.  
Aas 01 is a conservation area again with restricted access (Map 21).

Town/area	Aasfontein					
Site Ref:	Aas 02					
Description:	Private property- restricted access					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



As can be seen from map 21, public coastal access is restricted in the western portions of Suiderstrand by private property Suid 05 and

conservation area Suid 04.

Town/area	Aasfontein					
Site Ref:	Aas 01					
Description:	Conservation area- restricted access					
Facilities provided:	Nil					
Planned uses catered for:	Not known					
Concerns:	Nil					
Needs:	Nil					
Comment	Assessment of conservation areas falls outside of the scope of this project					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Suiderstrand					
Site Ref:	Suid 04					
Description:	Conservation area- restricted access					
Facilities provided:	Nil					
Planned uses catered for:	Not known					

Concerns:	Nil					
Needs:	Nil					
Comment	Assessment of conservation areas falls outside of the scope of this project					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Suiderstrand					
Site Ref:	Suid 05					
Description:	Private property- restricted access					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



Suiderstrand itself is situated inside a conservation area (Suid 01-03) (Map 22) with little formal access facilities outside of the formal boat

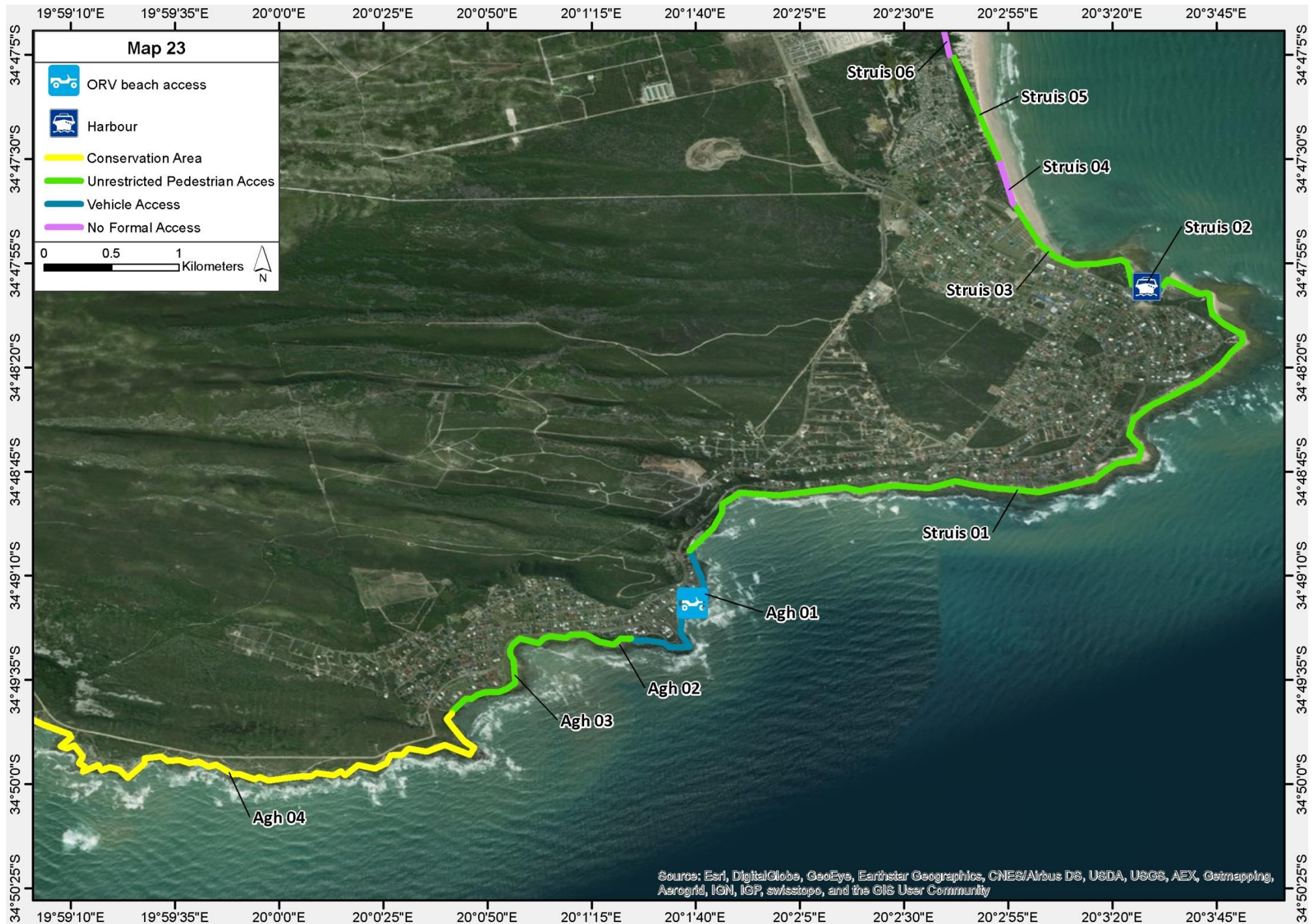
launch site but access elsewhere is relatively easy.

Town/area	Suiderstrand					
Site Ref:	Suid 01 and 03					
Description:	Two stretches of rocky shore in front of private dwellings. No formal access except for Suid 02 but numerous informal paths between houses and the beach					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	The numerous informal paths from private properties into the CPP should be limited to prevent damage to the dune vegetation. These paths may in fact not be legal.					
Needs:	Nil					
Comment	Action to be taken if paths found to be illegal.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
				X	X	?

Town/area	Suiderstrand					
Site Ref:	Suid 02					
Description:	Suiderstrand designated launch site					
Facilities provided:	Gravel road to beach with a chain to limit access. Parking along the access road which could get congested in season. Signage regarding launch sites.					

Planned uses catered for:	Boat launch, walking dogs (on leash), conservation					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	L'Agulhas					
Site Ref:	Agh 04					
Description:	Conservation area under SANParks.					
Facilities provided:	A continuous boardwalk with benches and look-outs have been constructed parallel to the main paved road all the way to Agulhas Point and is maintained by SANParks					
Planned uses catered for:	Conservation, bird watching, sight-seeing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



Map 23 covers Cape Agulhas and part of Struisbaai. The map shows that there is little restriction to coastal access in this sector. Indeed, numerous pull-offs and parking/ picnic areas have been provided in Cape Agulhas and Struisbaai. However informal vehicle tracks have developed between them along the coastline. The necessity and

legality of these informal tracks is questioned. Furthermore, it has resulted in lateral expansion of access points to the detriment of the coastal vegetation. These tracks should be closed and vegetation rehabilitated.

Town/area	L'Agulhas
Site Ref:	Agh 01
<b>Description:</b>	A stretch of rocky shore with a gravel road running along the rock platform parallel to the tarred road to the historic chapel giving rise to additional informal pedestrian access points
<b>Facilities provided:</b>	Bins, benches
<b>Planned uses catered for:</b>	Sight-seeing, dog walking on leash
<b>Concerns:</b>	The need for this parallel road is questioned as the main tarred road is so close. The gravel road shows signs of lateral expansion to the detriment of the dune vegetation. Such roads may also be illegal. They need to be closed





Needs:	There is a need to provide parking along the main road so that traffic is not disrupted in peak season if the gravel road is closed.					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X				X	X

<b>Town/area</b>	<b>L'Agulhas</b>
<b>Site Ref:</b>	<b>Agh 02</b>
<b>Description:</b>	Unrestricted pedestrian access via formal paths from the main tarred road. A gravel road parallels the main tarred road along the top of the rocky platform.
<b>Facilities provided:</b>	Bins, benches
<b>Planned uses catered for:</b>	Sight-seeing, dog walking on leash
<b>Concerns:</b>	The need for this parallel road is question as the main tarred road is so close. The gravel road shows signs of lateral expansion to the detriment of the dune vegetation. Such roads may also be illegal. They need to be closed





Needs:	There is a need to provide parking along the main road so that traffic is not disrupted in peak season if the gravel road is closed.					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X			X	X	?

Town/area	L'Agulhas					
Site Ref:	Agh 03					
Description:	Major recreation node					
Facilities provided:	Ablutions, tidal pools, bins, children play ground, picnic and braai facilities, benches and tables, grassed areas.					
Planned uses catered for:	Swimming, braai/ picnic, walking dogs on leash, sight-seeing, conservation					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Struisbaai</b>					
<b>Site Ref:</b>	<b>Struis 01</b>					
<b>Description:</b>	A stretch of rocky shore from the Harbour to L'Agulhas. Municipal roads have been constructed between the houses and the seafront and numerous formal and informal access points arise from that road. In some areas to the west of the stretch parallel informal roads have developed alongside the footpath on the tops of the rocky platform. These provide vehicle access to the picnic and viewing sites but have damaged the vegetation.					
<b>Facilities provided:</b>	Frequent pull-off sites from the tarred road. Benches and refuse bins. A continuous footpath along the coast with frequent picnic/ sight-seeing nodes.					
<b>Planned uses catered for:</b>	Picnic, sight-seeing, dog walking on leash					
<b>Concerns:</b>	The informal roads which run parallel to the footpaths allow illegal access of vehicles into the coastal zone. There is also lateral migration and expansion of these roads leading to further degradation of the dune vegetation. As the area is a rocky platform, erosion is not likely to be a problem but destruction of the dune vegetation could result in windblown sand migration.					

**Needs:**

There is a need for parking along the road and this may be used as an excuse for the informal roads.



Comment	The informal roads running parallel to the footpath should be closed.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X			X	X	X

Town/area	Struisbaai					
Site Ref:	Struis 02					
Description:	Commercial Harbour					
Facilities provided:	Slipway, restaurant, associated fishing industry businesses, signage					
Planned uses catered for:	Commercial fishing, boat launching					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Struisbaai					
Site Ref:	Struis 03					
Description:	Major recreation node which stretches to the Struisbaai Harbour.					
Facilities provided:	Caravan/ camping park, restaurants, parking, picnic facilities, swimming beach (Blue Flag), swimming pool, children's playground, life guards in season, paved walkway and yacht club, paved walkway along the front to the Harbour. Disabled parking and ramp to the beach.					
Planned uses catered for:	Swimming, dogs on leash, picnic, overnight camping, caravanning, yachting, sight-seeing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

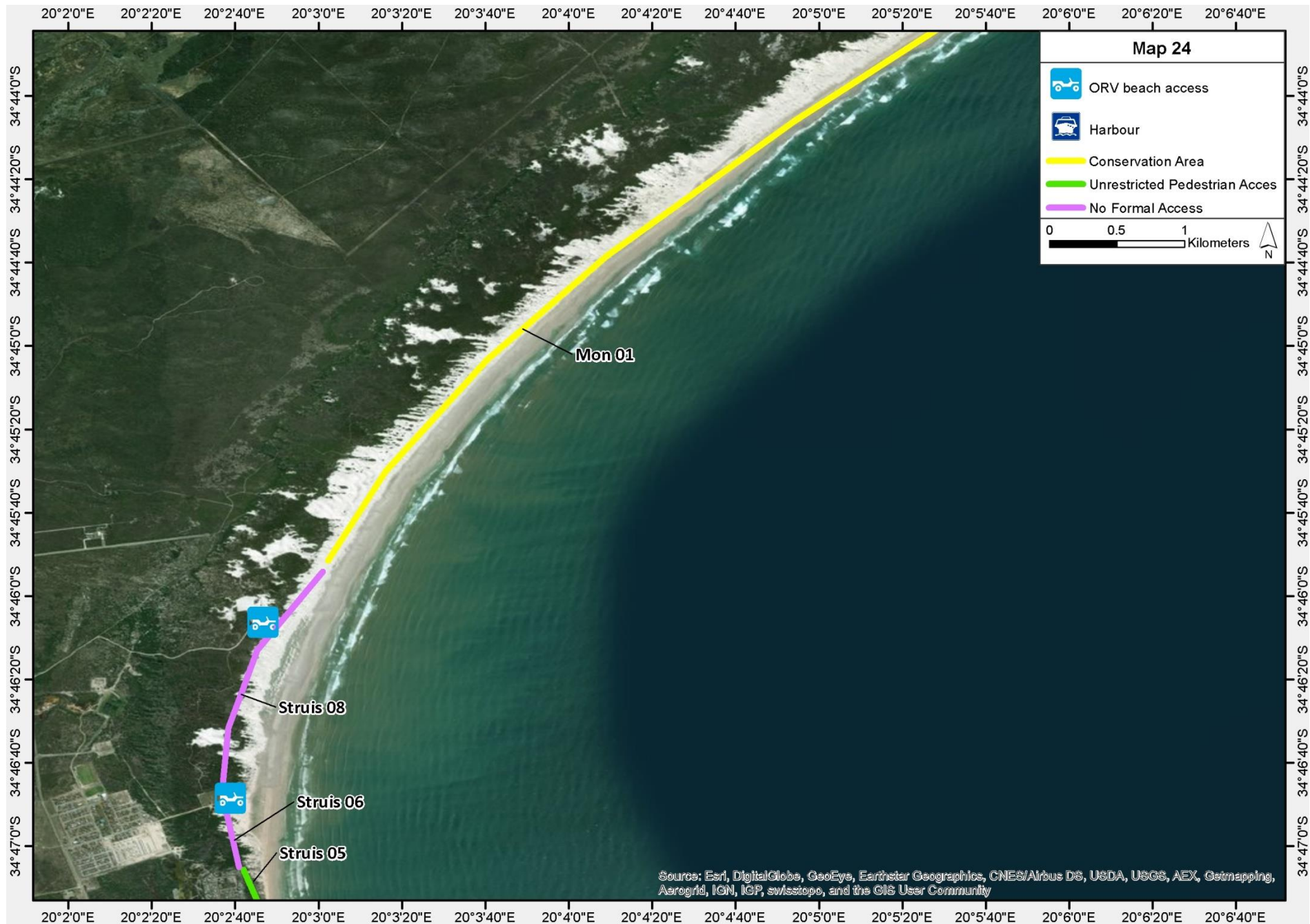
<b>Town/area</b>	<b>Struisbaai</b>					
<b>Site Ref:</b>	<b>Struis 04</b>					
<b>Description:</b>	Short stretch of coastline in front of vegetated dunes. No formal access but longshore access is possible from either side.					
<b>Facilities provided:</b>	Nil					
<b>Planned uses catered for:</b>	Nil					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					
<b>Comment</b>	Nil					

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Struisbaai
Site Ref:	Struis 05
<b>Description:</b>	A strip of coastline in front of Argonaut. There are a small number of formal access points from the perimeter roads through the vegetated dunes to the beach and numerous informal tracks through the dunes from individual properties.
<b>Facilities provided:</b>	A small number of formalised paths to the beach between the houses, refuse bins, signage.
<b>Planned uses catered for:</b>	Walking, dog walking
<b>Concerns:</b>	The numerous informal tracks from individual houses should be closed as they are not legal and cause damage to the dunes.



Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X					?





Map 24 covers the remainder of Struisbaai and the western portion of Die Mond which continues on map 25.

Struisbaai town is well provided with coastal access facilities including boardwalks, parking areas, swimming beaches etc. However the northern areas, while having formal access points are not well maintained resulting in illegal access to the beach by ORVs

and significant damage to the dune structure and vegetation damage. This requires urgent attention.

Town/area	Struisbaai					
Site Ref:	Struis 06					
Description:	A strip of coastline in front of new developments between Molshoop and Argonaut. No formal access but the dune vegetation is severely impacted through informal access. Longshore pedestrian access is possible from Struis 07 and Argonaut.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	The dune area needs to be stabilised and informal paths closed to protect the structure of the dunes and the vegetation.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X					

Town/area	Struisbaai					
Site Ref:	Struis 07					
Description:	Municipal road through Molshoop through the dunes to a small parking area with derelict ablution buildings and then over the dunes to the beach					
Facilities provided:	Municipal road to the dunes					
Planned uses catered for:	Fishing					
Concerns:	The access to the beach is unregulated and the number of vehicle tracks suggests frequent use. There is no lateral encroachment into the dune vegetation but illegal beach access by vehicles is likely.					
<div><div></div><div></div></div>						
Needs:	The access is well maintained and clearly needed but a mechanism of enforcing the ORV regulations must be implemented.					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

Town/area	Struisbaai					
Site Ref:	Struis 08					
Description:	Mobile, vegetated sand dune to flat sandy beach. No formal access provided over this stretch although informal paths are evident through the vegetated dunes.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Struisbaai</b>					
<b>Site Ref:</b>	<b>Struis 09</b>					
<b>Description:</b>	Well maintained sand road through dune vegetation culminating in a small turning circle/ parking area for approximately two cars. The track extends over the dunes to the beach where a wooden pole “fence” prevents unrestricted lateral vehicle access. Numerous vehicle tracks suggest frequent use.					
<b>Facilities provided:</b>	Graded sand road and fence on beach. Two informal tracks have been closed off.					



<b>Planned uses catered for:</b>	Fishing
<b>Concerns:</b>	There is no access control so there is no policing of the ORVs accessing the beach- many of which may not be permitted

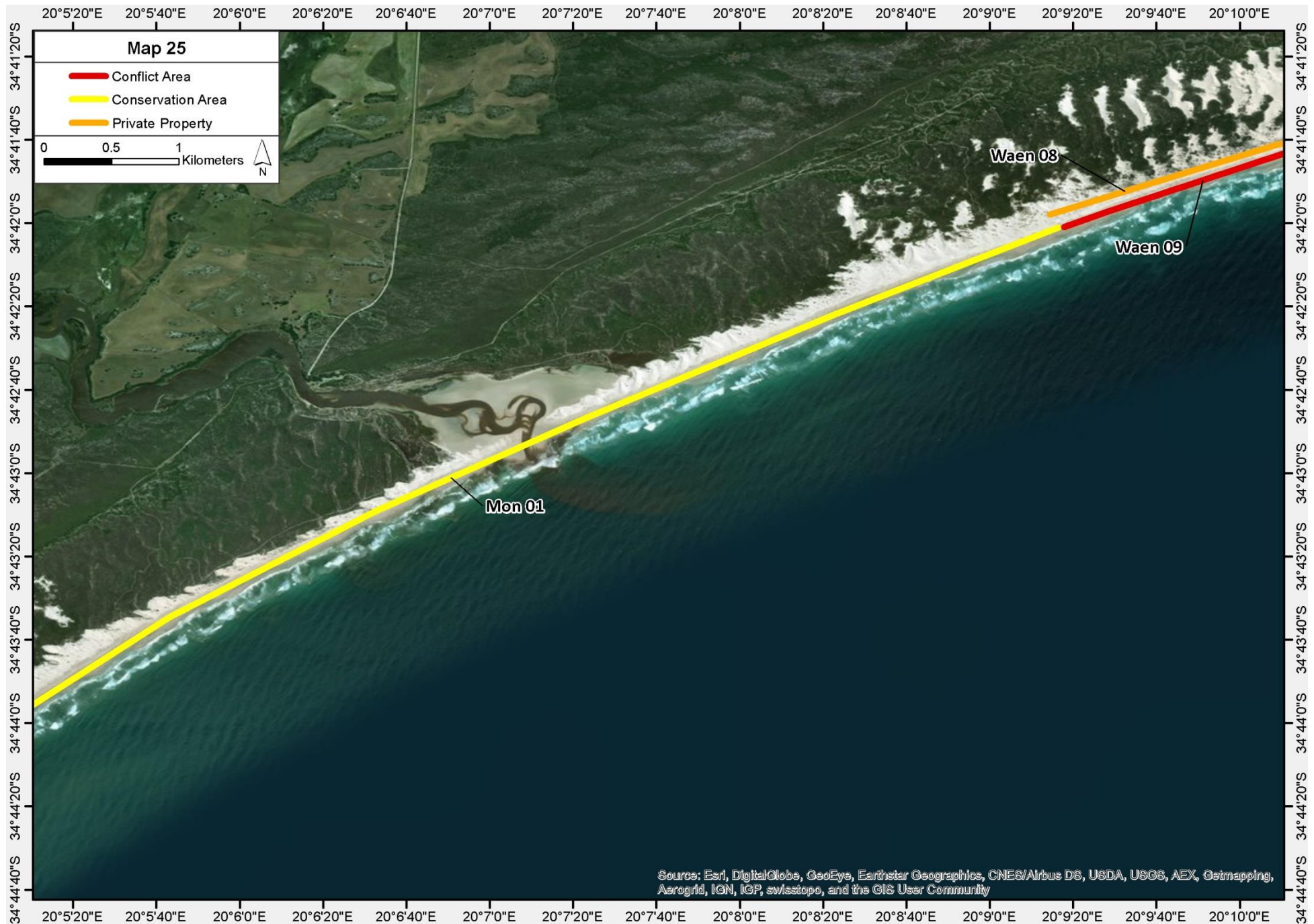


**Needs:**

There is clearly a need for this access,

Comment	The “parking area” on the beach is questioned as is the policing of the ORV permits.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
						?

Town/area	De Mond Reserve					
Site Ref:	Mon 01					
Description:	Conservation area					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	N/A					
Needs:	N/A					
Comment	Assessment of these areas is outside of the scope or work of this project					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



Map 25 shows the remainder of Die Mond conservation area and the start of Waenhuiskrans. Waen 09 is shown as a conflict area in private land. This should be read in conjunction with Waen 06 and 07 in map 26 as they are part of a complete situation.

The fishermen of Waenhuiskrans and Arniston have historically accessed the coastline south of Waenhuiskrans and the area to the west of the point with their families via the conservation area at the point. While access is possible via the gravel road along the coast from Waenhuiskrans, this requires a 4x4 and is dangerous. Preference was therefore to use the road through the reserve. The advent of the current nature reserve management plan required the termination of access through the park meaning that fishermen and their families had to go around the park either via the municipal road or through public property to the west of the park. The workshop in Arniston highlighted the difficulties and revealed that bollards and

barriers erected by Cape Nature in the reserve were regularly removed. Conflicting commentaries on the alternative route through private property to the west were received in the workshop.

Some landowners complained of illegal vehicular access through their lands and littering and uncontrolled fires on the beach. They further noted that they had been issued warning letters by DEA for “allowing” such illegal access.

Conversely fishermen related that some landowners were charging exorbitant fees for access across their property.

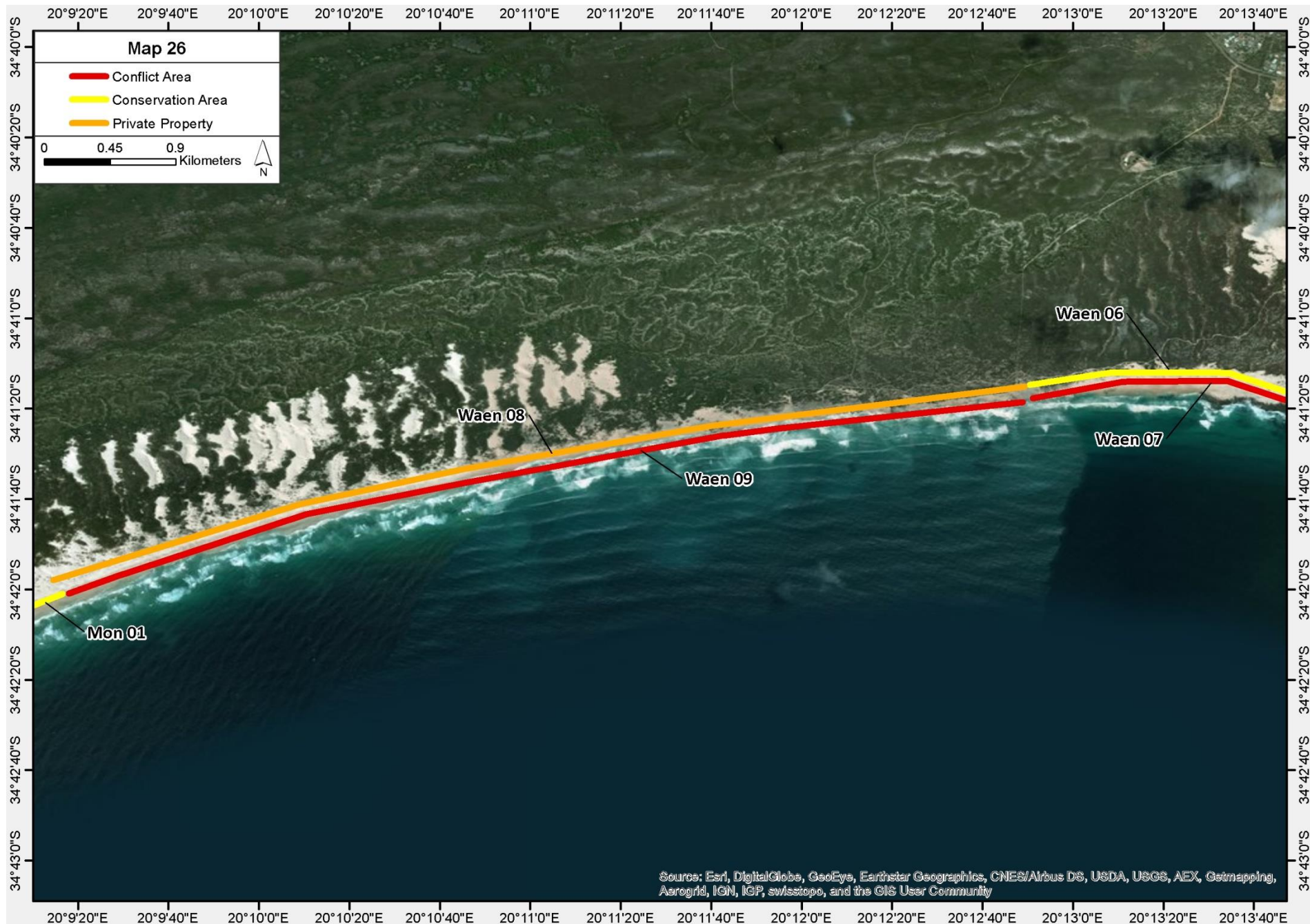
This issue has been referred to the Cape Nature authorities and the Municipality to resolve.

Town/area	Waenhuiskrans
Site Ref:	Waen 08 and 09
<b>Description:</b>	Private property to the CPP. Access by prior arrangement with land owners only although illegal access is evident.
<b>Facilities provided:</b>	Nil
<b>Planned uses catered for:</b>	Nil
<b>Concerns:</b>	The need for access through this land is exacerbated by the closure of the Cape Nature road in the reserve (Waen 06 and 07). ORVs traverse these properties illegally and the landowners have been served with notices by DEA for “allowing” illegal beach access. There is no management of activities of the visitors if they do gain access and unrestricted driving on the beaches and in the dunes takes place.



<b>Needs:</b>	It is uncertain if the need for access through these private properties would fall away if the Cape Nature Road was re-opened.
<b>Comment</b>	Further investigations need to be undertaken to resolve this conflict.

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
X	X		X		X	X

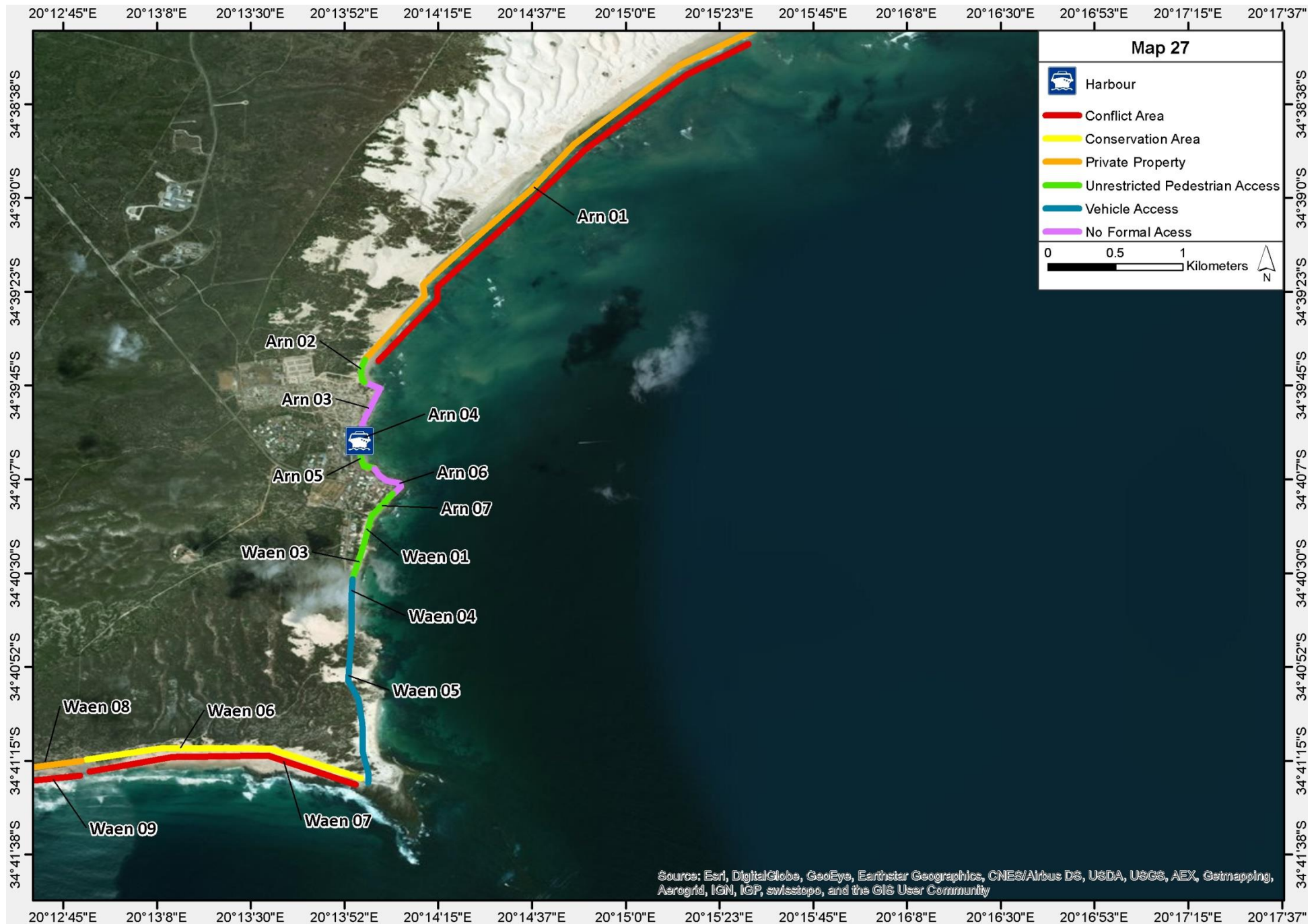


<b>Town/area</b>	<b>Waenhuiskrans</b>
<b>Site Ref:</b>	<b>Waen 06 and 07</b>
<b>Description:</b>	Conservation area managed by Cape Nature. A gravel road runs through the park in a south-westerly direction. This road was historically used by Arniston and Waenhuiskrans residents to access the southern beaches and fishing areas. It has since been closed by Cape Nature, however barriers placed by Cape Nature are frequently illegally removed to permit access for vehicles.
<b>Facilities provided:</b>	Nil
<b>Planned uses catered for:</b>	Conservation only
<b>Concerns:</b>	This is a conflict area in which historic uses have now been denied. If the access road through the park were to be re-opened and managed, it would take the pressure of the dangerous road down the eastern coast to the point.



<b>Needs:</b>	Access to the southern beaches and fishing areas
<b>Comment</b>	This is outside of the scope of work of this project as it falls within Cape Nature jurisdiction

Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
<b>X</b>					<b>X</b>	<b>X</b>

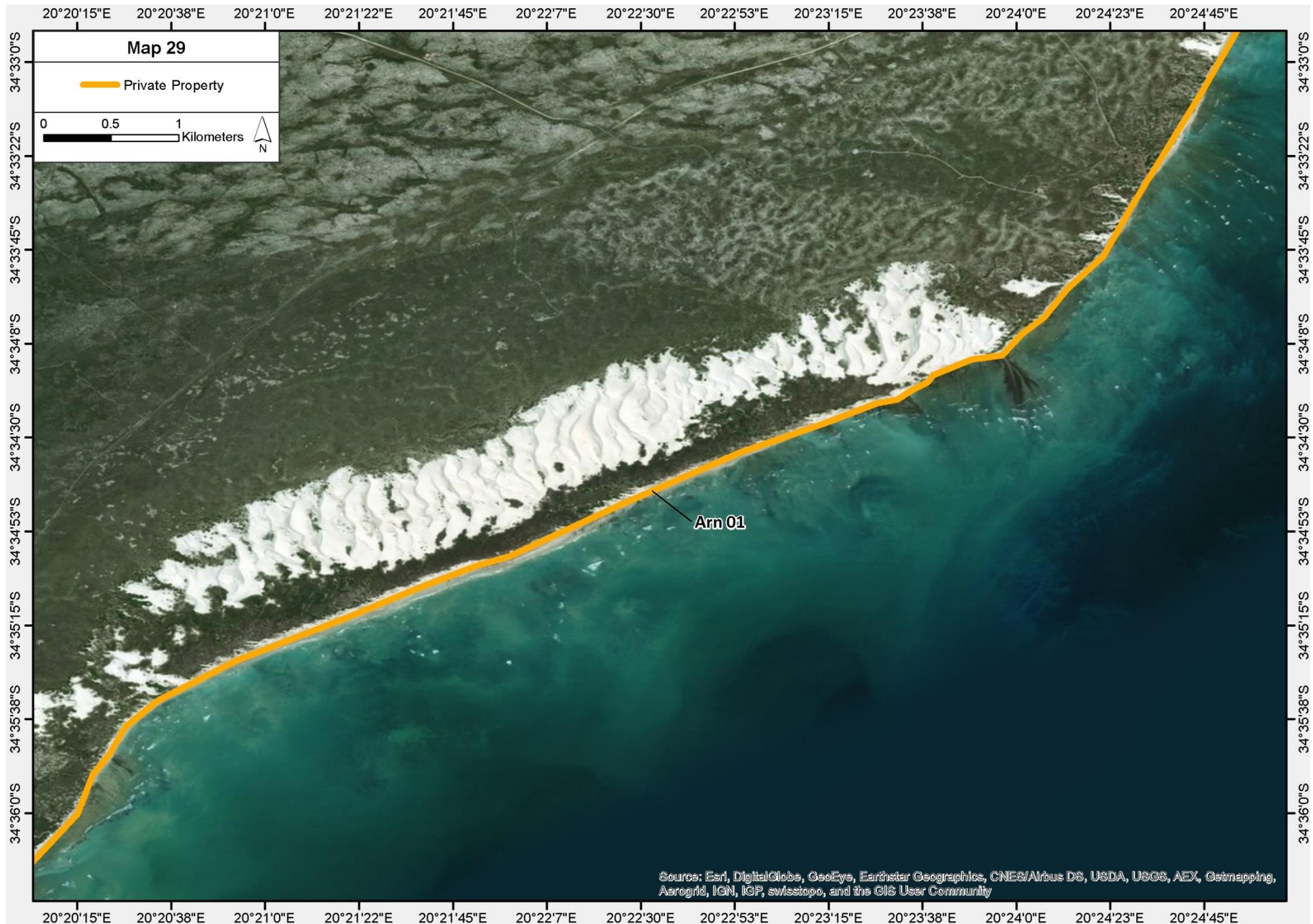


Arniston itself is well provided with coastal access including a harbour and recreation node.

A minor conflict was identified concerning access through private property in the southern portion of Arn 01 but it was discovered after the workshop that this has been resolved. However, since it was raised the workshop it is duly recorded.

Arn 01 is a long stretch of privately owned farms through which access is restricted but not prohibited. In order to maintain a consistent map scale it is continued over successive maps to end on map 30.





<b>Town/area</b>	<b>Waenhuiskrans</b>
<b>Site Ref:</b>	<b>Waen 01, 02 and 03</b>
<b>Description:</b>	Private residences abut the CPP but there is ample longshore pedestrian access. Numerous informal private paths through the dune vegetation have developed but only one formal access point (Waen 02) has been provided
<b>Facilities provided:</b>	A single formal access point
<b>Planned uses catered for:</b>	Dog walking, viewing, walking
<b>Concerns:</b>	Numerous informal paths from the private residences through the dune vegetation to the beach have developed. Aerial photographs and visual inspection show erosion occurring as a result to the detriment of the dune vegetation. These need to be restricted in number and size to prevent further damage. The numerous informal paths may not be legal. The Municipality needs to determine their legal status and close them if necessary.





Needs:	The is obviously a need to access but this should be more formalised					
Comment	Maintenance is required as is further investigation into access needs.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X			X	X	?

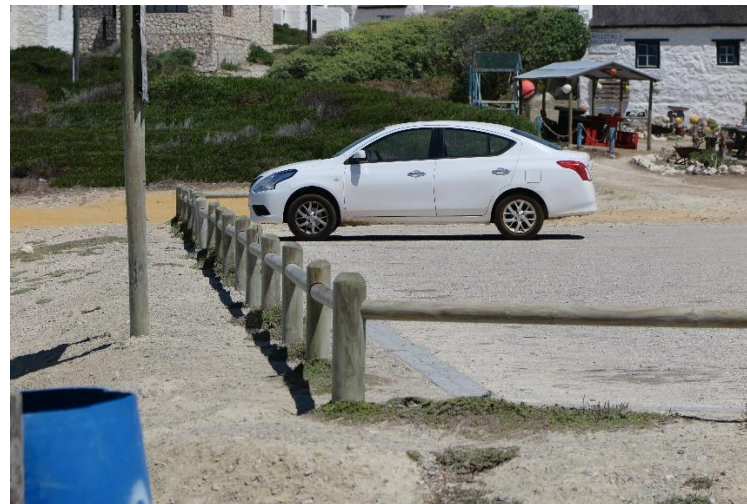
<b>Town/area</b>	<b>Waenhuiskrans</b>
<b>Site Ref:</b>	<b>Waen 04</b>
<b>Description:</b>	Vehicle access to the beach. A low-lying gravel parking area for beach access by vehicles. Recreation node.
<b>Facilities provided:</b>	Parking, stairs, ablutions, picnic facilities, signage, refuse bins
<b>Planned uses catered</b>	Swimming, fishing, viewing, dog walking on leash, fishing

for:						
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Waenhuiskranz					
Site Ref:	Waen 05					
Description:	Sand/ gravel road (owned by Municipality) to the point- suitable for permitted ORV only and is not well maintained. Considered dangerous by residents.					
Facilities provided:	Signage warning of need for ORV permit					
Planned uses catered for:	Access to the point					
Concerns:	This road is restricted to permitted ORV only but is not well maintained. It has safety risks as well as the fact that it does not permit access for the broader public					
Needs:	The road needs to be improved					
Comment	There is no policing of the permit requirements and so it is likely that ORVs which are not permitted make use of this road.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X	X	X	X		?

Town/area	Arniston					
Site Ref:	Arn 01					
Description:	Private property- longshore pedestrian access through dunes is possible. Limited vehicular access possible through prior arrangement					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	This area was historically available for vehicular access for fishermen. It is now an area of conflict since the land was sold to private owners.					
Needs:	Vehicular access to the beach					
Comment	This area was identified in the workshop as a conflict area which needs resolution. <b>Note</b> it was discovered after the workshop that this has since been resolved.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
X					X	

<b>Town/area</b>	<b>Arniston</b>					
<b>Site Ref:</b>	<b>Arn 02</b>					
<b>Description:</b>	Gravel road to parking and picnic area with braai facilities, ablutions, benches and lookout points. Stairs lead down to the beach. Adequate signage.					
<b>Facilities provided:</b>	Ablutions, signage, stairs, benches, braai facilities, parking, turning circle, waste bins					
<b>Planned uses catered for:</b>	Swimming, sight-seeing, braai, picnic, fishing					
<b>Concerns:</b>	Numerous informal paths have been made through the dune vegetation to the north. These should be limited in number to prevent dune degradation.					



Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
				X		

Town/area	Arniston
Site Ref:	Arn 03
<b>Description:</b>	Cliffs and rocky shore in front of Kasiesbaai. No formal access provided but numerous informal paths exist.
<b>Facilities provided:</b>	Nil
<b>Planned uses catered for:</b>	Nil
<b>Concerns:</b>	Nil

Needs:	Nil					
Comment	The numerous informal paths may not be legal. The Municipality needs to determine their legal status and close them if necessary.					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	?

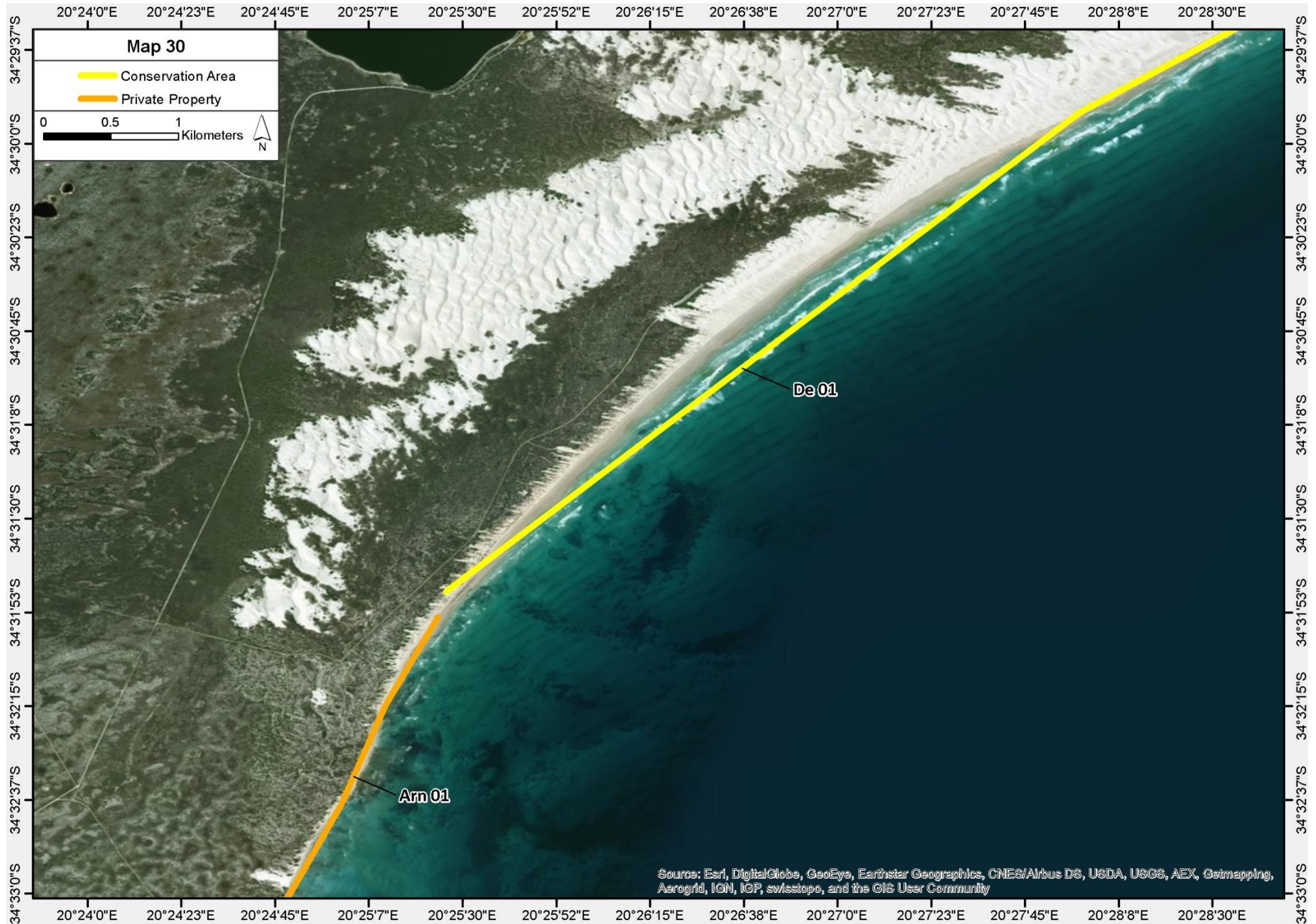
Town/area	Arniston					
Site Ref:	Arn 04					
Description:	Arniston Harbour					
Facilities provided:	Ship launching, commercial activities, signage					
Planned uses catered for:	Commercial fishing and associated activities					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Arniston					
Site Ref:	Arn 05					
Description:	Main recreation area for Arniston tourists and residents. A grassed area is provided on top of the bluff, stairs lead to the main swimming beach.					
Facilities provided:	Picnic areas, benches, tables, stairs, ablutions, signage, refuse bins					
Planned uses catered for:	Picnic, swimming, viewing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

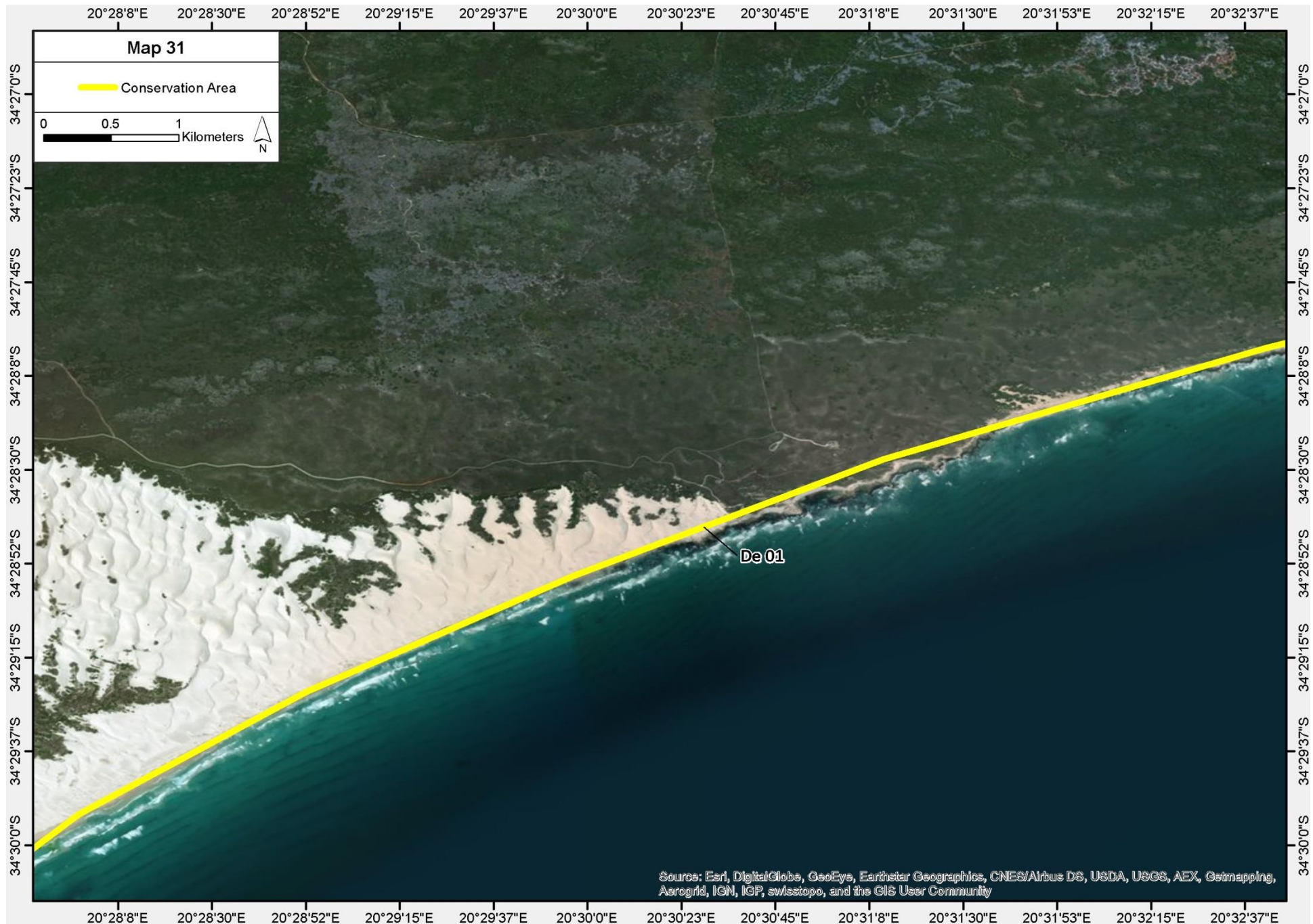
<b>Town/area</b>	<b>Arniston</b>					
<b>Site Ref:</b>	<b>Arn 06</b>					
<b>Description:</b>	Cliffs with private residences on top. No formal access provided- longshore pedestrian access difficult					
<b>Facilities provided:</b>	Nil					
<b>Planned uses catered for:</b>	Nil					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					
<b>Comment</b>	Nil					

Priority Action Items						
Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Arniston					
Site Ref:	Arn 07					
Description:	Private residences run to the CPP. There are three formal access points at the end of Kranz, Ceres and Cliff Streets. These lead to formal paths/walkways to the beach through the dune vegetation. Longshore pedestrian access is possible.					
Facilities provided:	Access road, no parking, maintained pathways to the beach					
Planned uses catered for:	Walking, dog walking on leash, viewing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



The De Hoop nature reserve covers a large expanse of coastline and in order to maintain a consistent map scale it covers maps 30 to 36. As a conservation area, access is restricted but access can be attained (see Appendix 1)



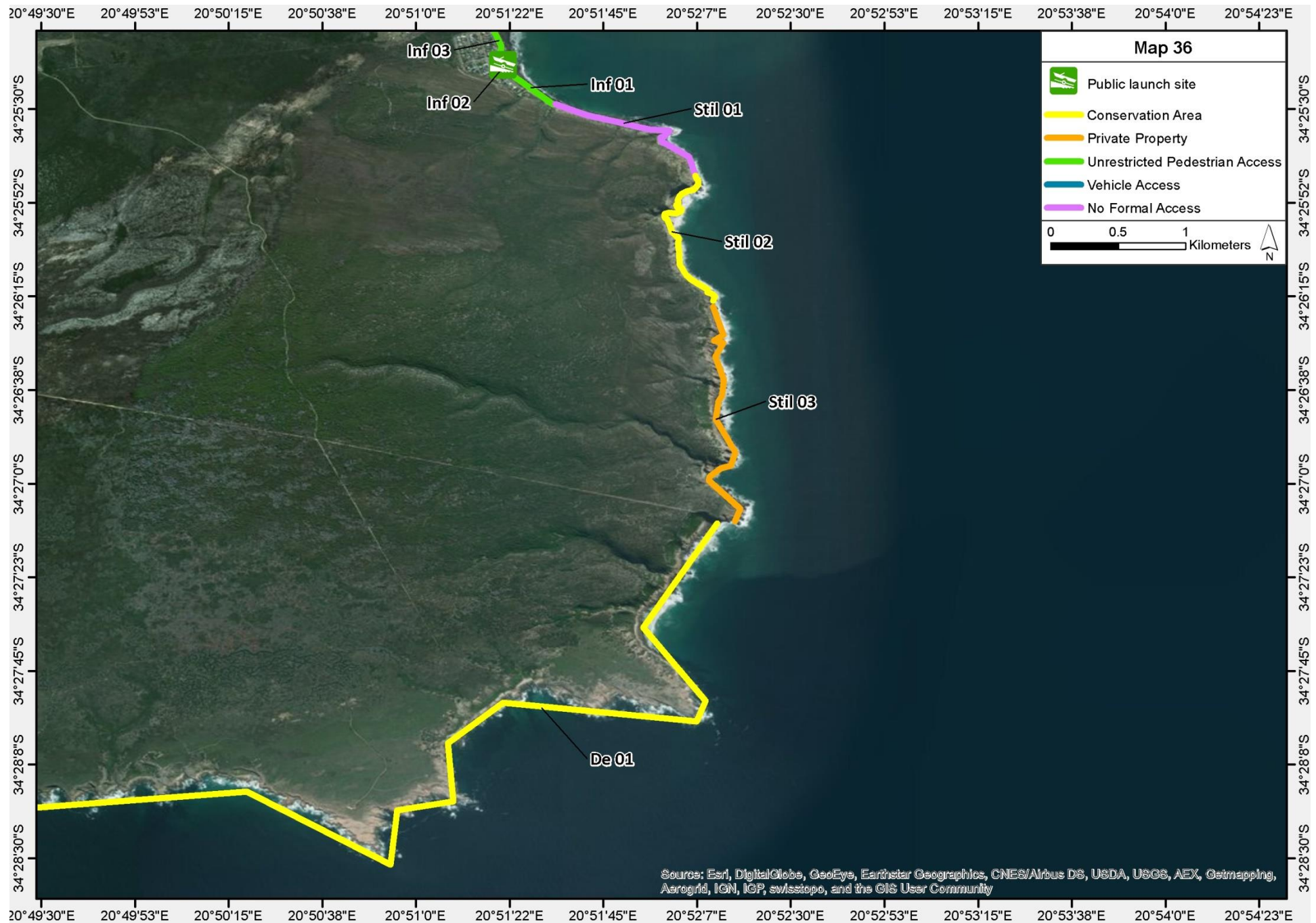








Town/area	De Hoop					
Site Ref:	De 01					
Description:	Conservation area					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	N/A					
Needs:	N/A					
Comment	Assessment of these areas is outside of the scope or work of this project					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities



Map 36 shows Stilbaai and most of Cape Infanta. The southern portions of Stilbaai have restricted coastal access as a result of private property and conservation areas.

In the town of Cape Infanta itself there is adequate access. Much of it is pedestrian only except for the launch site. Access is along shore in front of private houses.

As has been noted elsewhere informal private paths have developed from the houses to the beach which should be removed.

Town/area	Stilbaai to Cape Infanta					
Site Ref:	Stil 01					
Description:	Private property- no formal access. Rocky shore so longshore pedestrian access is difficult					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Stilbaai					
Site Ref:	Stil 2					
Description:	Conservation area- access controlled by Cape Nature					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	N/A					
Needs:	N/A					
Comment	Assessment of these areas is outside of the scope or work of this project					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

<b>Town/area</b>	<b>Stilbaai</b>					
<b>Site Ref:</b>	<b>Stil 03</b>					
<b>Description:</b>	Private land- no access					
<b>Facilities provided:</b>	Nil					
<b>Planned uses catered for:</b>	Nil					
<b>Concerns:</b>	Nil					
<b>Needs:</b>	Nil					
<b>Comment</b>	Nil					

Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

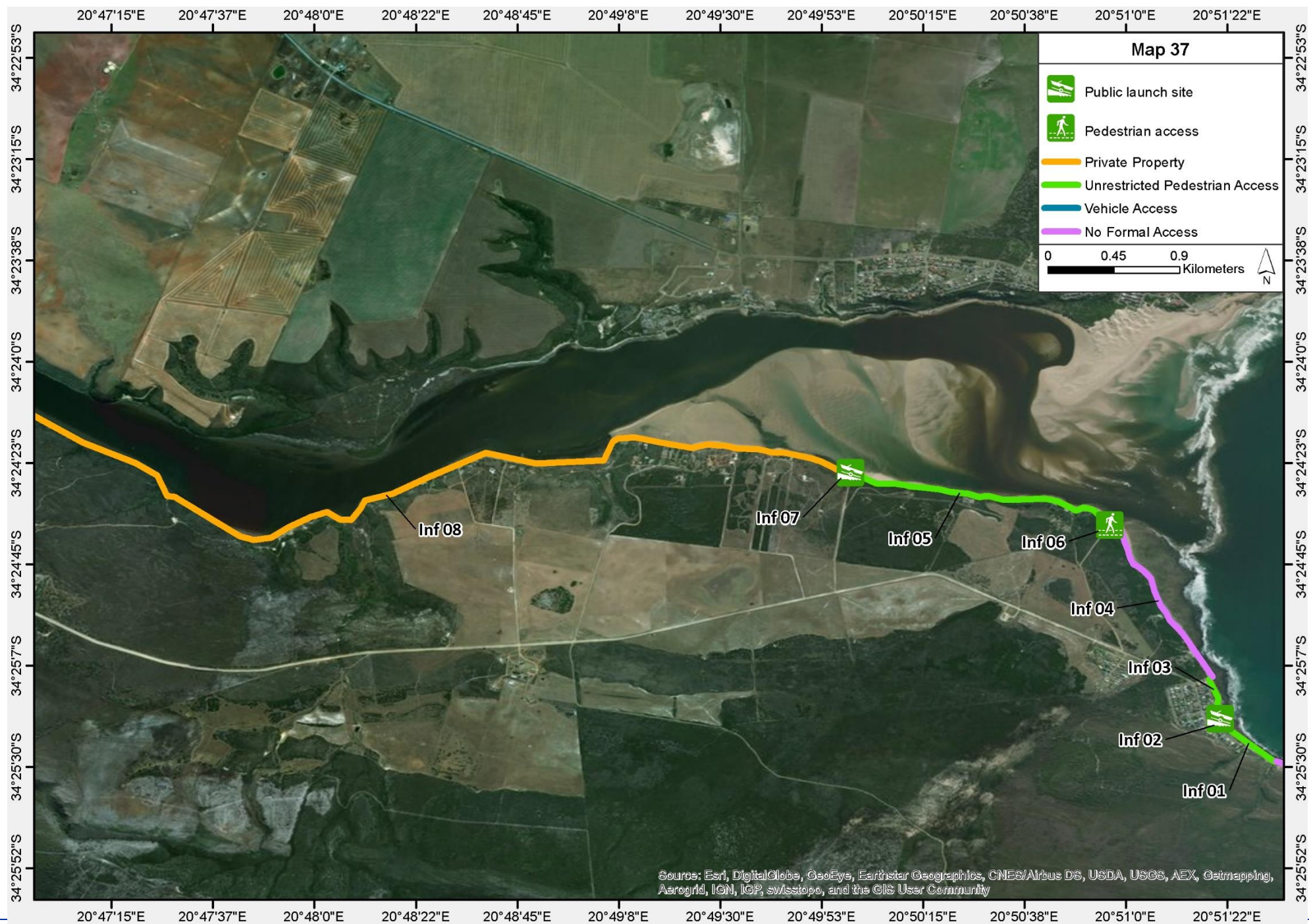
Town/area	Cape Infanta					
Site Ref:	Inf 01					
Description:	Private residences run to the CPP. No access between houses but pedestrian access longshore is not prevented. A single private road runs south-east but is gated and vehicular access prevented					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Cape Infanta					
Site Ref:	Inf 02					
Description:	Designated launch site and recreation area					
Facilities provided:	Slipway, parking, showers, ablutions, grassed area, picnic tables, lookout facilities, stairway, signage, children's playground					
Planned uses catered for:	Boat launching, picnic, swimming					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Cape Infanta					
Site Ref:	Inf 03					
Description:	Private residences to the CPP. A gravel road for resident's use runs seaward of the properties- there is a gate which can be used to restrict vehicular access. Pedestrian access is not restricted. There are numerous informal paths through the dune vegetation to the beach.					
Facilities provided:	Gravel road and gate					
Planned uses catered for:	Walking, viewing, fishing					
Concerns:	<p>The road in front of the houses does not have a name and may not be a formally declared road and may therefore be illegal. However it is maintained and provides pedestrian access and limited vehicular access to the CPP.</p> <p>The numerous informal paths through the dune vegetation are of concern. Consideration should be given to formalising one or two to prevent dune degradation.</p>					



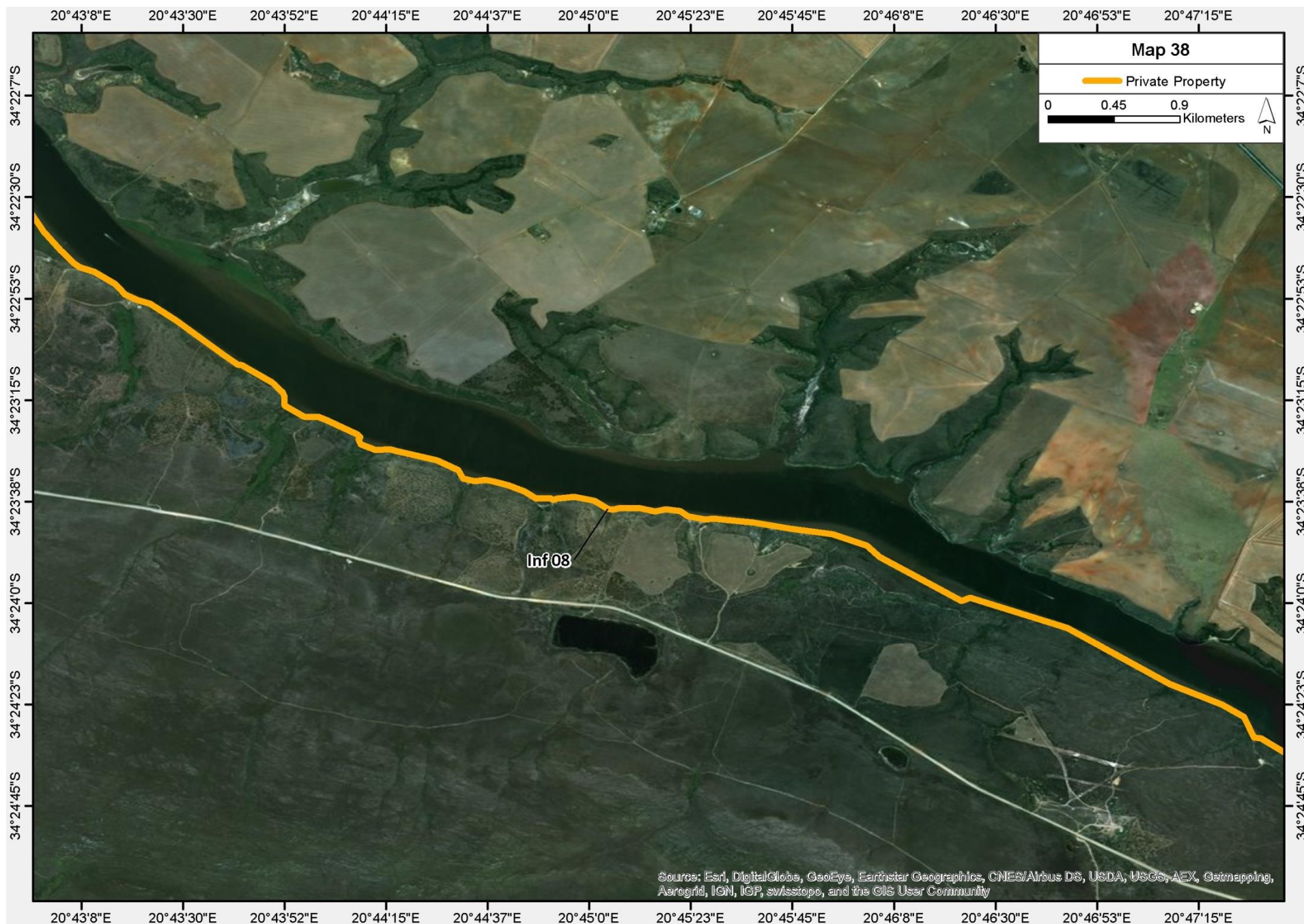
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	X				X	?

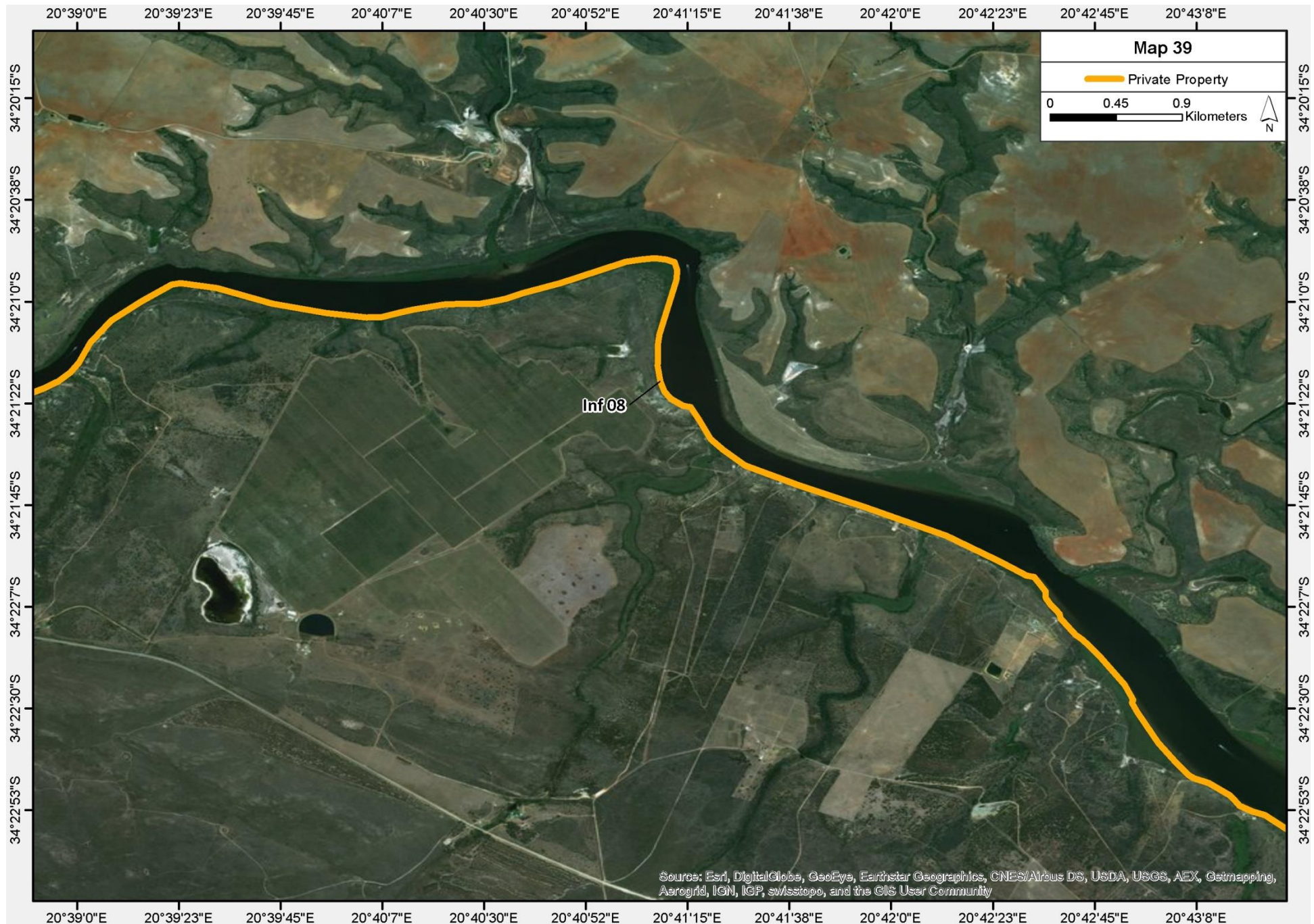


Map 37 shows the two formal launch points north of Cape Infanta as well as the boardwalk at Inf 06.

Inf 04 had not formal access provisions and pedestrians can access the area but it comprises steep sand cliffs so this is unlikely.

Inf 08 is the start of a long stretch of privately owned properties along the waters edge of the Breede River which extend to Malgas. Access to the tidal water is restricted. In order to maintain a consistent map scale, Inf 08 covers maps 37 to 40.






Town/area	Cape Infanta					
Site Ref:	Inf 04					
Description:	Private property to the water's edge- no formal access provided. Longshore pedestrian access is difficult as a result of steep cliffs					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Cape Infanta					
Site Ref:	Inf 05					
Description:	Private property fronts onto the water's edge. Longshore pedestrian access is not denied but is difficult in places as a result of steep cliffs and unstable slopes.					
Facilities provided:	Nil					
Planned uses catered for:	Nil					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					

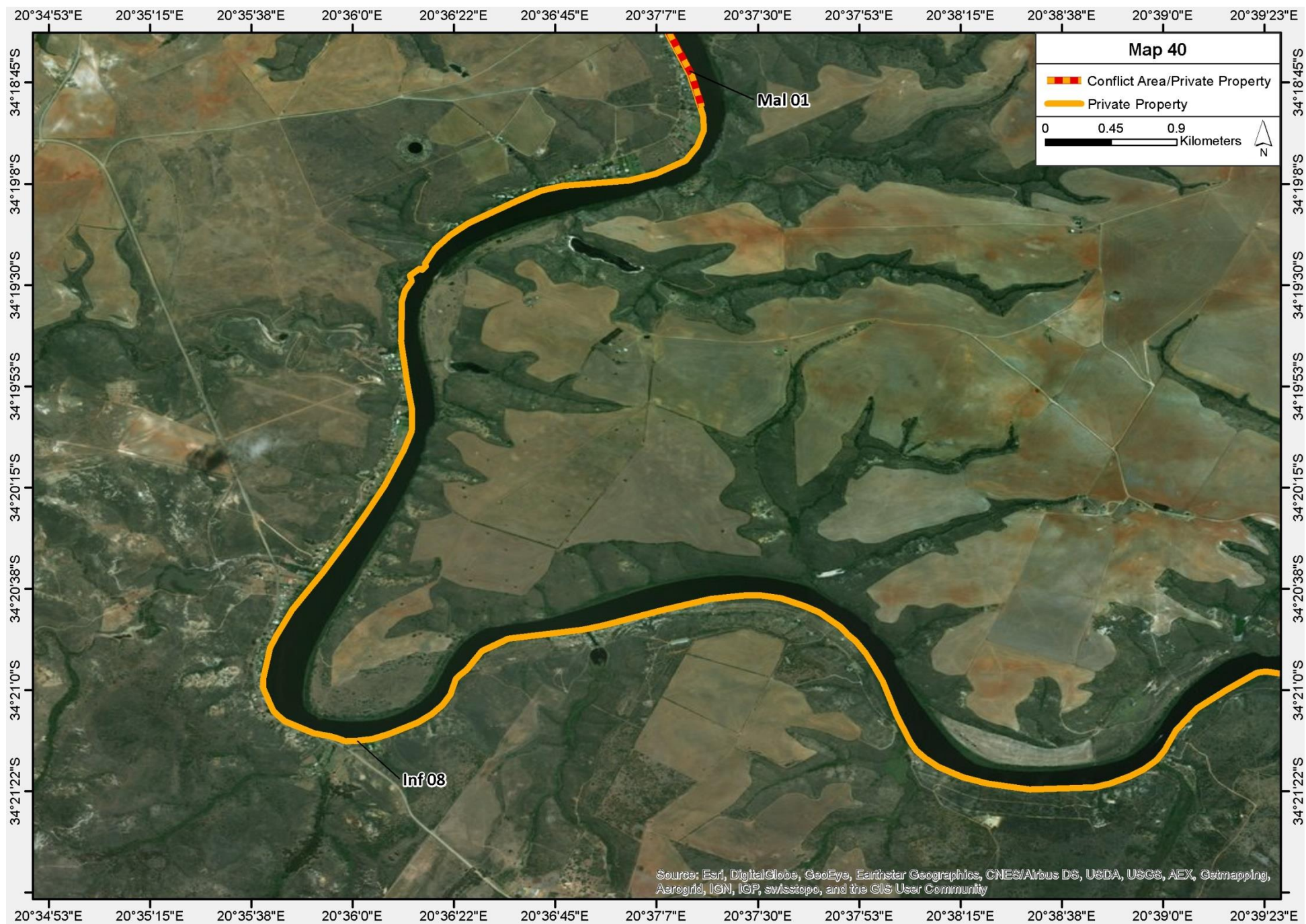
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

Town/area	Cape Infanta		
Site Ref:	Inf 06		
Description:	A single gravel road leads from the main road to a gravel parking area with ablutions and a wooden lookout point and stairway to the beach		
Facilities provided:	Ablutions, signage, fencing to prevent lateral expansion of the parking area, bins, wooden viewing platform, wooden stairs to the beach		
Planned uses catered for:	Viewing/ viewing, fishing		
Concerns:	Some erosion on either side of the stairway which needs to be monitored		
			

Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	

Town/area	Cape Infanta					
Site Ref:	Inf 07					
Description:	Designated launch site accessed via gravel road from main road to Cape Infanta. The banks on either side are relatively flat- and privately owned. Pedestrian access is possible longshore					
Facilities provided:	Concrete slipway, parking area, turning circle, ablutions, refuse bins, signage. Vehicle movement longshore prevented.					
Planned uses catered for:	Boat launching, sight-seeing, fishing					
Concerns:	Nil					
Needs:	Nil					
Comment	Nil					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities

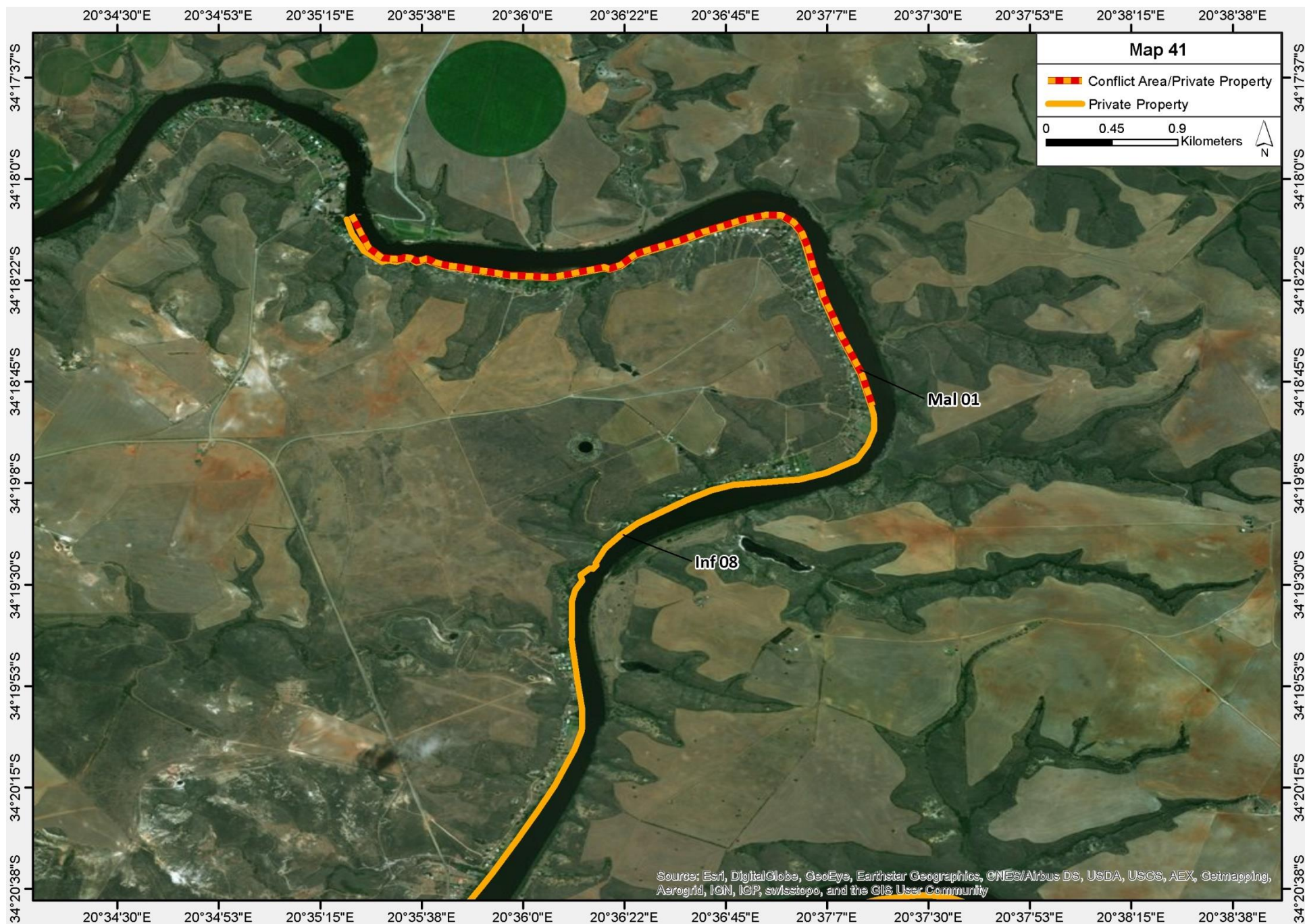
Town/area	Cape Infanta- Malgas					
Site Ref:	Inf 08					
Description:	Private properties run to the edge of the Breede River for the entire stretch.					
Facilities provided:	Access to the water's edge is restricted and is only possible in places via private resorts or the Pont in Malgas.					
Planned uses catered for:	Nil					
Concerns:	Reasonable access is not possible the majority of the stretch of the Breede River					
Needs:	An investigation into providing reasonable access should be conducted					
Comment	It is understood that CapeNature is investigating the access along the stretch highlighted as Mal 01					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
					X	



Mal 01 is a conflict area covering maps 40 and 41.

As a consequence of the continuous private development along the banks of the Breede River, there is no access to the waters edge for local fishermen other than at the Pont. This was noted as a conflict area in the workshop in Malgas.

SANParks has jurisdiction over the Breede River so this information has been formally transferred to that organisation for action. It is understood that initiatives are already underway.



Town/area	Malgas					
Site Ref:	Mal 01					
Description:	Private dwellings along the river bank- no access to the water except at the pont					
Facilities provided:	Pont					
Planned uses catered for:	Vehicle transport across the Breede River					
Concerns:	Conflict area. Residents of Nuwedorp cannot get access to the water for fishing					
Needs:	The Breede River is tidal at this point and therefore constitutes Coastal Public Property-reasonable access needs to be provided to the residents.					
Comment	Cape Nature is currently investigating the legality of properties extending to the water's edge and construction of private jetties					
Priority Action Items						
Conflict	Environmental degradation/ damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
X						

## 4.3 Stakeholder Inputs

Following is a synthesis of the completed response forms received, as well as written submissions made to the project team to date.

### 4.3.1 Reference table for commenting parties

The table below is a list of all parties who have submitted completed response forms. It also assigns a reference to the particular issues raised by the individual. Section 4.3.2 of this report contains the project team's responses to these issues.

**Table 4: List of responding parties**

ASSIGNED REF NUMBER	NAME OF COMMENTING PARTY	ORGANISATION
1	Andre Barlow	Private
2	Andre Louw	Private
3	Mathiam Joubert	Private
4	Brian Clifford Bowers	Private
5	Brian S Brice	Private
6	Calvin Nicholson	Betty's Bay Boat Club
7	Peter Berrisford	Private
8	Dave Wattrus	Betty's Bay Boat Club (member)
9	F Matthee	Private
10	Gideon Geustyn	Betty's Bay Boat Club
11	Ian Saker	Private
12	Jan du Toit	Private
13	Jan Hanekom	Private
14	Johan Cloete	Private
15	NF Treurnicht	De Waal Trust
16	Nico de Goede	Betty's Bay Boat Club (member)
17	Paul de Reuck	Private
18	Rene Nel	Private
19	Renette Stone	Private Stony Point Resident
20	Stewart Mears	Private
21	Werner van Rensburg	Private
22	Beth Pedersen	Private
23	Brian Kleinsmith	Fisherhaven Ratepayers Association
24	Bruce Bayer	Private
25	Ann Theron	Private
26	Carl Arnold Neuhoff	Private
27	Ian Glenn	Local Meerenbosch (Middlevlei) Homeowners' Association
28	Anton Boon	Private
29	Mr and Mrs DW Deacon	Private
30	Eric Bird	Private
31	Frans Theunissen	Private
32	Joy Hallermann	Private

33	R Kaplan	Private
34	Klaus Wendland	Private
35	L Markus	Private
36	Linda Vorster	Private
37	Tony Sterrenberg	Private
38	Anton Meyer	Private
39	Vernon McKechnie	Private
40	Rosemary Treadway	Private
41	Trustees of the Sandown Bay Home Owners Association	Sandown Bay Home Owners Association
42	Angelo Bucchianeri	Private
43	Alan and Eva Gardiner	Private
44	Jobre Stassen	Cliff Path Action Group
45	Johan de Waal	Cliff Path Action Group
46	Chris Wolf	Stanford Conservation Trust, Stanford Canoe Club, Stanford Ratepayers Association
47	Elrina Versfeld	Pearly Beach Conservancy
48	Abrie Bruwer	Private
49	Johan Hickman	Private
50	Jean-Pierre de Villiers	Kitesurfing/Sailing Struisbaai
51	Lodewikus A Hanekom & Sophia J Hanekom	Private
52	Chris Swiegers	Private
53	Robert Haarburger	The Arniston Hotel, Arniston Seaside Cottages and Haarburger Trust
54	Martinus Prinsloo	Private
55	Chris Jacobs	Private
56	Johan Fritz	Private
57	TF Malherbe	Private
58	Martin Heynecke	Private
59	Jan Rabie	Private
60	Neil Groenewald	Overbergstrand Hengelklub; Strandveld Landbou Vereniging
61	Theo Steinmann	Middlevlei owner and developer
62	Helena Fouché	Private
63	Michelle Gunston	Private
64	Cheryl-Ann Pheiffer	Private
65	John Gunston	Private
66	A Ross	Private
67	Chantelle Etsebeth	Private
68	E Lahoud	Private
69	L Lahoud	Private
70	M Lahoud	Private
71	R Etsebeth	Private
72	LE Moser	Private
73	LF van Wageningen	Private
74	Luandri Fritz	Private
75	Suerika Fritz	Private
76	Susan Fritz	Private
77	Marietjie Uys	Private
78	Servaas Cillie	Private
79	Willem Wessels	Private
80	Michael Dichmont	Private

81	Lewis Liebl	Private
82	Margot Rudolph	WARA
83	James Joubert	Private

### 4.3.2 Issues raised during the process to date

The table below contains a list of issues raised by stakeholders during the process to date. These issues were received by means of completed response forms, written submissions to the project team or raised during the stakeholder workshops.

#### Author's note

- All information obtained from stakeholders is recorded. Not all information recorded is directly relevant to this specific project, for example, any issues relating to CapeNature / SANParks properties. This information will be forwarded to the relevant organisation for their consideration. Similarly, any issues concerning launch sites will be referred to the launch site programme
- Comments of the same or similar nature/sentiment are combined and all commenting parties are referenced.

**Table 5: Register of Comments and Responses**

The table below contains summaries of the issues raised to date. Comments of the same or similar nature / sentiment are collated and all commenting parties are referenced in all instances.

Commentor No/ref	Summary of Comment	Response
<b>Comments relating to Rooi-El's, Pringle Bay, Hangklip, Betty's Bay and Kleinmond</b>		
1, 12, 13, 21	Improvements are required to the Betty's Bay slipway to facilitate safer access. Recommendations include lengthening the breakwater structure and providing proper navigation equipment on land. Furthermore, the area around the slipway must be properly maintained.	Issues related to designated launch sites are outside of the ambit of this project. This comment will be forwarded to the authorities for information.
1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 16, 17, 18, 20	<p>In the mid-90's, members of the Betty's Bay Boat Club built the slipway at Stony Point at the location of the historical whaling station. The launch site has however been in operation for more than 100 years and the public right of way is well established. The Club made substantial financial contributions to construction, improvements and maintenance the Stony Point slipway and area for the benefit of the members as well as the public at large.</p> <p>The Overstrand Municipality neglected to formally register this facility.</p> <p>SANParks recently blocked the access due to their penguin conservation efforts. Believed that the manner in which the closure was undertaken is unconstitutional.</p> <p>Access to the slipway must immediately be restored.</p> <p>The slipway also provides access for sea rescue efforts in the area and access considerations must consider such immediate access that may be required by local rescuers or Cape Nature.</p>	This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.
7	<p>Plans for development of a harbour are constantly under discussion, in consultation with the Municipality. These plans have always included the slip. Many visitors come to see the penguin colony, which is an important tourist attraction. A restaurant run by the local community is situated next to the boat club house. This restaurant is patronised by both visitors and boat club members.</p> <p>The whole Stony Point area is an important community amenity.</p>	Issues related to designated launch sites are outside of the ambit of this project. This comment will be forwarded to the authorities for information.

Commentor No/ref	Summary of Comment	Response
7, 3, 8, 12, 13, 16, 57	<p>Effects of the closure of the Stony Point slipway, the coastal path around the point and the parking area (after 4pm) include:</p> <ul style="list-style-type: none"> <li>- Increased risk to the public as NSRI cannot launch sea rescue craft during emergency situations. Often launching at Kleinmond is impossible due to rough sea conditions.</li> <li>- Financial losses to boat club members and those that invested in houses in Betty's Bay due to the launching facility.</li> <li>- Impact on the tourism industry as boat launching and landing are of interest to visiting tourists who receive a very negative message when confronted with the Cape Nature notices and fences.</li> <li>- Impact on property values and desirability of property ownership in Betty's Bay</li> <li>- Loss in revenue to the Stony Point Restaurant run by the local Mooiuitsig community</li> <li>- Loss of other related job opportunities</li> <li>- After hours, cars now park in Wallers Way, sometimes causing traffic congestion to the detriment of the residents</li> <li>- Loss of the camaraderie and joint enjoyment of the facility by users</li> <li>- The Boat Clubhouse is an important social hub in Betty's Bay.</li> </ul>	<p>This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.</p>
7	<p>The Stony Point launch site is ideally suited as it is one of the few sites on this coastline where it is safe to launch a boat. It is also located central to this section of the coast. Closing the Bettys Bay slip has the effect of closing the only safe, well laid out launch site between Kleinmond and Rooi-Els.</p>	<p>Issues related to designated launch sites are outside of the ambit of this project. This comment will be forwarded to the authorities for information.</p>
1, 7, 8, 10, 13, 16, 17, 57	<p>Boaters and penguins have always functioned together in harmony and in fact, penguin numbers increased rapidly over recent years when boats have been able to launch. The Betty's Bay Boat Club observes strict launching rules particularly aimed at minimising impacts on the penguin numbers. The club in fact limits its membership to prevent congestion and overuse of the slip and minimise disruption to the penguin colony.</p> <p>The timing of launch activity during the peak season corresponds precisely with the time when the penguin population on shore is at a minimum (they usually go to sea early morning returning later in the afternoon). Therefore, there appears to be no solid reason to ban launching boats at Stony Point. The decision appears to be skewed in favour of nature whilst impinging on public rights.</p>	<p>This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.</p>
1	<p>Hangklip is not a suitable alternative to the Betty's Bay launch site as it is too dangerous and overcrowded to launch boats.</p>	<p>Issues related to designated launch sites are outside of the ambit of this project. This comment will be forwarded to the authorities for information.</p>

Commentor No/ref	Summary of Comment	Response
3	Legislation preventing use of the Stony Point slipway must immediately be lifted.	This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.
3, 5, 7, 16	<p>A Cape Nature official should control access at the slipway during weekends and peak periods to prevent harm to the penguins. Such control was in place during 2016. Use of the slipway outside of weekends and peak times is relatively minimal.</p> <p>If appropriate rules are implemented by Cape Nature, this could represent a reasonable compromise between Cape Nature and the Boat Club.</p>	This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.
3, 5, 12, 18	<p>Other recommendations for penguin management at Stony Point slipway:</p> <ul style="list-style-type: none"> <li>- Cape Nature should remove the penguins from the slipway to the designated colony at Stony Point.</li> <li>- Walkway to the penguin colony to be separated from the boat parking area to ensure safety of the visitors.</li> <li>- Access point to the penguin colony can be constructed in line with the breakwater structure with access control from this point towards a westerly direction.</li> <li>- Improved fencing around the penguin colony will assist in safeguarding the penguins as they also occupy areas around private houses.</li> <li>- Cape Nature to remove all fencing to allow the penguins to move freely as they have done for the last 100 years</li> <li>- Remove all dry rooikrans branches that are spreading even more seeds into the fynbos area. This is also a fire risk.</li> <li>- Keep toilet facilities open for tourists enjoying the sunset</li> </ul>	This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.
4	In lieu of the Stony Point slipway, a separate slipway should be built with proper access and control. This would ease access for sea rescue efforts.	This issue will be forwarded to the authorities for prioritisation
6	A request for a wooden walkway at Silversands/Stony Point in Betty's Bay to facilitate wheelchair access	This issue will be forwarded to the authorities for prioritisation

Commentor No/ref	Summary of Comment	Response
7	<p>The coastline is generally hostile to small boats launching between Kleinmond and Rooiels and is exacerbated by prevalent SE and NW winds and rough seas. Improving public launch sites has considerable merit. A survey of launch sites revealed the following:</p> <ul style="list-style-type: none"> <li>- Kleinmond: Despite huge improvements over recent years, submerged rocks and rough conditions makes leaving an entering this frequently used harbour dangerous.</li> <li>- Rooi-El's and Pringle Bay: No convenient slips and launching could be greatly improved with construction of slipways.</li> <li>- Masbaai: Convenient, frequently used launch site however parking for vehicles and trailers are highly inadequate and is the cause of major traffic delays along the access road. Turning points for vehicles also inadequate and difficult. Parking and turning points must be upgraded. Parking signs are required. Public toilets and related soakaways have been seriously neglected and require significant (and continuous) maintenance and possible upgrades (health risks and environmental pollution).</li> <li>- Betty's Bay: Captured elsewhere in this table.</li> </ul>	Issues related to designated launch sites are outside of the ambit of this project. This comment will be forwarded to the authorities for information.
10	The beach in the Stony Point harbour area is also used for swimming and the breakwater is used for fishing.	Noted
13	The road to Rooi-El's via Sea Farm should be reinstated and maintained.	This will be forwarded to the municipality for consideration
15	The roads around Stony Point should be maintained	This will be forwarded to the municipality for consideration
17	Olfactory conditions deteriorate when the southern wind is prevalent (owing to the penguin colony). It was noted that White Breasted Cormorant also increased in numbers and that they are forcing the penguins to move towards the north.	Noted
19	<p>Public access between Erven 2386 and 2411 in Stony Point area was also closed by Cape Nature. Reference made to:</p> <ul style="list-style-type: none"> <li>- Amendment of an Environmental Authorisation for upgrade of Resort Facilities, Stony Point, 2012 and 2002</li> <li>- Stony Point interim Management Agreement, 2014</li> </ul> <p>There is a need for safer entry for older people and children (photographs provided)</p>	This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.

Commentor No/ref	Summary of Comment	Response
<b>Comments relating to Hawston, Fisherhaven, Meerensee</b>		
22	There is a need to balance access to the coast with the conservation of those beaches/coastal areas around the Bot River Estuary. Also applicable to all coastal areas.	Noted
23, 24, 25, 26, 29, 30, 31, 32, 33, 34, 35, 36, 39, 40, 42, 43, 58	<p>Due to the Middlevlei/Meerensee development public access to the beach at the mouth of the Bot River estuary is blocked. Reasonable pedestrian and vehicular access must be reinstated in this area. Public right of access is well established as this area has been used as access to the estuary mouth for many years. Currently the only access is via a long walk along the banks of the estuary from Fisherhaven past Middlevlei to the sea / estuary mouth. This walk is impractical for aged, infirm, disabled, tourists and children. Limited access over the property only available by prior arrangement.</p> <p>The municipality should have registered a servitude in favour of the general public when the property was sold in the 1990s.</p>	This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality for further consideration and prioritisation. This area has been selected by the municipality as the pilot site.
31	It is seemingly illogical that Fishermen from Hawston can gain access across the beach but there is no access provided for Fishermen from Fisherhaven.	This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality for further consideration and prioritisation. This area has been selected by the municipality as the pilot site.
23, 31, 40	<p>The following needs / recommendations were expressed with respect to access at Bot River Estuary Mouth:</p> <ul style="list-style-type: none"> <li>- Improvements required with alien vegetation and waste management at Sonesta/Meerensee coastal area.</li> <li>- Toilet facilities at / close to the car park.</li> <li>- Car park is small (+-20cars) so consideration should be given to controlling access. Access could be by annual "membership" / registration in order to defray expenses. This would necessitate some administration.</li> <li>- Must be accessible on foot from parking area; be accessible for scholarly groups; be family friendly (i.e. children and the aged must be able to walk to the area).</li> <li>- Limitations must be made with regard to the use especially in respect of boating, fishing, camping, fires (cooking and braais). No commercial fishing should be allowed.</li> <li>- Public must be engaged to comment on the desired uses in the process to defining the accepted uses.</li> </ul>	This issue will be forwarded to the Municipality for further consideration and prioritisation. This area has been selected by the municipality as the pilot site.

Commentor No/ref	Summary of Comment	Response
26	Walkways in the Bot River estuary should be extended.	This issue will be forwarded to the Municipality for further consideration.
26	Basic water use laws for boaters must be observed.	This issue will be forwarded to the Municipality for further consideration.
24	Resentment by local Meerensee community about undesirable elements taking access.	This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality for further consideration and prioritisation. This area has been selected by the municipality as the pilot site.
27, 28	Enquiries about access to legislation and how the Ramsar status of the Bot River Estuary affect planning on the project	The commenter was provided with points of access to the relevant information as requested.
27, 37	Enquiry/request for meeting with Middlevlei residents as part of the project.	This round of public workshops was intended to gain preliminary information on existing access sites and points of conflict for prioritisation of further investigations. No decisions are made on the basis of this round alone. All interim and draft final deliverables will be distributed to as wide a stakeholder base as possible. Additional inputs will be welcome in these subsequent engagements. Middlevlei has been selected as the pilot study, further focus group meetings will take place by specific arrangement with residents and other affected parties.
27, 32	Middlevlei access debate: Expressed a wish to find a solution in the best interest of all parties involved (i.e. where the concerns of residents and the wishes of locals for access to the lagoon can be reconciled).	This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality for further consideration and prioritisation. This area has been selected by the municipality as the pilot site.

Commentor No/ref	Summary of Comment	Response
28, 41, 61	<p>Highlighted the importance of considering the following in respect of the Sonesta/Middlevlei/Meerensee access debate:</p> <ul style="list-style-type: none"> <li>- The wooden bridge is a critical element of the access route as proposed, as the current bridge is inadequate to allow for the free flowing of water into and out of Kleinsee. It is suggested that a new bridge be build that can accommodate the flows.</li> <li>- Study by Freshwater Consulting Group</li> <li>- Study by DECA Consulting</li> <li>- Court case 99/2015 – Statement by Lara van Niekerk</li> <li>- Comments raised in respect of the Environmental Management Plan</li> <li>- Pending court case on the wooden bridge (letter from LP Vorster)</li> </ul> <p>The above-mentioned documentation was provided to the team.</p>	<p>This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality for further consideration and prioritisation.</p> <p>This round of public workshops was intended to gain preliminary information on existing access sites and points of conflict for prioritisation of further investigations. No decisions are made on the basis of this round alone. All interim and draft final deliverables will be distributed to as wide a stakeholder base as possible. Additional inputs will be welcome in these subsequent engagements. Middlevlei has been selected as the pilot study, further focus group meetings will take place by specific arrangement with residents and other affected parties. All previous documentation will then be reviewed as part of the pilot study.</p>
38	<p>Concern about the short lead time in sending out the invitations to the public meetings for this project.</p>	<p>This was unfortunate and as expressed in the workshops, beyond the control of the project team.</p> <p>This round of public workshops was intended to gain preliminary information on existing access sites and points of conflict for prioritisation of further investigations. No decisions are made on the basis of this round alone. All interim and draft final deliverables will be distributed to as wide a stakeholder base as possible. Additional inputs will be welcome in these subsequent engagements.</p>
38, 29, 31	<p>Mistrust in politicians and the administrators to resolve coastal access matters as the discussions have been ongoing for many years with little/no results.</p>	<p>Noted</p>

Commentor No/ref	Summary of Comment	Response
39	<p>Legalities around the Meerensee / Middlevlei access debate was established by the definitive ruling handed down by the Appeal Court some years ago. Attempts since 2010 to reinstate access through the private development resulted in a situation where individuals were vilified. Involvement of politicians and the private development representatives were aimed at obstructing the opening of the gate – a serious dereliction of their duties in their various official and citizen capacities. Mistrust in the politicians that are still divided amongst racial lines.</p> <p>A copy of the related submission to the office of the Public Protector was submitted to the team.</p>	<p>Noted.</p> <p>This round of public workshops was intended to gain preliminary information on existing access sites and points of conflict for prioritisation of further investigations. No decisions are made on the basis of this round alone. All interim and draft final deliverables will be distributed to as wide a stakeholder base as possible. Additional inputs will be welcome in these subsequent engagements. Middlevlei has been selected as the pilot study, further focus group meetings will take place by specific arrangement with residents and other affected parties.</p>
40	<p>The environmental and historical sensitivity of the site should inform the Coastal Access Strategic Plan. Access can be controlled and the necessary conservation can be achieved by good management and planning.</p>	<p>Noted.</p> <p>Should Middlevlei be selected as the pilot study, further focus group meetings will take place by specific arrangement with residents and other affected parties.</p> <p>All interim and draft final deliverables will be distributed to as wide a stakeholder base as possible. Additional inputs will be welcome in these subsequent engagements.</p>
41	<p>Not the intention to prevent SA citizens of their right of access to coastal areas, however access through the Middlevlei Estate will compromise the rights of ownership, privacy and security of the 260 owners in the development. An alternative solution is possible that would achieve the desired outcomes for all parties involved.</p> <p>There were no limitations or restrictions placed on the development of Middlevlei in respect of providing public access to the coast at the time of the sale of the land or the subsequent acquisition of development rights. Middlevlei Estate comprises four residential developments. The internal road system offer the rights of servitude to home owners (in the Estate) with access control which ensures personal safety and is entrenched in their title deeds. Two options with regard to public access are explored:</p>	<p>Noted – these options will be considered if Middlevlei is selected for the pilot study.</p> <p>Middlevlei has been selected as the pilot study, further focus group meetings will take place by specific arrangement with residents and other affected parties.</p> <p>All interim and draft final deliverables will be distributed to as wide a stakeholder base as possible. Additional inputs will be welcome in these subsequent engagements.</p>

Commentor No/ref	Summary of Comment	Response
	<p><b>Option 1: Through the Estate</b></p> <p>Public access through the estate would require expropriation of the internal road, which would necessitate the relinquishment of this right by each homeowner. In addition to rendering it impossible for Middlevlei to maintain its security and integrity, the implication on homeowners would include a drop in their property values, infringement of their constitutional right to privacy, security and property and a change in the lifestyle that they have invested in.</p> <p>Estate infrastructure would be pressurised by the influx of the public, noting that no indication has been given as to the type / level of access facility envisaged. Access provision will be limited by space constraints and seasonal inundation of the area at the end of the concrete road.</p> <p>In order to maintain the current status quo of residents, the following would be required:</p> <ul style="list-style-type: none"> <li>- Upgrading of the concrete road</li> <li>- Construction and erection of walls along the cement road with automated gates into each independent associate property and communal facilities</li> <li>- Provision of ablutions, refuse facilities and other appropriate facilities for the public where appropriate</li> <li>- Staff to patrol, clean and secure the estate and the deployment of lifesavers at the estuary mouth and beach on an ongoing basis.</li> </ul> <p>Costs of implementing this option would be considerable and would include compensation for expropriation, capital and ongoing running costs.</p> <p><b>Option 2: Alternative Route</b></p> <p>An alternate route that passes south of the Middlevlei development is being proposed and it is believed that this option has the following advantages:</p> <ul style="list-style-type: none"> <li>- Land already belongs to government (i.e. no expropriation / compensation required)</li> <li>- Larger area available for the recreational node when compared to that of Middlevlei</li> <li>- Appropriate development planning can take place (noting the confines of environmental legislation)</li> <li>- Development will not be a duplication of facilities as no such facilities are currently</li> </ul>	

Commentor No/ref	Summary of Comment	Response
	<p>available at Middlevlei</p> <ul style="list-style-type: none"> <li>- Required services can be accessed conveniently from bulk services a short distance from the proposed site.</li> </ul> <p>This option would require appropriate physical and environmental planning that takes cognisance of the natural sensitivity of the surrounds.</p> <p>Middlevlei and its associates believes that the alternative route option is a plausible and workable win-win solution/ situation.</p>	
41	Support for the development of Die Eiland campsite as a recreational access point to the estuary that has been in planning by the Overstrand Municipality since 2010.	Noted
42, 39, 38	<p>Copies of correspondence from several concern citizens to local and provincial government were provided to the team. These relate to incidents where access was denied, the manner in which access was denied and the reasons for doing so. Furthermore, it provides a record of the steps that have been taken to inform authorities of the situation and the frustration at the lack of action from the authorities. It also details the next steps considered by citizens to involve other political affiliations to assist in a more forceful approach such as marches and protests.</p>	<p>Noted.</p> <p>This round of public workshops was intended to gain preliminary information on existing access sites and points of conflict for prioritisation of further investigations. No decisions are made on the basis of this round alone. All interim and draft final deliverables will be distributed to as wide a stakeholder base as possible. Additional inputs will be welcome in these subsequent engagements. Middlevlei has been selected as the pilot study, further focus group meetings will take place by specific arrangement with residents and other affected parties.</p>
43	Botriver Lagoon in Fisherhaven and Afdak River Estuary to be maintained in its natural state. Development or agricultural activities are not supported.	Noted
31	Hawston fishing and other groups may be left out of the public participation process due to lack of email or fax facilities. They must be engaged, and the best way to facilitate this would be to reach them (via word of mouth) would be to work extensively through the municipal ward committee and BREF.	Noted

Commentor No/ref	Summary of Comment	Response
61	<p>A full account of the development history (and related legalities) of the cement road, Sonesta and Middlevlei was provided to the team.</p> <p>Middlevlei has over a period of 27 years undertaken the maintenance of the road and bridge, at considerable expense to the development. No contributions received from the local municipality as 'the road was not registered'.</p> <p>Based on the letter from the Minister, it appears as though he was not properly briefed on all the factors pertaining to the opening of the private road through Middlevlei.</p> <p>Access through the Middlevlei Estate will have significant consequences:</p> <ul style="list-style-type: none"> <li>- Compromise the rights of ownership, privacy and security of the 260 owners in the development.</li> <li>- Loss of exclusivity of the development.</li> <li>- Property values will be affected.</li> <li>- Pollution will occur.</li> <li>- Toilet facilities and parking will be concerning as no land is available above the 50-year flood line for this purpose.</li> <li>- No space for other facilities such as picnicking areas.</li> </ul> <p>The land between Middlevlei and Hawston is state-owned and has space to accommodate associated facilities (parking, ablutions etc.). Offer to engage with the team to provide further information.</p>	
<b>Comments relating to Vermont and Onrus</b>		
None received to date		
<b>Comments relating to Sandbaai, Zwelihle, Hermanus and Klein Estuary</b>		
44, 45	<p>A decision was made in 1982 to grant property rights to the Poole's Bay area of Hermanus up to the High Water Mark (HWM) of the sea. This has significant implications for the Hermanus Cliff Path. Several points to note in this regard:</p> <ul style="list-style-type: none"> <li>- This section constitutes a pivotal link between the neighbourhoods and beaches of</li> </ul>	This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality for further consideration and prioritisation.

Commentor No/ref	Summary of Comment	Response
	<p>Grotto, Voelklip and Eastcliff on the one side and Hermanus town on the other side.</p> <ul style="list-style-type: none"> <li>- The current cliff path ends abruptly and pedestrians are then forced onto the busy Main Road, which is the only pedestrian alternative between the Grotto/Voelklip and the town Centre.</li> <li>- Only 13 seafront erven will be affected by a path in front of them and one is setback quite far.</li> <li>- Property rights extend to the HWM, yet traditionally the relevant home owners prohibited the public from using the Poole's Bay coastline by barbed wire fences and "Private Property, No Trespassers" signs even though it was condoned by the local municipality. The fences and signs remained till as recent as last year.</li> <li>- Public were prohibited from using the tidal pool in front of erf 1235 as well as the former tidal pool (now swimming pool) in front of erf 6337. The psychology of the Hermanus public is still to avoid using the Poole's Bay coastline because it was strictly exclusive.</li> <li>- The Poole's Bay coastline was an ideal fishing area – fishermen were chased off the rocks.</li> <li>- In the surfing community the western side is known for its Big Wave – access to that has always been tricky, surfers needing to climb over barbed wire.</li> <li>- The public tidal pool in front of erf 6337 morphed into a swimming pool 'reserved' for the use of The Bay Apartments. Currently the swimming pool encroach the HWM and create an obstacle when passing the area on foot. It remains a hotspot of possible conflict between visitors to The Bay Apartment and the public passing on foot. The municipality so far refused to create signage to inform the various parties and set a code of conduct.</li> <li>- Despite several ownership changes since the 2008 proclamation of ICMA, no provision was made by the Local Overstrand Municipality to allow for proper coastal access in the area.</li> <li>- During recent subdivision of one of the erven, the municipality allowed for the widening of Main Rd/R43 but neglected to make provision for public access to the Poole's Bay coastline. The Municipality created a servitude over public property for motorize access to the newly created erven without negotiating access to the coast on behalf of the ratepayers of Hermanus.</li> <li>- The Municipality, despite meetings and various request, refused to put up signage prior to the December holidays at the two entrance areas to inform people of their right to access below the HWM to the Poole's Bay coastline.</li> <li>- Mistrust in the manner in which the local municipality has handled the situation.</li> <li>- General disappointment in the local and district Municipalities as well as the Western Cape Government for their inaction on this matter.</li> <li>- Since inception in December 2016, the Cliff Path Action Group has been formalised</li> </ul>	

Commentor No/ref	Summary of Comment	Response
	<p>and have at significant private expense engaged the local and district municipalities on the matter. Furthermore, architects were appointed to conceive a rough design – further information provided to the team.</p> <p>A cliff path can legally be built below the HWM and it will be in the interest of the Hermanus community and all ratepayers to have such a path in this ideal position. Believed that a public meeting would be the most suitable way forward and offer by the Cliff Path Action Group to take responsibility for associated costs.</p> <p>Correspondence between the commenting parties and the Overstrand Municipality was provided to the team.</p>	
45	<p>Disappointment with the lack of notification of the Hermanus public meeting that was held.</p>	<p>This was unfortunate and as expressed in the workshops, beyond the control of the project team.</p> <p>This round of public workshops was intended to gain preliminary information on existing access sites and points of conflict for prioritisation of further investigations. No decisions are made on the basis of this round alone. All interim and draft final deliverables will be distributed to as wide a stakeholder base as possible. Additional inputs will be welcome in these subsequent engagements.</p>
45	<p>The cliff path at Poole's Bay has received significant public interest and has become rather heated due to the involvement of one of Mr Markus Jooste's property companies and the recent collapse of Steinhoff. The hole that was left in the ground at this property (Erf 2825) attracted significant interest. This public interest is exacerbated over the holiday season.</p>	<p>This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality for further consideration and prioritisation.</p>
45	<p>Environmental concerns at Poole's Bay include significant litter accumulation, suspected polluting substances emanating from a broken stormwater pipe that discharges onto the beach and an owner that constructed a swimming pool pump onto the rocks and suspicion that backwashing occurs into the sea. Photographic evidence provided of these concerns.</p>	<p>Noted. This will be forwarded to the Municipality for consideration and prioritisation.</p>

Commentor No/ref	Summary of Comment	Response
59	Mention of a letter by 'S Muller' that may have been published in the local press. No further detail provided.	No response can be provided in absence of further detail.
<b>Comments relating to Stanford, Gansbaai, Danger Point, Kleinbaai, Franskraal, Pearly Beach and Die Dam</b>		
46	River access at Stanford is at the corner of Caledon and du Toit Streets. This is Stanford's beach. Toilet facilities are desperately required in this area. The closest public toilet is approximately 0.5km away on the common and presents obvious problems.	This issue is related to launch sites and is outside of the ambit of this project. The issue will be forwarded to the Municipality and DEA&DP for consideration and prioritisation.
47	<p>Several priorities listed for Pearly Beach, Blue Water Bay and Pearly Beach Resort (listed in order of importance):</p> <ul style="list-style-type: none"> <li>- Vehicles on the beach must be prohibited. The access road to Blue Water Bay must be controlled as this is used to gain vehicular access to the beach. The nests of Oystercatchers are damaged by vehicles (kelp collectors) travelling above the HWM despite national legislation prohibiting vehicles on the beach. Many people also gain entry at the controlled access point next to the Uilenkraalmond bridge. Instead of driving on the sand road behind the dunes, they drive on the beach until they reach Pearly Beach.</li> <li>- Maintenance to wooden walkways / boardwalks.</li> <li>- Illegal poachers presents a danger to the public accessing the beach/coast and the problem of poaching should therefore be addressed through stricter and more stringent law enforcement efforts.</li> </ul> <p>Law enforcement must be improved in general and should also focus on unlicensed vessels using the launching sites.</p> <p>The Pearly Beach Conservancy is not in support of additional access points as these are misused and law enforcement is lacking.</p>	<p>Noted.</p> <p>These issues will be forwarded to the Municipality and DEA&amp;DP for consideration and prioritisation.</p>
60	Uilenkraalmond to Pearly Beach and Die Dam to Rietfontein areas used for sport fishing.	Noted

Commentor No/ref	Summary of Comment	Response
<b>Comments relating to Struisbaai, Agulhas and Suiderstrand</b>		
48	Pedestrian access must be provided to The Walle. Agulhas National Park should have a parking facility at their campsite to allow the general public to access The Walle on foot. The public (walkers) are currently allowed to cross the Agulhas National Park but there is a fear that this condonation will be ceased.	This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.
48	Harbour Pier: Should the harbour development materialise, access to the pier should remain in place for fishermen and vehicles that supply boats with diesel.	This issue is related to small harbours and launch sites and is outside of the ambit of this project. The issue will be forwarded to the Municipality and DEA&DP for consideration and prioritisation.
48	<p>Suiderstrand access considerations:</p> <ul style="list-style-type: none"> <li>- Toilet facilities are lacking and there are many visitors to the beach</li> <li>- The beach access and benches are not wheelchair friendly</li> <li>- The surface of the access is very uneven and makes it difficult for those walking to access the beach</li> <li>- A boardwalk should be considered along Pebble Beach from the parking area at the corner of Seemansweg and Oubaai Road to the point of Vlei Avenue.</li> </ul>	These issues will be forwarded to the Municipality for further consideration and prioritisation.
48, 49	There used to be access to the Lagoon past 'Pietie se Huis'. This was a favourite recreational and swimming area for children. This was incorporated into the Agulhas National Park without any consultation.	This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.
49	<p>Concerns noted for Suiderstrand:</p> <ul style="list-style-type: none"> <li>- Lack of ablution facilities.</li> <li>- Lack of wheelchair access or access to walking impaired to beach and benches alongside the coast in this area.</li> </ul> <p>Recommendation for a boardwalk style footpath along Pebble Beach</p>	These issues are will be forwarded to the Municipality for further consideration and prioritisation.

Commentor No/ref	Summary of Comment	Response
50, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79	<p>Struisbaai Minnetokka Street access considerations:</p> <ul style="list-style-type: none"> <li>- Grass area on the right of Nostra tarred parking area when facing the sea should be utilised as a 'drop off and go zone' during peak times. No vehicle parking should be allowed as this hinders the view.</li> <li>- No structures (e.g. beer gardens) to be allowed on the grassed area as this hinders the view.</li> <li>- A more formalised non-motorized club for sports like sailing , rowing , kite surfing, surfing on the grass area</li> <li>- The registered slipway should be reopened for Hobie cats</li> <li>- Space on the beach can be freed up for people if there are storage facilities on the grassed area in front of the Boardwalk flats via the proposed club for Hobie Cats, canoes and surf skis.</li> <li>- Launch and landing space for kite surfers on the grass area will create more space on beach and will help with safety</li> <li>- Space on the grass for recreational equipment rental (surf boards, canoes and bicycles) will be useful during peak season. This will boost sport tourism in the area.</li> <li>- Vehicles can deposit thorns on the grass (difficult for barefoot beachgoers), and should therefore be prohibited</li> <li>- Trans Agulhas race should be moved back to area on the northwest side of the caravan park so that their supporting trucks and tools can be accessed. The current spot makes access to the trucks and tools impossible.</li> <li>- Sea shack takes up unnecessary parking space at Main Swimming Beach of Struisbaai and intoxicated patrons of this establishment cause noise with unruly behaviour</li> <li>- All commercial activities should be focussed on the main road in town (next to OK Mini Mark).</li> <li>- Regular clean-ups, moving of the lawn and ensuring safety is all that is required in this area.</li> </ul> <p>In general, development has limited parking opportunities for those accessing the beach in Langesant area.</p>	<p>These issues will be forwarded to the Municipality for further consideration and prioritisation.</p>

Commentor No/ref	Summary of Comment	Response
56	<p>Concern that SeaShack was constructed beyond the understood building line (setback) from the beach. Additional parking requirement shave spread rumours that parking facilities and other structures will be constructed in front of The Boardwalk.</p> <ul style="list-style-type: none"> <li>- Question whether the construction below the building line setback with the beach legal?</li> <li>- Question how a liquor license was obtained as according to the details of the liquor act, they should not be allowed to sell liquor at that facility</li> <li>- Question why small children are allowed where liquor is sold?</li> <li>- Question whether the Municipality condone drunk driving from this facility?</li> </ul> <p>Additional parking in this area will exacerbate the problems.</p>	<p>The concerns are noted however they fall outside the ambit of this study. These issues will be forwarded to the Municipality for responses, further consideration and prioritisation.</p>
56	<p>Concern for property values if any construction in front of the Boardwalk flats and adjacent properties are allowed.</p>	<p>These issues will be forwarded to the Municipality for further consideration and prioritisation.</p>
56	<p>Concern that kite surfing and restricted swimming activities in the Struisbaai Minnetokka Street area blocks access to the greater swimming community.</p>	<p>These issues will be forwarded to the Municipality for further consideration and prioritisation.</p>
56	<p>The grassed adjacent to Minnetokka Street (Struisbaai) should be monitored for fauna (breeding kiewiets, small tortoises and even small antelope). Illegal parking in this area is of concern to the welfare of these animals.</p>	<p>These issues will be forwarded to the Municipality for further consideration and prioritisation.</p>
56	<p>Development / parking not desirable in the Minnetokka Street (Struisbaai) area as this area is subject to sporadic flooding due to tidal action and sea level rise. In lieu of parking here, the existing parking area in front of "Nostra" (towards the Main Road) can be enlarged. The latter area has lots of unutilised potential for parking, toilet facilities as well as a beach cafe.</p>	<p>These issues will be forwarded to the Municipality for further consideration and prioritisation.</p>
56	<p>Illegal parking is a concern in this area, notably in front of 'The Boardwalk'. Law enforcement must be improved in this regard.</p>	<p>These issues will be forwarded to the Municipality for further consideration and prioritisation.</p>

Commentor No/ref	Summary of Comment	Response
51	<p>Access considerations and needs at Die Walle and Die Plaat, Struisbaai:</p> <ul style="list-style-type: none"> <li>- Access to parking and facilities that could support tourism</li> <li>- Toilet and possible shower facilities</li> <li>- Access routes that are in fact accessible without impacting on the natural coastal environment. For example, provide perpendicular access roads every 5km along the coastline as this will provide access from a parking area to both sides of the coastline (ideal for those on foot and those practicing wind sports).</li> <li>- Nature conservation authorities constructed a resort where the public used to take access to Die Walle (behind the dune). A fence around this space now prevents access. The development is not contended, however an alternative route with the necessary parking and public amenities must be provided. This is especially important to the subsistence fishermen.</li> <li>- An alternative route from the Elim road could provide the required access, and make this area of the coast and the park accessible to the public without impacting on the coastline.</li> </ul>	<p>These issues will be forwarded to the Municipality for further consideration and prioritisation.</p>
51	<p>Shonenbergbaai and Struisbaai sportsground access considerations and needs:</p> <ul style="list-style-type: none"> <li>- Parking is being considered on the sportsground to supplement the parking requirements in the area. These grounds have been used since the establishment of Struisbaai for cultural, religious and recreational purposes.</li> <li>- The importance of this area as a public space must be recognised to prevent this useful and historical space from being lost to the public for its historical purpose.</li> </ul>	<p>These issues will be forwarded to the Municipality for further consideration and prioritisation.</p>

Commentor No/ref	Summary of Comment	Response
51	<p>The following should be noted in respect of coastal access and use along L'agulhas, Struisbaai up to Waenhuiskrans:</p> <ul style="list-style-type: none"> <li>- The tax income generated by the tourism potential of the coast in this area should not be discounted.</li> <li>- Struisbaai north: access must be improved upon. A costal residential area with public beach access and parking should be considered here to unlock the tourism potential of this coastline.</li> <li>- Struisbaai Plaat: parking and toilet facilities must be upgraded. When several access points were still available, the distribution and use of the coastline by the public were better. Security is critical.</li> <li>- Duiker Street/Main Beach: To the west, the parking has encroached towards the caravan park and the boardwalk is no longer accessible. Parking must be upgraded and should accommodate busses. The parking area can be better utilised with retaining structures and a solid surface. This is the point that was used by the Trans-Agulhas race and large trucks can be accommodated in the area. This presents the best opportunity for parking in Agulhas and the area should be better utilised.</li> <li>- Langezandt: Beach access now prevented. Little public parking remains due to Argonauta Park and this has an impact on the possibilities for day visitors to this coastline. The boardwalk at Argonauta is also dilapidated. There too should be access for day visitors.</li> <li>- Proper parking must be required (for 10/12 vehicles) at Skulpiesbaai, Kabeljoubai, Spookdraai and the swimming pools as this will distribute tourists along the coastline.</li> <li>- No facilities are available for the few parking areas between L'Agulhas and Suiderstrand so this limits the use of these areas. Facilities are required (consideration can be given for users to pay for the use of facilities or a permit system to assist with the upkeep and maintenance).</li> </ul> <p>It is believed that in general, fewer people should be utilising a larger area of the coast instead of people being concentrated at fewer points. Tourism, conservation and the Municipality can work together to optimise opportunities.</p> <p>Opportunities must be equal for property ownership at the beach.</p>	<p>Noted.</p> <p>These issues will be forwarded to the Municipality for further consideration and prioritisation.</p>

Commentor No/ref	Summary of Comment	Response
<b>Comments relating to Arniston and Waenhuiskrans</b>		
52, 80	<p>A conflict of interest exists at Galjoensgat in Arniston between the landowners of Pratt farm (managed by Mr Chris Jacobs) and fishermen and tourist that wish to gain access to the coast through the property in question.</p> <p>It is said that access to this area was available since the 1800s as it is a very popular fishing spot on old Khoi San land. An annual fishing competition takes place here on the 26<sup>th</sup> December. The access route over the property provides fishermen with vehicular access to this fishing area. Fishermen in vehicles are now being captured, prosecuted and chased away by the police and nature conservation officials.</p> <p>Mr Jacobs was in the process of erecting poles and bollards to prevent vehicular access through Pratt Farm along the coast. Over time, the situation between Mr. Jacobs and the fishermen grew heated and altercations are now a daily occurrence. There were also altercations with municipal workers cleaning this section of the coast.</p> <p>The municipality must intervene with a view to finding a solution. The poorer communities do not have the means to obtain legal advice. Mr Jacobs' attitude is also causing friction amongst the residents and tourists that want to visit the area to enjoy the views of wales.</p> <p>The community is being disadvantaged by Mr Jacobs and the situation must be investigated. This attitude will discourage tourists and visitors to the area.</p> <p>Visiting fishermen to the Arniston sees the Galjoensgat area as being hostile to fishermen. This could have significant implications to income in the area as Arniston depends on tourism (including anglers) as a main source of income.</p>	<p>This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.</p>

Commentor No/ref	Summary of Comment	Response
53	<p>Unfettered access must be provided to historical points of interest along the coast. Northern route: Blesman se Krans, Dassiekrans, Emersonklip, Wreck of the Arniston Transport (1815) &amp; the Arniston Memorial. Southern route: Galjoengat, Valknes, Platbank and Oesterbank</p> <p>There is a registered public servitude along the coast of the northern route. An illegal wall was built over it to prevent public access. This barrier must be removed to enable the public their right of access. If the servitude is found to be environmentally sensitive, then access should be provided along the gravel road leading to Dassiekrans and the points of interest beyond.</p> <p>I have been fishing and picnicking along the southern route since 1950. I presume that I have prescriptive rights of access.</p> <p>Despite ICM Act being in existence for some years now the public still do not have any rights conferred on us. Another concern is that Environmental Affairs together with Cape Nature will do their utmost to deny us any rights in terms of the ICM act over the Southern and Northern routes.</p> <p>The public meeting held in Arniston, on the 5th February 2018, was only conducted to "tick the public participation box".</p> <p>I don't believe that Cape Nature together with Environmental Affairs will grant us any rights. A letter from Cape Nature in response to an application by the commenting party to undertaken guided tours to these points of interest was provided to the team. The letter states that that Cape Nature is not in support of additional accesses in the area owing to environmental sensitivities and the conservation status of the area.</p> <p>Recently Cape Nature attempted to close off the Baken (Waenhuiskrans Nature Reserve) to the public but failed</p> <p>due to the public servitude and the declared minor road 97. They will not support the public's rights in terms of the act and recently put up barriers preventing access along the top road to Galjoengat. In 2012, Judge Desai gave an order in favour of the Gouritzmond Fishing Club in terms of the ICM act (copy attached). This judgment should also apply to Arniston.</p>	<p>This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.</p>
54	<p>The wreck of the Arniston is a monument and an important tourist attraction. Owing to landownership, this monument currently only has pedestrian access along the coast. A vehicular access (even if it is 4x4) is required.</p>	<p>This issue will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.</p>

Commentor No/ref	Summary of Comment	Response
54	West of Waenhuiskrans there is a road adjacent to Cape Nature's boundary in a westerly direction towards Rooidraai. In the past, there has been conflict with landowners in this area due to the road being closed. Several alternate routes have formed around the closure. A route should be formalised here.	This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.
54	The Land Surveyor General attempted to clarify the various ownerships and rights in respect of coastal zones. Despite the provisions of the ICMA, municipalities have not yet formally provided for coastal access.	This issue is registered as a conflict of coastal access. The details will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.
54	Several co-ordinates were provided for areas frequented for various purposes	Noted
54	Disappointment with the materials available at the public meeting.	Noted
55	Proper management of access of vehicles past Galjoensgat is required.	This issue will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.
80, 83	Vehicular access must be reinstated to the Plaat as was the case in the past. Pedestrian access difficult even for able bodied persons and are limited to low tide. Area in question: Dollas Downs. A road to the beach beyond the last headland would be practical so that visitors needn't time their visit between tides.	This issue will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.
81	Road maintenance should be improved at Roman Beach (Arniston)	This issue will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.
81	Improved maintenance of toilet facilities required at Arniston	This issue will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.
81	Vegetation pruning required to improve and safeguard access in Arniston	This issue will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.
81	Law enforcement in respect of dogs on leashes, noise control, restricted areas for beach games etc. should be improved at all beach areas in Arniston	This issue will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.

Commentor No/ref	Summary of Comment	Response
81	Safe and elderly friendly access to be provided to beaches in Arniston	This issue will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.
83	Partially collapsed boardwalk off Ceres and Uys Street (Arniston) must be repaired to ensure safe passage to the beach and pools below.	This issue will be forwarded to the Municipality and Cape Nature for further consideration and prioritisation.
<b>Comments relating to Infanta and Malgas</b>		
None to date		

## 4.4 Priority Actions

The table below summarises the findings of the site inspections, workshops inputs and feedback from stakeholders. It is intended to assist the District and local Municipalities to prioritise further actions.

In the table, an “x” indicates that the priority action has been triggered for that site. A “?” indicates a possible trigger. This is most noticeable in the “illegal activities” column. It indicates that there is a lack of information which would permit a definitive statement on whether illegal activities are taking place or not, therefore requiring further investigation.

**Table 6: Summary of priority actions**

Priority Items List								
Site	Ref	Conflict	Environ- mental degrad- ation/ damage	Safety and security	Identified need	Maint- enance required	Further investigat- ions required	Illegal activities
Rooi-else	Rooi 01						X	?
	Rooi 02							
	Rooi 03							
	Rooi 04							
	Rooi 05							
	Rooi 06						X	?
	Rooi 07							
	Rooi 08						X	?
	Rooi 09							
	Rooi 10						X	?
Pringle Bay	Pring 01		X				X	
	Pring 02						X	
	Pring 03							
	Pring 04		X				X	?
	Pring 05		X				X	
	Pring 06						X	?
	Pring 07		X				X	
	Pring 08						X	?
	Pring 09					X		
Hangklip	Han 01							
	Han 02		X				X	?
	Han 03							
	Han 04				X			
	Han 05							
Betty's Bay	Betty 01							
	Betty 02						X	?
	Betty 03							
	Betty 04							
	Betty 05		X			X		
	Betty 06							
	Betty 07							
	Betty 08						X	?
	Betty 09				X		X	
	Betty 10						X	?
	Betty 11		X			X	X	
	Betty 12						X	?
	Betty 13							
	Betty 14						X	?
	Betty 15					X	X	?

Priority Items List								
Site	Ref	Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	Betty 16	X					X	
	Betty 17							
	Betty 18						X	?
	Betty 19							
	Betty 20						X	?
	Betty 21							
	Betty 22						X	?
	Betty 23							
	Betty 24					X	X	?
	Betty 25						X	
Palmiet	Palm 01						X	
	Palm 02							
	Palm 03						X	
	Palm 04							
	Palm 05							
	Palm 06							
	Palm 07							
	Palm 08							
Kleinmond	Klein 01							
	Klein 02	X					X	
	Klein 03							
	Klein 04							
	Klein 05							
	Klein 06							
Botrivier	Bot 01							
	Bot 02							
Fisherhaven	Fish 01						X	X
	Fish 02							
	Fish 03							
	Fish 04							
	Fish 05							
Hawston	Haw 01							
	Haw 02							
	Haw 03							
	Haw 04							
	Haw 05 and 06	X			X		X	
	Haw 07							
Vermont	Ver 01							
	Ver 02							
	Ver 03							
	Ver 04							
	Ver 05							
	Ver 06							
	Ver 07							
	Ver 08							
	Ver 09							
Onrusrivier	Onrus 01							
	Onrus 02					X	X	
	Onrus 03							
	Onrus 04						X	?
Sandbaai	Sand 01					X	X	X
	Sand 02							
	Sand 03							
Zelihle	Zwe 01					X	X	
Hermanus	Her 01							
	Her 02							
	and 03				X	X		

Priority Items List								
Site	Ref	Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	Her 04				X	X		
	Her 05							
	Her 06, 07 and 08				X	X		
	Her 09							
	Her 10							
	Her 11							
	Her 12	X					X	?
	Her 13							
	Her 14							
	Her 15							
	Her 16							
	Her 17							
De Kelders	Kel 01							
	Kel 02							
	Kel 03							
	Kel 04							
Gansbaai	Gans 01							
	Gans 02							
	Gans 03							
Blompark	Blom 01		X			X	X	
Danger Point	Dan 01							
	Dan 02							
	Dan 03							
	Dan 04							
	Dan 05							
	Dan 06							
	Dan 07	X		X	X		X	
Kleinbaai	KleinB 01						X	?
	KleinB 02 and 03							
	KleinB 04							
Franskraal	Frans 01							
	Frans 02							
	Frans 03					X	X	?
Uilenkraalsmond	Uil 01						X	X
Pearly Beach	Pea 01							
	Pea 02						X	
	Pea 03						X	X
	Pea 04							
	Pea 05						X	X
	Pea 06		X			X	X	X
	Pea 07							
Buffelsjag	Buff 01						X	
	Buff 02							
	Buff 03							
	Buff 04		X			X	X	
Quon Point	Quon 01	X			X		X	X
Oubaai	Ou 01							
Aasfontein	Aas 01							
	Aas 02							
Suidstrand	Suid 01 and 03					X	X	?
	Suid 02							
	Suid 04							
	Suid 05							
L'Agulhas	Agh 01		X				X	X

Priority Items List								
Site	Ref	Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	Agh 02		X				X	?
	Agh 03							
	Agh 04							
Struisbaai	Struis 01		X			X	X	X
	Struis 02							
	Struis 03							
	Struis 04							
	Struis 05		X					?
	Struis 06		X					
	Struis 07						X	
	Struis 08							
	Struis 09							?
De Mond	Mon 01							
Waenhuis-krans	Waen 01, 02, 03		X			X	X	
	Waen 04							
	Waen 05		X	X	X	X		?
	Waen 06 and 07	X					X	X
	Waen 08 and 09	X	X		X		X	X
Arniston	Arn 01	X					X	
	Arn 02					X		
	Arn 03						X	
	Arn 04							
	Arn 05							
	Arn 06							
	Arn 07							
De Hoop	De 01							
Stilbaai	Stil 01							
	Stil 02							
	Stil 03							
Cape Infanta	Inf 01							
	Inf 02							
	Inf 03							?
	Inf 04							
	Inf 05							
	Inf 06						X	
	Inf 07							
	Inf 08						X	
Malgas	Mal 01	X						

## 4.5 Pilot Study

### 4.5.1 Pilot Study Site Selection

Of all the sites assessed, 10 sites were identified as having access conflicts and were considered for the pilot study. At a preliminary meeting held with district and local municipal officials and councillors in Onrus on 13 March 2018, each site was discussed. The efforts undertaken to date by stakeholders/interested parties to find solutions to the conflict situations were also highlighted. The resolutions are detailed in the table below.

Based on this preliminary meeting, the Middlevlei site (also known as Sonesta) was proposed for the reasons given below.

**Table 7: List of sites at which conflict is currently being experienced**

Site	Ref	Nature of Conflict	Comment
Bettys Bay	Betty 16	CapeNature has prevented access by fishermen as a consequence of the need to protect the penguin colony. Fishermen contend that they can co-exist.	This conflict is in the CapeNature jurisdiction and therefore outside of the scope of this project. It will, however, be brought to their attention through official channels.
Kleinmond	Klein 02	Vehicular access was historically from the R44 main road to the beach. The development of a residential estate now prevents vehicular access although pedestrian access is still possible over a boardwalk and wooden bridge. No parking is provided for pedestrians using this access.	The meeting reached consensus that this conflict will best be addressed in terms of the Bot and Klein-rivers Estuarine Management Plan. The issue will be brought to the relevant parties' attention. The authorities are already dealing with the complex issues of leases and rights of way.
Hawston	Haw 05 and 06	This stretch is the security estate Middlevlei. Access is permissible to residents and guests only. This severs a historical access to the Bot river mouth and adjacent coastline enjoyed by the Hawston community.	This site was proposed for the pilot study as a consequence of the numbers of affected persons and the length of time it has been debated in the public domain. Resolution is now needed urgently.
Hermanus	Her 12	This conflict area is a short stretch in which private properties run down to the high-water mark thereby cutting off the cliff path to the east and west. This is a conflict area and has attracted much publicity recently. Public coastal access is denied along	Although this is clearly an issue of much importance to some stakeholders, it was decided that the process of bringing this to the relevant authorities' attention has already gained sufficient momentum to be self-sustaining. It was not, therefore selected as the pilot study site.

Site	Ref	Nature of Conflict	Comment
		this stretch.	
<b>Danger Point</b>	<b>Dan 07</b>	The construction of an abalone farm has denied historical access along the shore to fishermen especially from Blompark. Access to stretches further along the coast is possible via the private estate – Romansbaai, but this requires a vehicle.	This issue will be brought to the attention of the relevant planning authorities for resolution. The local authority is best positioned to act on what appears to be a zoning issue. The EA for this site will also be examined by the local authority to determine whether coastal access is a requirement of authorisation.
<b>Quon Point</b>	<b>Quon 01</b>	Quon Point is a conservation area. Historical access for fishermen is now difficult but not impossible as a consequence of areas being declared off-limits for conservation purposes. Stakeholders claim variable conditions for entry to the point.	This is a conservation area and falls outside the scope of this project. It will be brought to the relevant conservation agency's attention.
<b>Waenhuiskrans</b>	<b>Waen 06 and 07</b>	A gravel road runs through the conservation area managed by Cape Nature in a south-westerly direction. This road was historically used by Arniston and Waenhuiskrans residents to access the southern beaches and fishing areas. It has since been closed by Cape Nature for conservation reasons. However, barriers placed by Cape Nature are frequently illegally removed to permit access for vehicles. It is submitted by stakeholders that if the access road through the park were to be re-opened and managed, it would take the pressure of the dangerous road down the eastern coast to the point.	This is outside of the scope of work of this project as it falls within Cape Nature jurisdiction. This will be brought to the attention of this agency for action.
	<b>Waen 08 and 09</b>	Private property bounds the Coastal Public Property (CPP). Access through the private land is by prior arrangement with land owners only although illegal access is evident. The need for access through this land is exacerbated by the closure of the Cape Nature road in the reserve (Waen 06 and 07). ORVs traverse these properties illegally and the landowners have been served with notices by DEA for	This particular issue presents the opportunity for investigating managed access through conservation areas as an alternative to private land. Other options include potential stewardship agreements between organs of state and private landowners. The issue will be taken forward with CapeNature.

Site	Ref	Nature of Conflict	Comment
		"allowing" illegal beach access. There is no management of activities of the visitors if they do gain access and unrestricted driving on the beaches and in the dunes takes place.	
<b>Arniston</b>	<b>Arn 01</b>	Private property prevents direct access to the beach although longshore pedestrian access through dunes is possible. Limited vehicular access possible through prior arrangement.	The meeting was informed that this issue has already been resolved and no further action is required.
<b>Malgas</b>	<b>Mal 01</b>	Private properties run to the edge of the Breede River for the entire stretch marked on the maps. Access to the water's edge is restricted and is only possible in places via private resorts or the Pont in Malgas.	It is understood that CapeNature is already investigating the access along the stretch highlighted as Mal 01.

The decision was endorsed at a, Overberg District Council meeting on 18<sup>th</sup> July 2018 (see Appendix 6).

**Please note:** The following paragraphs provide a brief overview of the pilot study history and steps to be taken in the next few months. More engagements with stakeholders are planned and more investigations will be conducted in the process. The results and a more detailed description and explanation will be presented in the separate report on the pilot study.

#### 4.5.2 Pilot Study: Middlevlei (Sonesta)

##### The Problem

Access to the eastern bank of the mouth of the Bot River was, in recent past via state-owned resort called Sonesta. A fee was levied for access to a parking area near the wooden bridge. Records detailing facilities at the time are not available but these were ultimately demolished to make way for the development now collectively called Middlevlei when the site was sold by government to private developers. At the same time, access by the public was prevented affecting both Hawston and Fisherhaven residents.

It is important to note that the access provided through the old Sonesta Resort is not the same as those captured in the 1938 and 1961 aerial photographs (overleaf) and is, therefore a relatively new development.

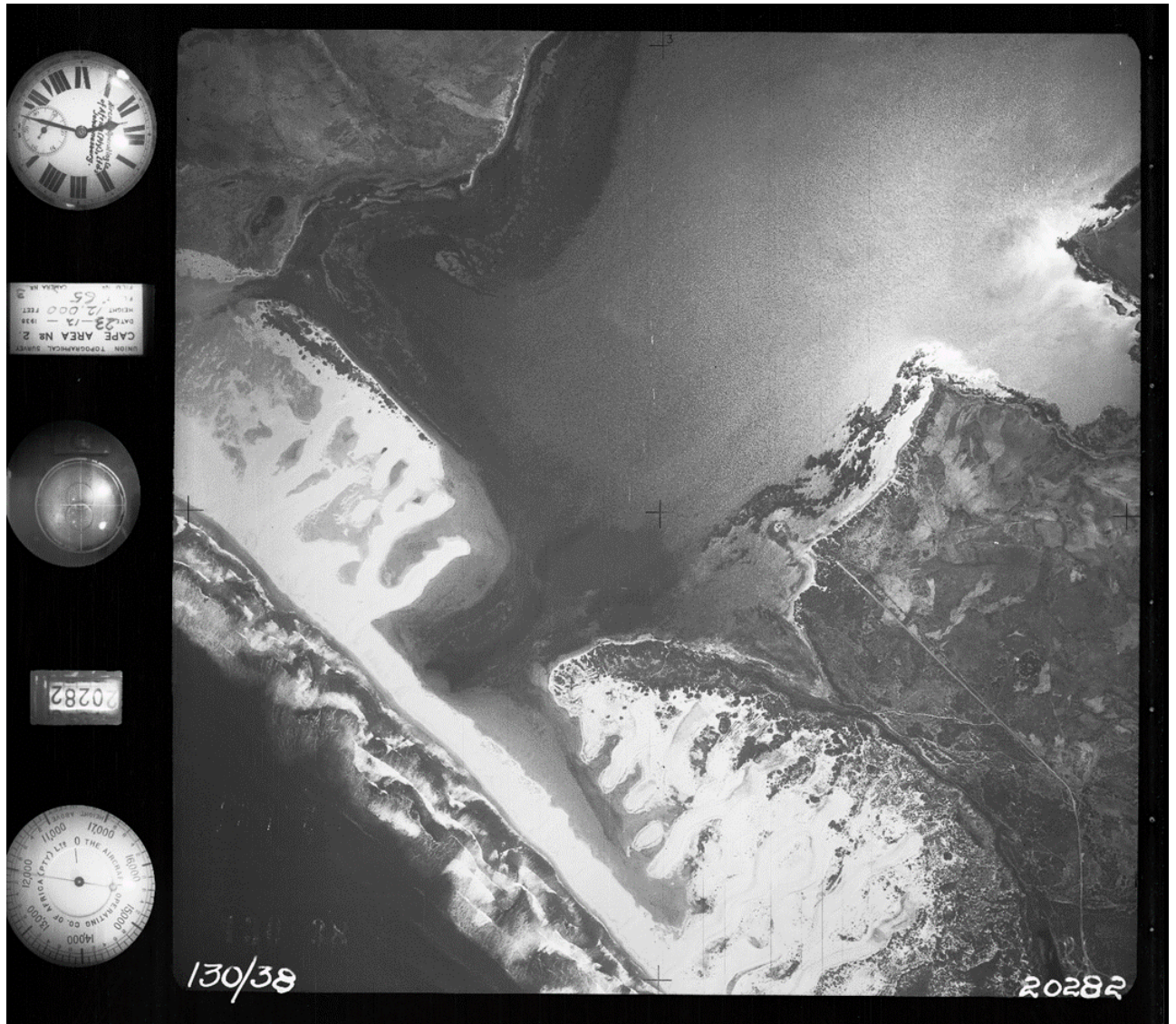


Figure 4-1: 1938 Aerial Photograph



**Figure 4-2: 1961 Aerial photograph**

The project team and other stakeholders have identified a number of avenues for re-instating public access at or in the vicinity of Middlevelei. It is important to note that these avenues deal with **in-principle/high level approaches** to resolving the conflict. The options are discussed below and includes two means of reinstating access through the Middlevelei development and two options for the provision of alternative access outside the Middlevelei development.

#### **Access to the Beach and Bot River Mouth**

- **Scenario 1: Agreement**

This avenue is based on the notion that the current landowners of Middlevelei can opt to reach a negotiated agreement with the ODM in terms of which access to the beach via the gated development is re-instated. The details of the agreement can

be negotiated and could consider aspects such as a fee for the use of the facilities. Such an agreement will be voluntary and can be subject to terms and conditions that govern issues such as accountability, liability and assignment of responsibility for resources and functions such as maintenance and law enforcement. The agreement will be legally binding, and the terms and conditions will act as “rules” governing the access.

This avenue, given the fact that it would be a voluntary agreement, could present a rapid resolution to the conflict.

**• Scenario 2: Restitution / Redress through Designation of Coastal Access Land through the use of a By-law**

This avenue follows the approach of regulatory intervention. It speaks to the Competent Authorities' mandate to give effect to the management goal in relation to coastal access, namely 'to ensure, protect and manage, in perpetuity, public right of physical access to and along the coastal zone' as intended by the ICMA, and identified in the NCAS (DEA, 2014). Two related management objectives of the NCAS are (DEA, 2014):

- Opportunities for public access must be provided at appropriate coastal locations in context of the environmental, financial and social opportunities and constraints.
- Public access must be maintained, managed and monitored to minimise adverse impacts on the environment and public safety and to resolve incompatible uses.

This avenue can become necessary if none of the others avenues are acceptable to stakeholders and if all other options have been exhausted. It is scenarios such as this that the Draft Model By-law was developed to address, and would present an opportunity to test the implementation of the bylaw. As an alternative, the Provincial MEC (should ODM fail to act) could intervene and act in terms of the powers delegated to Province and declare the road an access servitude in favour of the public.

The options for re-instating access in this manner would include re-opening the road, and the provision of ablution facilities, waste bins and parking. Space will need to be sought above the 5m contour for these facilities. Given the current space constraints, the Municipality may need to acquire further land for this purpose. The Municipality would be responsible for costs associated with these developments and the related management and maintenance of the facilities.

**Scenario 3: Alternative access**

**Scenario 3a:**

Residents of Middlevlei have proposed the creation of an alternative access route outside their property. The proposed access route will traverse state land and lead to a public parking area and amenities to the south of Middlevlei which would need to be constructed by the Municipality.

An important point to consider regarding this avenue is the fact that the regulatory application and assessment processes, as well as the construction and maintenance of the route and amenities, will require funding. The timeframes required for the regulated applications, and the construction of the access route and infrastructure, will result in a very protracted process. It is also important to note that no structures (roads or amenities) may be positioned below the 5m contour, in a wetland or Critical Biodiversity Area as defined by CapeNature are undesirable from an environmental perspective and would complicate regulatory approvals. This severely limits the available space.

**Scenario 3b:**

A boardwalk is constructed from Die Eiland to the mouth of the Bot River thereby avoiding Middlevlei completely. This will make use of the existing access road and parking area at Die Eiland but provide unrestricted access along a boardwalk to the mouth for pedestrians.

An important point to consider regarding this avenue is the fact that, as with the previous option, the regulatory application and assessment processes, as well as the construction and maintenance of the route and amenities, will require funding. The timeframes required for the regulated applications, and the construction of the access route and infrastructure, will result in a protracted process. The boardwalk would be in excess of 1.5 km long making it a costly exercise but it would remove the restrictions on numbers of visitors imposed by other options as well as providing access to a longer stretch of the estuary bank to other users (such as birdwatchers) when compared to the current. However it would be a long walk which could constitute a barrier for the elderly, mobility challenged and small children.

These options will be further detailed in a draft report on the pilot study which will be issued to affected parties. A series of focussed workshops to identify the pros and cons of each avenue will be conducted.

Based on the results of the focussed workshops the municipality will then initiate the appropriate planning tools such as impact assessment and or servitude declaration as required. These will be reported in a separate document.

## 5 Discussion

This draft report documents the findings of the audit of the coastal access in Overberg District Municipality. It maps various usages (also termed typologies) and characterises the degree of ease of access along the coastline from Rooiels to Cape Infanta. It is issued for comment by registered stakeholders before finalisation.

### 5.1 Audit Results

The coastline has been divided into sectors for ease of reporting and these have been assigned colour codes according to their ease of coastal access.

A list of priority actions has been developed for each sector (Table 8). As can be seen, the most populous column is the one requiring more information before definitive statements about the specific site can be made. These could require information around title deeds, actual usage or illegal activities but the time frames permitted for this project did not permit such in-depth investigations. The second most populous column is that of environmental damage. This results largely from the proliferation of informal paths which arise from formal nodes or parking areas or join more than one node running along the coast. These informal access ways are illegal and must be closed and the area rehabilitated to comply with ICMA and NEMA. This list is intended to be forwarded to the municipal officials so that they can prioritise actions required to remedy the inadequacies observed where possible. This should provide adequate notice for planning in the next budget cycle.

In the table, an “x” indicates that the priority action has been triggered for that site. A “?” indicates a possible trigger. This is most noticeable in the “illegal activities” column. It indicates that there is a lack of information which would permit a definitive statement on whether illegal activities are taking place or not, therefore requiring further investigation.

**Table 8: Consolidated priority table**

Priority Items List								
Site	Ref	Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
Rooi-Els	Rooi 01						X	?
	Rooi 06						X	?
	Rooi 08						X	?
	Rooi 10						X	?
Pringle Bay	Pring 01		X				X	
	Pring 02						X	
	Pring 04		X				X	?
	Pring 05		X				X	
	Pring 06						X	?
	Pring 07		X				X	
	Pring 08						X	?

Priority Items List								
Site	Ref	Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	Pring 09					X		
	Han 02		X				X	?
	Han 04				X			
	Betty 02						X	?
	Betty 05		X			X		
	Betty 08						X	?
	Betty 09				X		X	
	Betty 10						X	?
	Betty 11		X			X	X	
	Betty 12						X	?
	Betty 14						X	?
	Betty 15					X	X	?
	Betty 16	X					X	
	Betty 18						X	?
	Betty 20						X	?
	Betty 22						X	?
	Betty 24					X	X	?
	Betty 25						X	
Palmiet	Palm 01						X	
	Palm 03						X	
	Klein 02	X					X	
Fisherhaven	Fish 01						X	X
Hawston	Haw 05 and 06	X			X		X	
Onrus	Onrus 02					X	X	
	Onrus 04						X	?
Sandbaai	Sand 01					X	X	X
Zelihle	Zwe 01					X	X	
Hermanus	Her 02 and 03				X	X		
	Her 04				X	X		
	Her 05							
	Her 06, 07 and 08				X	X		
	Her 12	X					X	?
Blompark	Blom 01		X			X	X	
Danger Point	Dan 07	X		X	X		X	
Franskraal	Frans 03					X	X	?
Uilenkraalsmond	Uil 01						X	X
Pearly Beach	Pea 02						X	
	Pea 03						X	X
	Pea 05						X	X
	Pea 06		X			X	X	X
Buffelsjag	Buff 01						X	
	Buff 04		X			X	X	
Quon Point	Quon 01	X			X		X	X
Suiderstrand	Suid 01 and 03					X	X	?
L'Agulhas	Agh 01		X				X	X

Priority Items List								
Site	Ref	Conflict	Environmental degradation/damage	Safety and security	Identified need	Maintenance required	Further investigations required	Illegal activities
	Agh 02		X				X	?
Struisbaai	Struis 01		X			X	X	X
	Struis 05		X					?
	Struis 06		X					
	Struis 07						X	
Waenhuis-kran	Waen 01, 02, 03		X			X	X	
	Waen 05		X	X	X	X		?
	Waen 06 and 07	X					X	X
	Waen 08 and 09	X	X		X		X	X
Arniston	Arn 01	X					X	
	Arn 02					X		
	Arn 03						X	
Cape Infanta	Inf 06						X	
	Inf 08						X	
Malgas	Mal 01	X						

Overall, the findings showed that, the Overberg coastline is well provisioned in terms of coastal access points and nodes and with only 10 exceptions there is little conflict for usage at present.

The maps also provided a preliminary description of the usages or typologies observed at each site. It is noted that typologies were assigned only if it was obvious that they were provided for by the municipality or stakeholders identified the uses as already entrenched. This aspect of the approach needs to be addressed and is discussed in the paragraphs below.

A number of beaches, especially Blue Flag beaches already provide ramps and dedicated ablutions for physical challenged individuals but not many provide additional facilities once on the beach itself such as immersible wheelchairs and trained staff. Workshop participants were questioned about the need for universal access facilities. While they acknowledged the need for wheelchair-bound or elderly visitors, there was not a significant pressure for provision of such facilities in addition to those already in place. This is somewhat contrary to what was observed during the site inspections and stated in some feedback forms submitted by elderly or mobility challenged individuals.

Finally, as a result of investigations and deliberations with the municipal officials, Middlevlei was selected as the pilot study site.

Since one of the objectives of this project was to test the audit approach detailed in the WC-CASP, Table 9 below provides a review of the audit objectives and the degree to which they were realised in this study.

**Table 9: Assessment of audit objectives achieved**

Audit objective	Comment
Inventory of coastal access sites	<p>This aspect of the project is 100% successful. The team was able to identify publicly accessible points and nodes. Informal access points from private residences on frontal dunes were not individually itemised but since these are strictly speaking illegal and should be closed.</p>
Characterisation of coastal access sites	<p>In this study, coastal access nodes were divided into one of six types each with a distinct colour code which was inserted into the GIS maps:</p> <ul style="list-style-type: none"> <li>• Conflict areas</li> <li>• Conservation areas (excluded from this study since it lies outside of the jurisdiction of the District Municipality)</li> <li>• Private property- no access to general public</li> <li>• Unrestricted pedestrian access</li> <li>• Vehicle access</li> <li>• No formal access provisions- i.e. no paths or parking areas but no prohibitions either.</li> </ul> <p>These categories were found to be useful as all types of access could be fitted into one of them for planning purposes. With refinement, this could become the standard for the Western Cape coastal access descriptions.</p>
Formal vs informal access	<p>The study found it necessary to distinguish between informal and formal access routes or nodes. The distinction was at times difficult to apply since there were grey areas. However, in general, a formal access (be it paved or unpaved) is one which is maintained by the municipality. This is evidenced by the presence of refuse bins which are emptied, signage, cleared verges etc. These, it was assumed, were there with the knowledge and sanction of the municipality and were audited as such.</p> <p>All other access paths, routes or nodes were deemed informal and therefore possibly illegal. For example, from private residences on frontal dunes to the beach.</p> <p>Difficulties arose, for example in Cape Agulhas and Struisbaai where there were formal access routes and parking areas provided but informal routes had developed between them through the dune vegetation. Some of these had been in existence for sufficient period that the municipality had commenced minimal maintenance of them even though they should not be in existence. These and other similar examples made the use of this distinction slightly problematic.</p>
Identification of uses/ typologies of the identified coastal access sites	<p>The audit required the identification of typologies or planned uses of each coastal access. Typical typologies are swimming, fishing, picnic, dog-walking etc. The intention was then to audit provisions against the typology identified.</p> <p>The initial intention was to use the stakeholder workshops to identify the typologies and related minimum requirements (facilities/amenities). However, in practice this proved impractical since the dialogue revolved around conflict areas and did not leave sufficient time for such detail.</p> <p>As a consequence, the project team decided to identify typologies which were clearly provided for by the municipality (or in some instances private associations) as evidenced by signage or waste fishing line receptacles etc as a first pass. By then distributing the draft report to stakeholders,</p>

	additional typologies (uses) can be identified and inserted in the final report.
Identification of maintenance or improvement requirements	<p>Clearly an audit of coastal access needs to identify any deficiencies which need to be addressed. In cases where signage or other infrastructure was broken or damaged this was a simple task. In other instances however, it relied on the understanding of the auditor of the intended typologies and purpose of the specific coastal access and recommendations were made within this framework.</p> <p>Since the audit is a snapshot in time no comments can be made about the carrying capacities and consequent need for expansions etc unless they were raised by stakeholders. This issue is discussed in more detail in the next section.</p>
Identification of conflict areas	The identification of conflict areas centred around existing knowledge or reported conflict areas and those raised during the stakeholder workshops. This approach worked well and as a consequence no attempt was made to predict or pre-empt additional conflict areas.
Stakeholder involvement	<p>Engagement of the wider stakeholder community involved attendance at workshops, email communication and an opportunity to comment on the draft report of the audit. The workshops were advertised in Die Burger and the local newspaper- the Observer.</p> <p>A number of difficulties were experienced in this regard:</p> <ol style="list-style-type: none"> <li>1) The advertisements were published very late so there was a very short period for many stakeholders to plan to attend</li> <li>2) Not all stakeholders access these the newspapers</li> <li>3) The stakeholders were not sufficiently capacitated in advance with the result that many had different and often conflicting perceptions of the purpose of the workshops</li> <li>4) Many stakeholders experienced difficulties with transport to the workshops as well as attending the workshops during office hours. The workshop attendance was, therefore, frequently skewed in favour of more affluent and mobile communities.</li> </ol> <p>The assistance of ward councillors and other formal structures have been used to address this issue during the comment period on the draft report. Future audits need to take into consideration the various constraints incumbent on many stakeholders when planning the engagement process. This would involve more intensive stakeholder preparation so that the content of the workshops can be focussed and the maximum value obtained.</p>
Municipal involvement	The district and local municipalities were involved in a number of focussed meetings in addition to the general stakeholder workshops. This was found to be effective for this round of audits.

This then satisfies the first part of the scope of work of providing inventory of coastal access in this district municipality. It will now be issued for public comment and amended if alternative or additional information surfaces.

## 5.2 Critique on Audit Approach

The second part of the project was to test the audit approach proposed in the Western Cape Coastal Access Strategy and Plan and critique its contents, provisions and application.

The ICMA provides little guidance on the number of coastal accesses to be provided by municipalities and the type of activities to be covered. It provides guidance on signage and other facilities for designated sites (i.e. those designated through the by-law) but not under other circumstances. As a consequence, determining whether there are **adequate and reasonable** coastal access sites provided becomes difficult. The guidance provided in the ICMA does not take into account the nature of the immediate environment nor does it take into account the type of access i.e. a single small footpath through the dune as opposed to a recreation node. In absence of such definitive guidance, comment on adequacy of number and type of access provision was therefore fully dependent on the auditor's experience and opinion.

Based on the practical implementation of the audit checklist in the WC-CASP the following observations are offered for debate.

**Table 10: Discussion on application of the audit approach**

Issue	Discussion
<ul style="list-style-type: none"> <li>Adequate NUMBER of coastal access points/ nodes</li> </ul>	<p>The audit attempted to determine whether there was adequate coastal access provided by the municipality. The unwritten assumption is that no stretch of the coastline should be denied to the public. Clearly this is not always practical nor desirable, for example when residences are built between the frontal road and the sea. Even in these cases, access along the shore line is not always restricted.</p> <p>This meant that determining whether there was sufficient coastal access was difficult. In addition, attempting to determine whether the carrying capacity was reached or exceeded relied on physical evidence of trampling etc. and stakeholder input. This approach is reactive and not efficient for planning purposes in the long term. The audit can provide a description of an instant in time (notably out of season) but cannot replace a comprehensive needs analysis and planning exercise for the provision of coastal access.</p>
<ul style="list-style-type: none"> <li>Adequate TYPE of coastal access               <ul style="list-style-type: none"> <li>Pedestrian access</li> <li>Vehicular access</li> <li>Longshore access vs perpendicular access</li> <li>Wish list as opposed to real need</li> </ul> </li> </ul>	<p>Similarly, identification of access needs cannot be regarded as accurate using an audit methodology alone. Suggestions for alternative, more comprehensive approaches are presented in the following section. The nature of the access will be determined by the uses to which that access is to be put and this may change or develop over time.</p> <p>Similarly, is it necessary to start by looking at all possible coastal activities and making sure that each is catered for in a specific area. This would then include a considerations of universal access.</p>

	<p>Furthermore, such consideration would need to determine the number of people requiring access for a specific purpose and determining the minimum number of such people that would warrant spending funds to provide the specific access.</p> <p>Thus, while a coastal access audit provides a valuable list of immediate issues which require attention and therefore funds, it cannot be used in isolation as a long-term planning tool.</p>
<ul style="list-style-type: none"> <li>Minimum standards, especially for signage and ablutions</li> </ul>	<p>The Western Cape Coastal Access Strategy and Plan contains proposed minimum requirements for certain typologies of coastal access.</p> <p>Their use in this audit was found to be problematic since some of the recommended requirements were impractical in coastal access areas distant from main centres. The distance means that servicing and maintaining the infrastructure is costly and frequently ineffective due to vandalism.</p> <p>The only requirements which are currently legislated are those in ICMA which apply to DESIGNATED coastal access and not other types of access provided by the municipality.</p> <p>The lists need to be reviewed and these revised lists must then become standards for the coast and used for audit purposes.</p> <p>Seasonality of the audit must be taken into account when determining the need and/or adequacy of facilities such as ablutions.</p>

## 5.3 Summary

This audit approach was a valuable snap-shot which generated a list of items which require attention in the short-term but it does not replace the need for a more detailed comprehensive coastal access planning process at District and Local Municipal levels and must be incorporated into existing planning processes such as SDF, IDP and spatial planning regulatory processes in a comprehensive and interconnected way. The audit approach and the depth of investigation limit the use of these data to short term planning. Being a snap-shot in time it does not give an accurate indication of trends and demand in the future nor does it provide any scenario planning.

## 5.4 The Way Forward

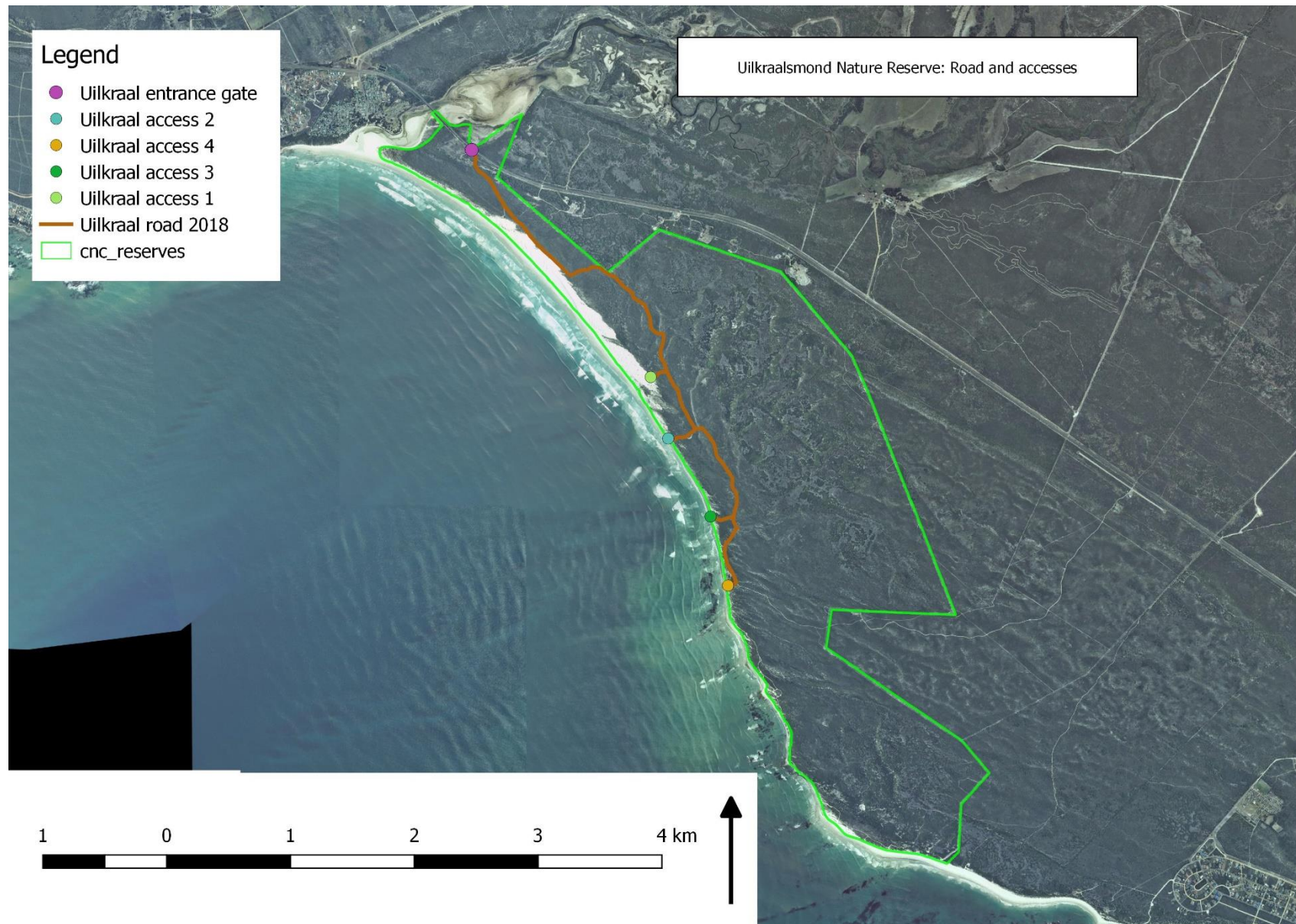
This document provides a baseline of information on current coastal access and typologies. It has a use in planning expansion or maintenance but cannot replace the comprehensive planning of coastal access as part of overall municipal planning and management. The data contained in this document can be used in the interim until the results are integrated with planning processes most likely during the next revision cycle of the IDP when provision of coastal access is given the same priority as schools, roads or other facilities in accordance with the ICMA.

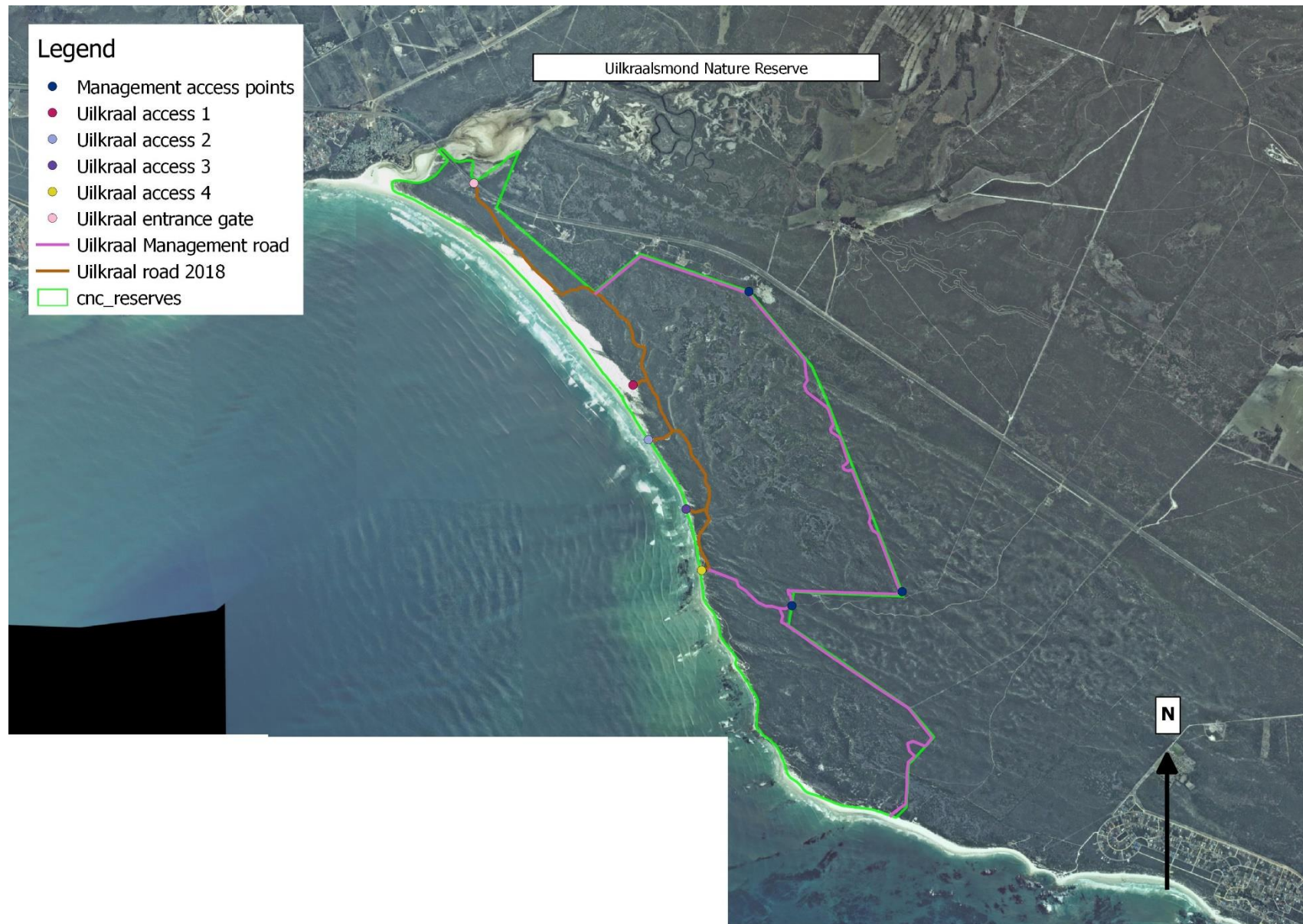
## **Appendix 1: Cape Nature Coastal Access**

The following maps were provided by Cape Nature to show the coastal access within some of their reserves since these were excluded from the main body of this report.

The maps are provided for reference only and no assessment has been conducted on them by the audit team.















## Appendix 2: Newspaper advertisements

Western Cape  
Government

BETTER TOGETHER.

## IMPORTANT NOTICE

PUBLIC MEETINGS: OVERBERG COASTAL  
ACCESS AUDIT AND PILOT STUDY

The **WESTERN CAPE GOVERNMENT (WCG)**, **Department of Environmental Affairs and Development Planning (DEA&DP)**, has commissioned an audit of all historical, existing access points along the Overberg Coastline where the public have, are and/or still wish to access the coast. This initiative is in support of the Overberg District Municipality and gives effect to the Provincial and Municipal Coastal Management Programmes as well as the Provincial Coastal Access Strategy and Plan. The Directorate: Biodiversity and Coastal Management cordially invite interested and affected parties to participate in this initiative by providing information regarding the location and extent of such public coastal access points and by attending the public meetings.

Simultaneously, DEA&DP will be implementing a pilot study to assess the impacts and feasibility of designating coastal access land in terms of the National Environmental Management: Integrated Coastal Management Act, 2008 (Act No. 24 of 2008) and in line with the Provincial Coastal Access Strategy and Plan at a site that is identified and prioritised through this stakeholder engagement.

The public meetings will be held on the following dates and times:

DAY & DATE	VENUE	TIME
29 January 2018	Kleinmond	9am
29 January 2018	Hermanus	1pm
29 January 2018	Hawston	6pm
30 January 2018	Pearly Beach/ Gansbaai	5pm
5 February 2018	Struisbaai/Agulhas/Arniston	5pm
6 February 2018	Malgas/Swellendam	5pm

All are welcome to attend these meetings. Stakeholders can request to be registered on the project stakeholder database or request further information from the service provider:

Erik Botha (tel) 021 785 5664 • (e-mail) erik@erikbotha.co.za or

Saa-rah Adams (tel) 021 483 0773 • (e-mail) coastal.enquiries@westerncape.co.za

OPENBARE VERGADERINGS: OVERBERG KUSTOEGANG  
OUDIT EN LOODSSTUDIE

Die **WES-KAAPSE REGERING (WKR)**, **Departement van Omgewingsake en Ontwikkelingsbeplanning (DOS & OB)** het opdrag gegee dat 'n audit gedoen word van alle historiese, bestaande toegangspunte langs die Overberg-kuslyn waar die publiek toegang tot die kus het. Hierdie inisiatief is ter ondersteuning van die Overberg Distriksmunisipaliteit en gee uitvoering aan die Provinsiale en Munisipale Kusbestuursprogramme asook die Provinsiale Kusttoegangstrategie en -plan. Die Direkoraat: Biodiversiteit en Kusbestuur nooi belangstellende en geïntereseerde partye hartlik uit om deel te neem aan hierdie inisiatief deur inligting oor die ligging en omvang van sodanige openbare kustoegangspunte te verskaf en deur die openbare vergaderings by te woon.

DOS & OB gaan terselfdertyd 'n loodsstudie implementeer om die impak en haalbaarheid van die aanwysing van kustoegangsgrond ingevolge die Nasionale Wet op Omgewingsbestuur: Geïntegreerde Kusbestuur, 2008 (Wet No. 24 van 2008) te evalueer en in ooreenstemming met die Provinsiale Kusttoegangstrategie en -plan op 'n terrein wat tydens 'n proses van skakeling tussen belanghebbende partye geïdentifiseer en geprioritiseer sal word.

Die openbare vergaderings vind op die volgende datums en tye plaas:

DAG & DATUM	PLEK	TYD
29 Januarie 2018	Kleinmond	9am
29 Januarie 2018	Hermanus	1pm
29 Januarie 2018	Hawston	6pm
30 Januarie 2018	Pearly Beach/ Gansbaai	5pm
5 Februarie 2018	Struisbaai/Agulhas/Arniston	5pm
6 Februarie 2018	Malgas/Swellendam	5pm

Almal is welkom om die vergaderings by te woon. Belanghebbende partye kan versoek om op die projekdatabasis geregistreer te word, of meer inligting verkry by die diensverskaffer:

Erik Botha (tel) 021 785 5664 • (e-mail) erik@erikbotha.co.za or

Saa-rah Adams (tel) 021 483 0773 • (e-mail) coastal.enquiries@westerncape.co.za

**Appendix 3: Stakeholder database**

The table below contains a list of all stakeholders involved in the process to date.

NAME	ORGANISATION/DEPARTMENT	E-MAIL
<b>Authorities</b>		
Potlako Kathi	DEA: Ocean and coasts	pkathi@environment.gov.za
Tsepiso Monnakgotla	DEA: Ocean and coasts	tmonnakgotla@environment.gov.za
Lauren Williams	DEA: Ocean and coasts	lwilliams@environment.gov.za
Bongolethu Zenani	DEA: Ocean and coasts	bzenani@environment.gov.za
Nenekazi Juduka	DEA: Ocean and coasts	NJuduka@environment.gov.za
Craig Smith	DAFF	craigs@daff.co.za
Thulani Mthombeni	DAFF	thulanim@daff.gov.za
SG	Office of Surveyor General	sgdatawc@drdlr.gov.za
John Obree	Office of Surveyor General	john.obree@drdlr.gov.za
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DPW	NDPW	riyaadh.kara@dpw.gov.za
Neziswa Mtsemi	SALGA	nmtsemi@salga.org.za
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		melanieduplessis8@gmail.com
K Stuurman	Swellendam Municipality	kstuurman@swellenmun.co.za
C Petersen	Swellendam Municipality	cpetersen@swellenmun.co.za
Cllr Daniel Europa	Cape Agulhas Municipality	dannye@capeagulhas.gov.za
Cllr Paul Swart	Cape Agulhas Municipality	Not available
Cllr Danny Europa	Cape Agulhas Municipality	Not available
Bertus Hayward	Cape Agulhas Municipality	bertush@capeagulhas.gov.za
Cllr Elnora Gillion	Overstrand Municipality	egillion@overstrand.gov.za
Penelope Aplan	Overstrand Municipality	paplon@overstrand.gov.za

Henke Olivier	Overstrand Municipality	holivier@overstrand.gov.za
Marietjie Harmse	Overstrand Municipality	mharmse@overstrand.gov.za
Cllr Msweli	Overstrand Municipality	Not available
Cllr de Coning	Overstrand Municipality	Not available
Alderman Coetzee	Overstrand Municipality	Not available
Hanneen van der Stoep	Overstrand Municipality	hvdstoep@overstrand.gov.za
Liezl de Villiers	Overstrand Municipality	ldevilliers@overstrand.gov.za
Petrus Roux	Overstrand Municipality	petrusroux@overstrand.gov.za
Cllr Riana de Coning	Overstrand Municipality	rdeconing@overstrand.gov.za
Benjamin Kondokter	Overstrand Municipality	bkondokter@overstrand.gov.za
Dudley Coetzee	Overstrand Municipality	dcoetzee@overstrand.gov.za
Schalk vd Merwe	Overstrand Municipality	svdmerwe@overstrand.gov.za
Francois Myburgh	Overstrand Municipality	fmyburgh@overstrand.gov.za
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Rudolph Smith	Overstrand Municipality	rsmith@overstrand.gov.za
R Kuchar	Overstrand Municipality	rkuchar@overstrand.gov.za
CC Groenewald	Overstrand Municipality	cgroenewald@overstrand.gov.za
Adrian Fortuin	CapeNature	afortuin@capenature.co.za
Lesley-Ann Williams	CapeNature	lawilliams@capenature.co.za
C Fordham	CapeNature	cfordham@capenature.co.za
Rhet Smart	CapeNature	rsmart@capenature.co.za
	CapeNature	tierck@capenature.co.za
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Ashley Visagie	CapeNature	avisagie@capenature.co.za
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Giel de Kock	SANParks	giel.dekock@sanparks.org
DEA&DP	Biodiversity&Coastal Mngmnt	tracy.sampson@westerncape.gov.za
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Allan Rhodes	Spatial Planning	allan.rhodes@westerncape.gov.za
Yanga Xashimba	Spatial Planning	yanga.xashimba@westerncape.gov.za
Gerhard Gerber	Development Facilitation	gerhard.gerber@westerncape.gov.za
Charmaine Mare	Environmental Governance	charmaine.mare@westerncape.gov.za
Henri Fortuin	Environmental Impact Management Services	henri.fortuin@westerncape.gov.za
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## **Appendix 4: Workshop Attendance Registers**



Western Cape  
Government  
Environmental Affairs &  
Development Planning

## Attendance Register for the Provincial Coastal Access Pilot Study Stakeholder workshop





Date

29/1/2018

Venue

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18.						

## Attendance Register for the Provincial Coastal Access Pilot Study Stakeholder workshop










Date

29/1/2018








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Western Cape  
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Development Planning

## Attendance Register for the Provincial Coastal Access Pilot Study Stakeholder workshop

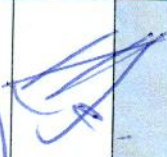










Date


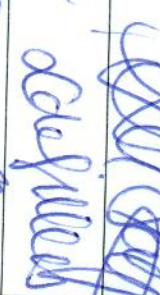


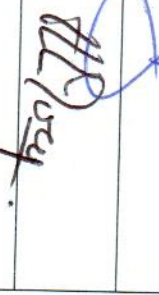
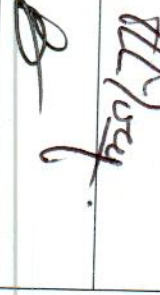


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No.	Name	Surname	Organisation/ Department	Email	Telephone	Signature
8.	Keri	Dries	Dr. Keri Dries	keridries@hermanvz.co.za	0836504200	
9.	Kindy	Richardson	Jooste & Sonnet Attorneys	admin@joostesonnet.co.za	02155716592	
10.	Darin	Henson	282-4 Main Rd Capeville	darinh@henson.co.za	0837002856	
11.	Anton	Boon	Mr Boon van der Horst Overseas Associates	xp@oman@worldonline.co.za	0824471519	
12.	Kenneth	Humbrecht	HOB Banguela	estatemanager@mybanguela.com	082-4675933	
13.	Marelie	Haruise	Overstrand Mun	mharuise@overstrand.gov.za	0283381014	
14.	Andrew	Greeff	Over's Union Financial Home Owner	andrewgreeff@icloud.com	0824153559	
15.	Thabani	Mthembu	DFFF	Thabani Medupe.gov.za	0283133703	
16.	Rob	Fryer	Whale Coast Conservation	robfrayer.wcc@gmail.com	0721855726	
17.	Sue	Mathews	RVT	sue.mat@iafrica.com	0833815432	
18.	John	Martin	KCR DOA	john@martinfamily.co.za	0836096083	

No.	Name	Surname	Organisation/ Department	Email	Telephone	Signature
19.	Haameer	vd Stoep	Overstand Mun.	hvdstoep@Overstand.gov.za	028 313 8000	
20.	LEZA	DE VRIES	Overstand Mun.	ldvilliers@overstand.gov.za	028 316 3724	
21.	AULTON	KLEIGER	WHITE CAST WATERLOO	antonsturfers@gmail.com	086 552 488	
22.	Thomas	Zahradnik	" "	thomas.zahradnik@gmail.com	082 881 1090	
23.	ASRETH	IVEY	Hermanus Region Property Owners Assoc	Teivey@iafrica.com (H.L.P.O.A.)	082 770 7320	
24.	Petrus	Roux	PM	petrusroux@overstand.gov.za	028 313 8900	
25.	ELLOR	CELL	Overland		082 376 880	
26.	ERIK	BOETHA	" "		082 451 6881	
27.						
28.						
29.						



Western Cape  
Government  
Environmental Affairs &  
Development Planning

## Attendance Register for the Provincial Coastal Access Pilot Study Stakeholder workshop












Date

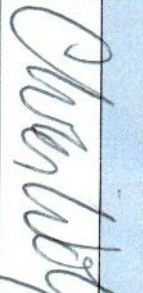






30/1/2013

Venue

Grand Hotel  
Stellenbosch

No.	Name	Surname	Organisation/ Department	Email	Telephone	Signature
1.	Shane	Coetzee	Conservancy	shane@coetzee.co.za	0824516880	
2.	ERIK	BOTHHA	"	erik@erikbothha.co.za	0824516881	
3.	Elina	Versteeld	Nearby Beach Conservancy	elina@versteeld.co.za	0843504107	
4.	DAVID	TOELA	OVERSTRAND THEKLA KLEES	DBSB.1173, GANSB.	0729043027	
5.	SHAUN	OCTOBER	Ouion Point Community	Posbus 23, Eum, 7284 Shaun@october@gmail.com	0711333542	
6.	LEWIS <del>JOHN</del>	OCTOBER <del>OCTOBER</del>	Queen Point Community	Posbus 23, 7284 EUM Lewis@october@gmail.com	0829299999	
7.	JOHN	OCTOBER	"	"	0717600214	

No.	Name	Surname	Organisation/ Department	Email	Telephone	Signature
8.	CHRISTIANE	OCTOBER	Quint Point		079 6893944	
9.	WARWICK	OCTOBER	Quoin Point	warwick.october@gmail.com	0725299888	
10.	LEON VAN EYSEN	WATKINS	Kendoo D.V.	leon@kendoo.co.za	0835005748	
11.	RITA DE CONING	DE CONING	COUNCILOR M2	redecoring@overstrand.gov.za	0283848191	
12.	BENJAMIN LONDBER	LONDBER	OVERSTRAND ENVIRONMENTAL	benlon@overstrand.gov.za	0283848300	
13.	GUERDA KITTEL	KITTEL	TOURISM	gledagansbeertourism.co.za	0722915564	
14.	BUDLEY COETZEE	COETZEE	CLUB	alecoetsee@overstrand.gov.za	0825744404	
15.	ANDRUS MORGAN	MORGAN	Private (lecturer)	AndrusM140@overstrand.gov.za	0825645940	
16.	DENNIS POLITE	POLITE	Private	jolliffe.dennis@gmail.com	082093-4949	
17.	NEEL PATRICK GREENE	GREENE	Black Bay Kanyabul	neel.patrick@greenecoal.co.za	0829929553	
18.	MEREDITH THOMPTON	THOMPTON	MEER LAGOON CONSERVATION TRUST	meredith@sharkwatch.co.za	0726573010	

No.	Name	Surname	Organisation/ Department	Email	Telephone	Signature
19.	CHRIS	KLOF	Standard Conventions TRANS T.	chris@ips.co.za.	083 455 3605	
20.	Schelle	Ed Njane	Overstrand Mun.	sudmeme@overstrand.gov.za	028 3128900	
21.	Francis	Nyburg	Overstrand Mun	f.nyburg@overstrand.gov.za	028-3848365	
22.	MR. HARELHUIS			LYNETTE.HARELHUIS@overstrand.gov.za	082 4517835	
23.	De Vries	W. S. Oer	Overberg Synkio reënig.	oeriv@joendwebmail.co.za	082 669 2860	
24.	Sarah	Adam	EADP - Coastal Management	sarah.adam@westerncape.gov.za	021 4830713	
25.	Leptievaan	Beko	EMDP	Leptievaan.Beko@westerncape.gov.za	021 483 3370	
26.						
27.						
28.						
29.						



## Attendance Register for the Provincial Coastal Access Pilot Study Stakeholder workshop

Date

1/2/2018

Venue

Hermona Community Hall

No.	Name	Surname	Organisation/ Department	Email	Telephone	Signature
1.	Ellen	Ceile	Conservation	ell@coastalaccess.co.za	0824516880	
2.	Mary	Hull	Masifundese	hullmary73@gmail.com	0763889706	
3.						
4.						
5.						
6.						
7.						

## Attendance Register for the Provincial Coastal Access Pilot Study Stakeholder workshop

Date











5/9/2018

Venue

Amos for Community

No.	Name	Surname	Organisation/ Department	Email	Telephone	Signature
1.	Paulina	RAINS			07222981793	P. Rains
2.	Judy	Cheney		Cheneyjudygmail.com	0765236377	J. Cheney
3.	Jo	Nel		jonel42@me.com	0827575535	Jo Nel
4.	Hennie	Nel		cjmhnel@MWeb.co.za	0828565383	H. Nel
5.	Hester	Nel		"	0833009523	H. Nel
6.	K.A.	HANUKOM		wikus@whanukom.com	0827870200	K.A. Hanukom
7.	J	BAKUNARD			0823165889	J. Bakunard

No.	Name	Surname	Organisation/ Department	Email	Telephone	Signature
8.	Marius	Preussell			0845158684	Marius
9.	MEL	CARSTENS	Queensberg Dist. Muni.	mcarsstens@adm.agg.za	02442851157	MEL
10.	Martinus	Prinsloo		mcprinsloo@tekonga.net	08355710218	MEL
11.	Barbier	Kayunga	CHM	barbier@cape agulhas.gov.za	083682367	Barbier
12.	CHARLES	MEYER	CNE NATURE	chmeyer@cape.nature.co.za	08244789883	Charles
13.	Edward	Adonis	Cape Nature	eadonis@capenature.co.za	0784986691	Edward
14.	Menessé	Cloté	Elim Residence	meacar@clote@gmail.com	0834116956 0834116956	Menessé
⇒ 15.	Rovina	Europa	CO.S	rovina.europa@gmail.com	0832937893	Rovina
16.	Daniel	Europa	RDL	dannyec@cape.agulhas.gov.za	0847365889	Daniel
17.	Ashley	Visagie	Cape Nature	avisagie@capenature.co.za	01999920655	Ashley
18.	ROBERT	HARRBURGER	ACNISTON HOTEL	ROBERT.HARRBURGER@ TELECOMSA.NET	08293333 129	ROBERT

No.	Name	Surname	Organisation/ Department	Email	Telephone	Signature
19.	SAATHAN	WATERBERG	CLSA			
20.	Anthony	Conzel	CLSA.			
21.	Jonathan	Europa	CLSA			
22.	Mari	King	Arrestor Home Owner	mai@fagnet	0833051406	
23.	Cydon	Verspeet	"	cytonverspeet@gmail.co.za	0825543398	
24.	Amalia	Saues	Community Member (Eim)	Amalia, saues@hotmail.com	0284891009	
25.	Tepthacan	Beko	DETOP	Tepthacan. Beko@westerncape.gov.za	021483330	
26.	Alkan	Fortuin	CapeNature	afortuin@capenature.co.za	0284251242	
27.	Ellor	Ellor	Proactive		0824516881	
28.	BRK	BETHA	LA		0824516881	
29.						








## Attendance Register for the Provincial Coastal Access Pilot Study Stakeholder workshop











Date







5/2/2018

Venue

Sturtevan Community Hall

No.	Name	Surname	Organisation/ Department	Email	Telephone	Signature
1.	Therese	CEAT	Conservation	artdeerde@f.co.za	0825768800	
2.	Johann	Rheeder	Boland Angling	johannrheeder@gmail.com johannr@just-property	082 8828 147	
3.	C. du Toit	—	Private	wydogel@whalemail.co.za	0825722854	
4.	J. du Toit	—	"	"	"	
5.	L. S. S. S. S. S. S.	—	"	—	0798005208	
6.	B. Beyers	—	"	—	0843617-111	
7.	N. Reynolds	—	"	—	0724303885	

No.	Name	Surname	Organisation/ Department	Email	Telephone	Signature
8.	Saarah	Adams	EADP	saarah.adams@capeprope.gov.za	021483 0713	
9.	Mumukley	SoosT	C.O.S		0788279822	
10.	Greer	Penmar	SEEPS	GREER@MARICA.COM	0552266445	
11.	Festas	Felix			0766398229	
12.	ben	Gendfeld				
13.	C.E	NEETHLING	MNR.	con@whalemail.co.za	082801774	
14.	Christa	Grade.		Christa.grade@gmail.com	0716738151	
15.	JJB	Gilliomel		jurie@tuk.co.za	0725924006	
16.	K.	NEETHLING	HMS VIKINGS	koreen@whalemail.co.za	0828017762	
17.	Finous	Finster		FINAD1704570@gmail.com	0829258192	
18.	Johnny	Conradia		johnny00@15541.co.za	0924504455	

No.	Name	Surname	Organisation/ Department	Email	Telephone	Signature
19.	A	Idoux	Smidseer Innovator			
20.	Chantell	Hoefman	Innovator	designerchantell@gmail.com	019 931 0182	
21.	Alliston	Appel	Innovator-Elim	alliston.appel@sanpark5.org	084 556 2836	
22.	Giel	de Kock	SANParks	giel.dekock@sanparks.org	0829084913	
23.	SJ	Haukman		Sophos@haukman.com	071 3526451	
24.	ERK	Botha	CONSULTANT	erik@erikbotha.co.za	0824511681	
25.						
26.						
27.						
28.						
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## Attendance Register for the Provincial Coastal Access Pilot Study Stakeholder workshop

Date

6/2/2018

Venue

Munedorp  
Carruriz Hacc

No.	Name	Surname	Organisation/ Department	Email	Telephone	Signature
1.	Bar	CEAT	CONSULTANT	office@ceat.co.za	021 483 3300	[Signature]
2.	Sa-ran	Adams	EADP	sa-ran.adams@cape.gov.za	021 483 3300	[Signature]
3.	ERIK	BETHA	CONSULTANT	erik@erikbetha.co.za	0824516881	[Signature]
4.	TETIESHAM	Beko	ENADP	Tetiesham.Beko@cape.gov.za	021 483 3300	[Signature]
5.	Mandy	Tietes	Munedorp	Kaylin.intubanzi@gmail.com	0731523056	[Signature]
6.						
7.						

**Appendix 5: Flipchart Images**

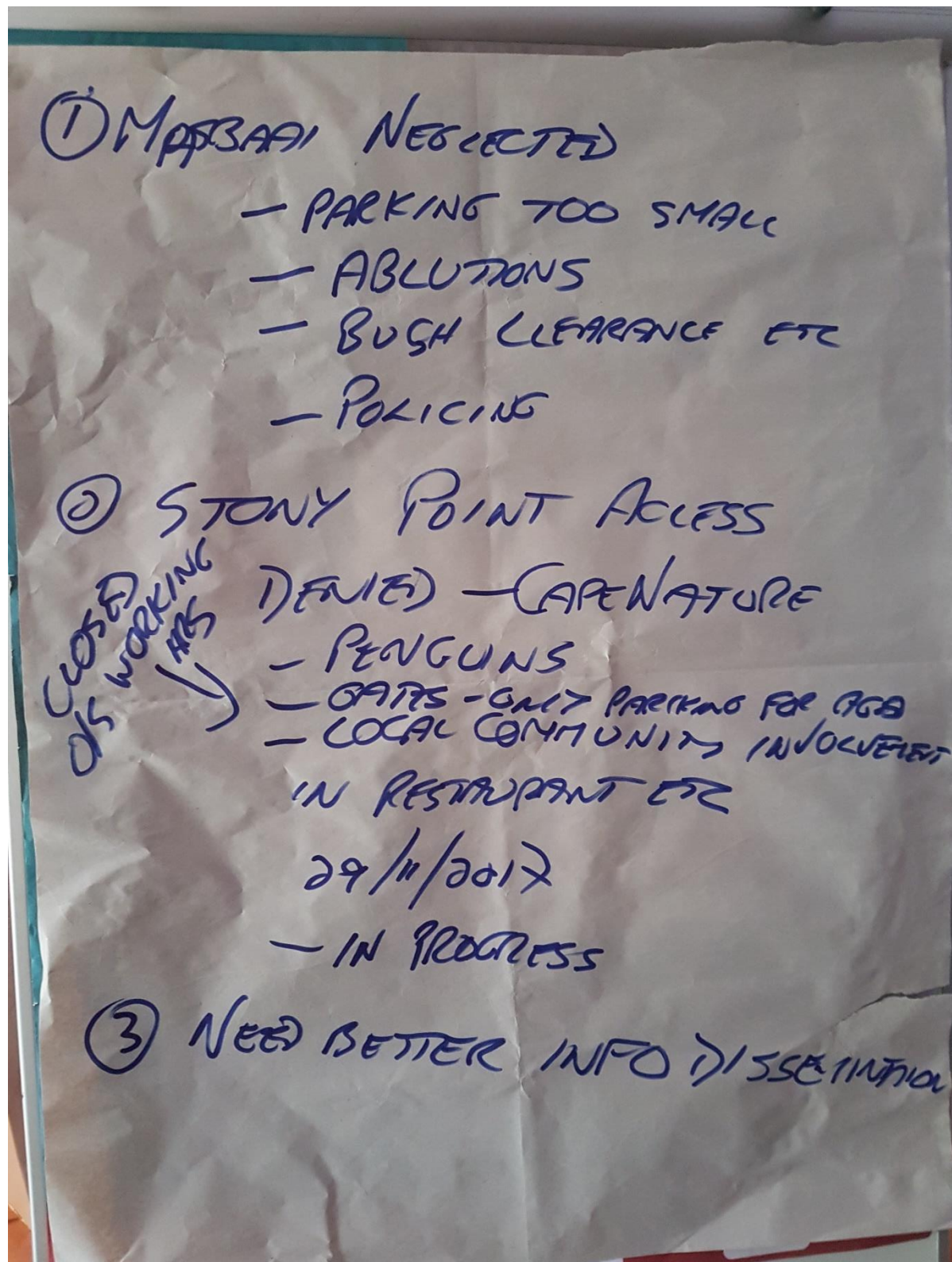
The following pages contain images of the flipcharts which were used to record issues raised at the stakeholder workshops conducted between 29 January and 6 February 2018.

These issues have been included in the table of responses in the main report.

Attendance registers are contained in Appendix 4 of the main report.

Date	Venue	Date	Vaenue
29/1/2018	Kleinmond Town Hall	29/1/2018	Hawston Community Hall
29/1/2018	Hermanus Auditorium	30/1/2018	Gansbaai Library
1/2/2018	Kleinmond Community Hall	5/2/2018	Arniston Community Hall
5/2/2018	Struisbaai Community Hall	6/2/2018	Nuwedorp Community Hall

## Kleinmond Town Hall - 29/1/2018



— PLATEAU ROAD — <sup>1/4 WINDS KRAAL</sup> FISHERMEN

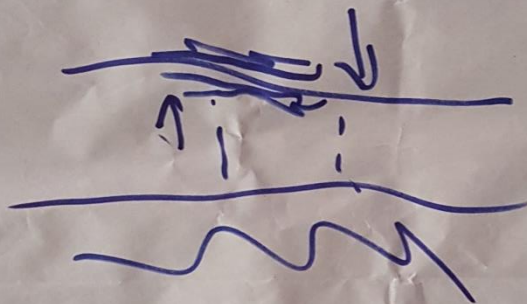
EXCLUDED (BY MUNICIPALITY)

— NO STOPPING SIGNS

— ~~NO~~ PARKING REMOVING

— ONLY AVAIL TO RESIDENTS

— SERVICED



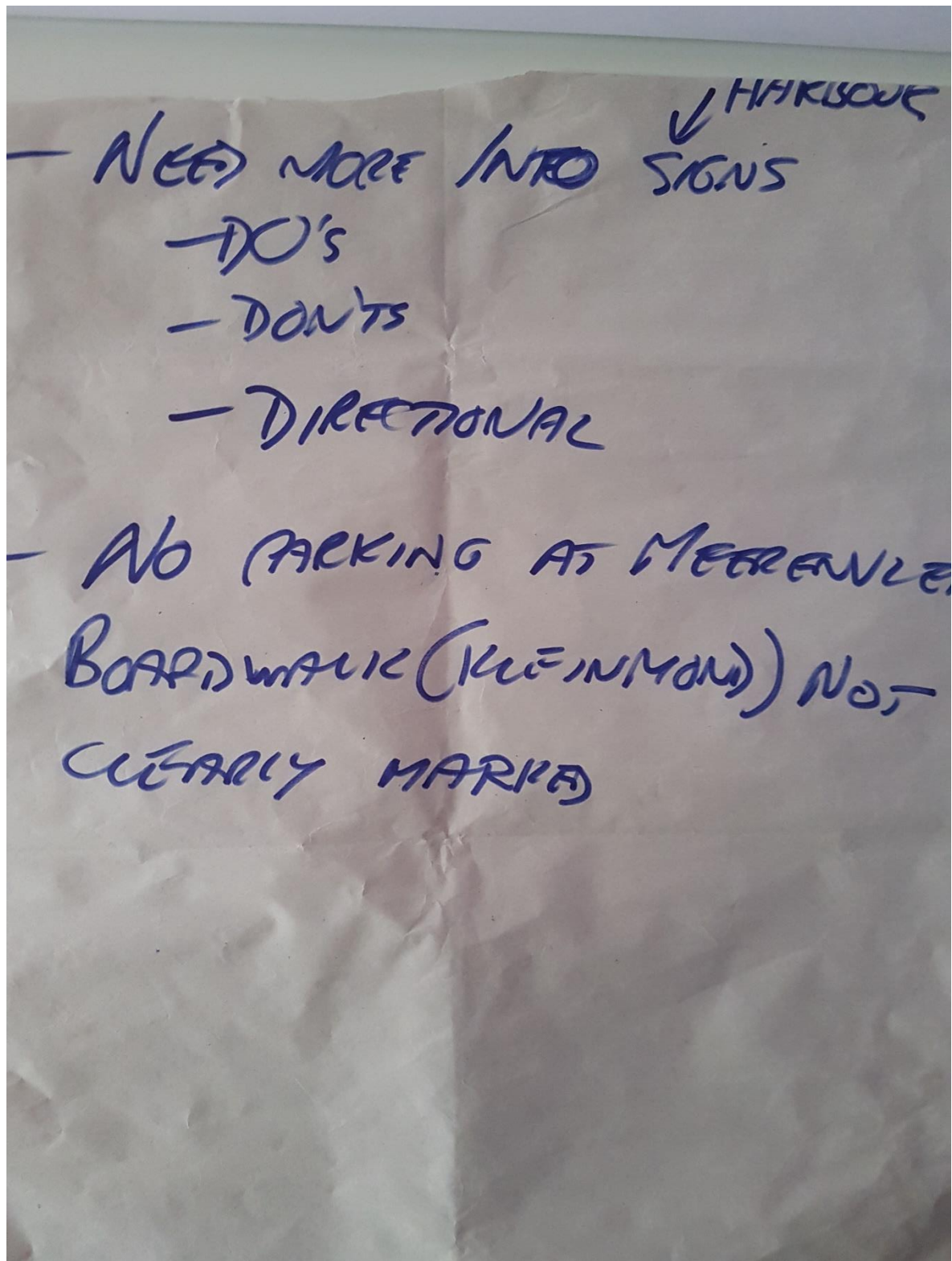
— LARGE OLD AGE COMMUNITY

— WHEELCHAIR RAMP

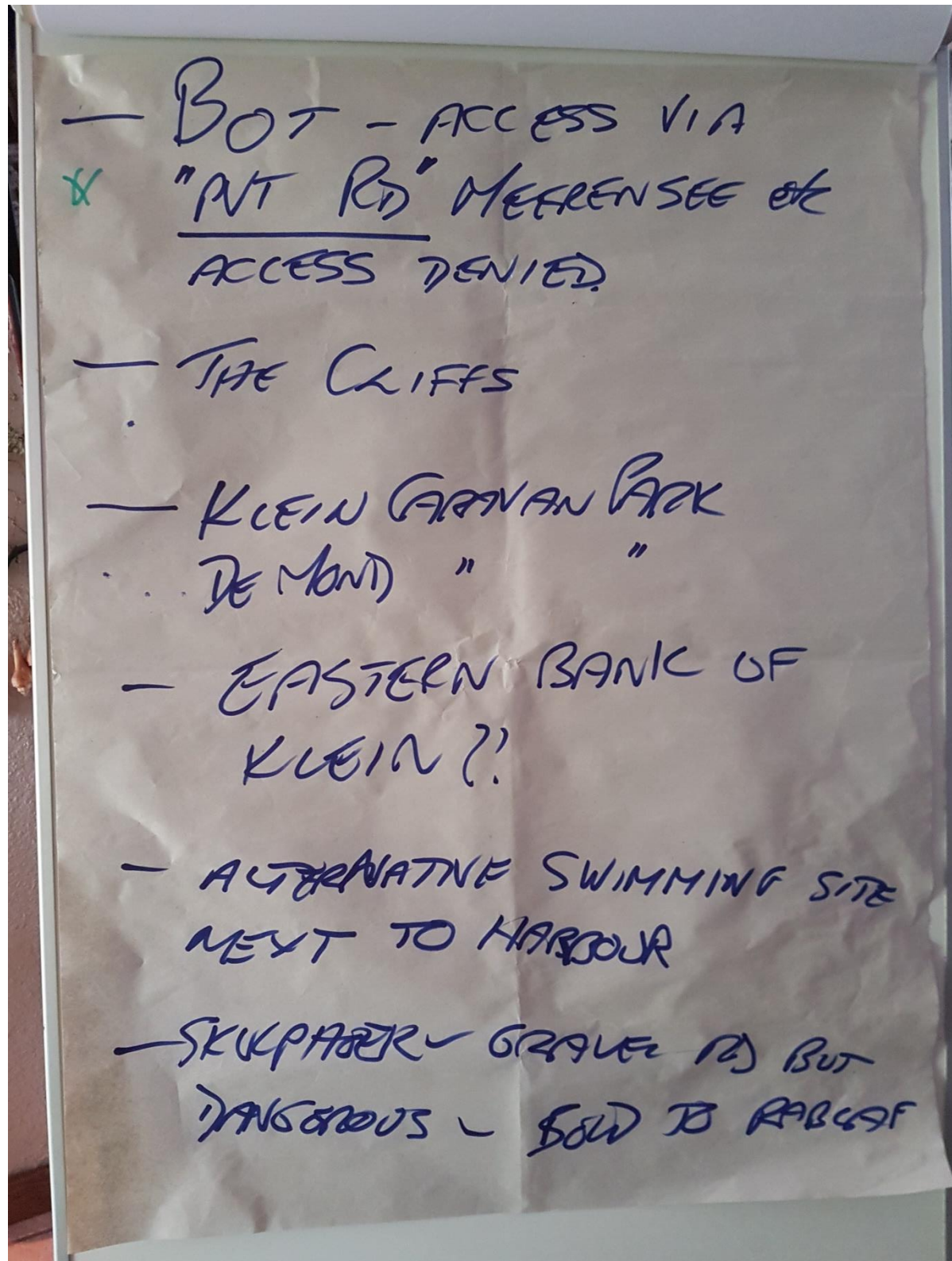
— FYNBOS SERVICE CENTRE

— NO WHEELCHAIR RAMP

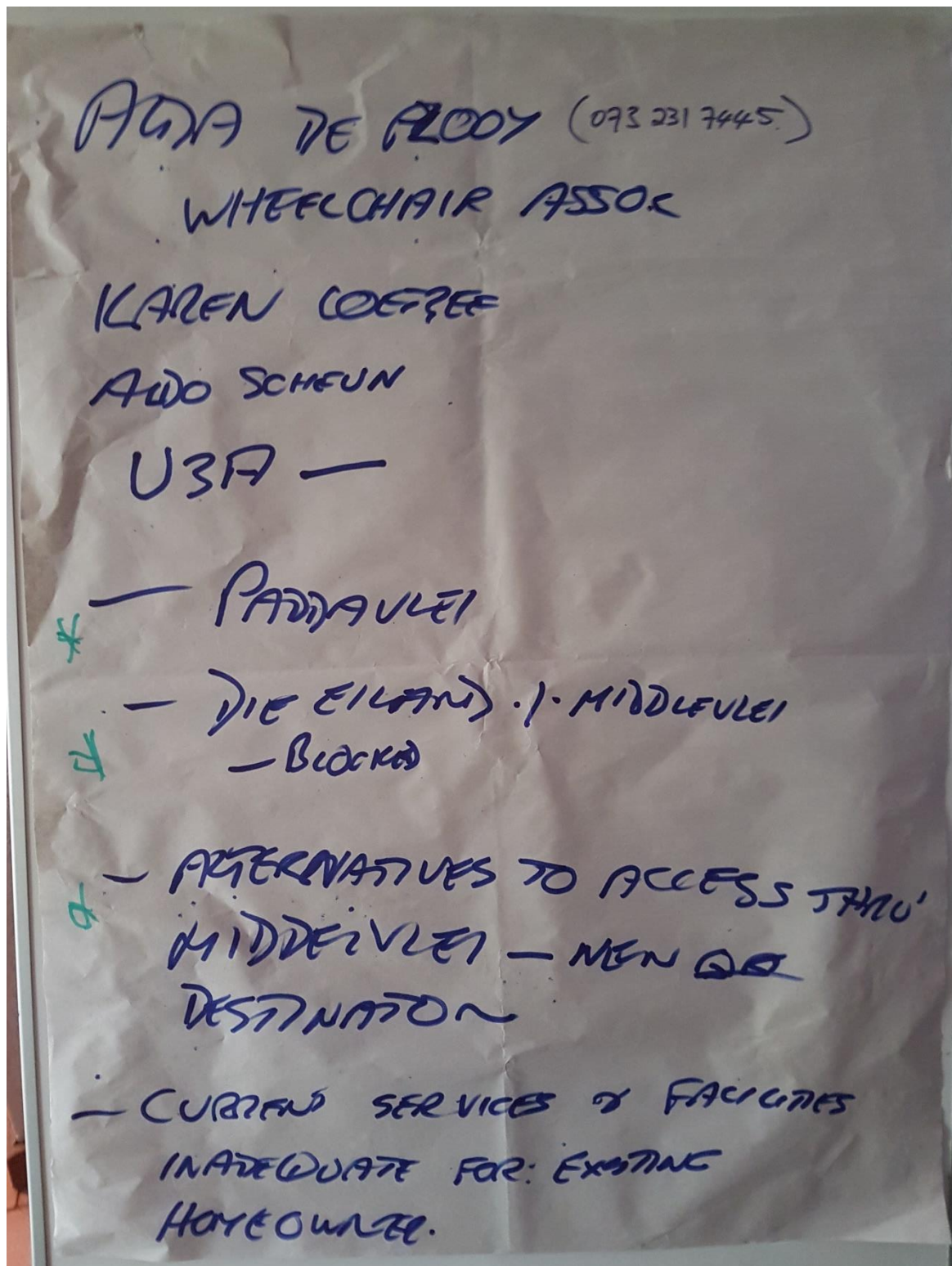
KLEINMOND



## Hawston Community Hall - 29/1/2018



## Hermanus Auditorium - 29/1/2018



- PLANKHUIS - IN A NATURE RESERVE - GATE INSTALLED 1984
- FISHERHAVEN - ACCESS TO BEACH - DISRUPTED BY MIDDLEVEI - ALSO A NEW
- HAWSTON EXCLUDED FROM SHARING IN ECONOMIC DEVP'T.

- WHEELCHAIR ACCESS -  
HAWSTON BEACH  
- SWIMMING POOL

## Gansbaai Library - 30/1/2018

- UNFUNDED MANDATE —
- NIGHT OF LAUNCH SITES(5)
- PROBLEMS WITH IMPLEMENTATION OF ICMA
- POACHERS — QUOIN PT MANY GOVT DEPTS INVOLVED
  - ↳ ACCESS FOR FISHERMEN
  - NATURE RESERVE
- NEED MORE AWARENESS —
- SIGNAGE, REFUSE BINS, STOMPIE BINS & GUT BINS
- UNEQUAL ENFORCEMENT OF LAWS
- SECURITY ON THE BEACHES
  - MOST BEACHES — POACHERS
  - NEED SIGNAGE ON BRIDGE OF UKRATIS MOND — DO'S & DON'TS

— NEED MORE AREAS FOR DOGS  
OFF LEASH

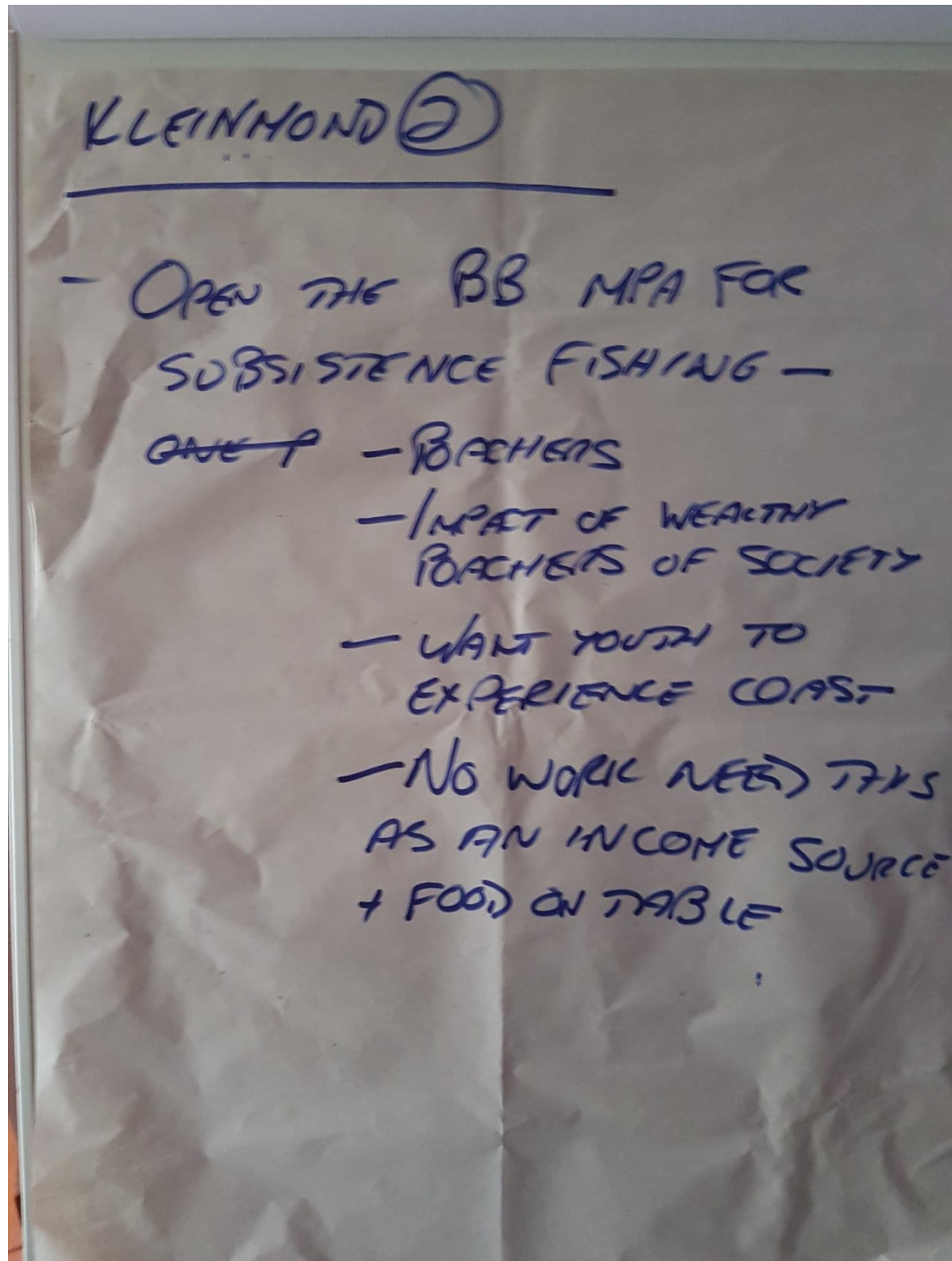
— NEED RISING MAINS IN  
PEAK POINTS ESP ~~THE~~ PLAIN  
PT + ABUTMENTS

— RAATTIESKRAAL  
RIETFOONTEIN

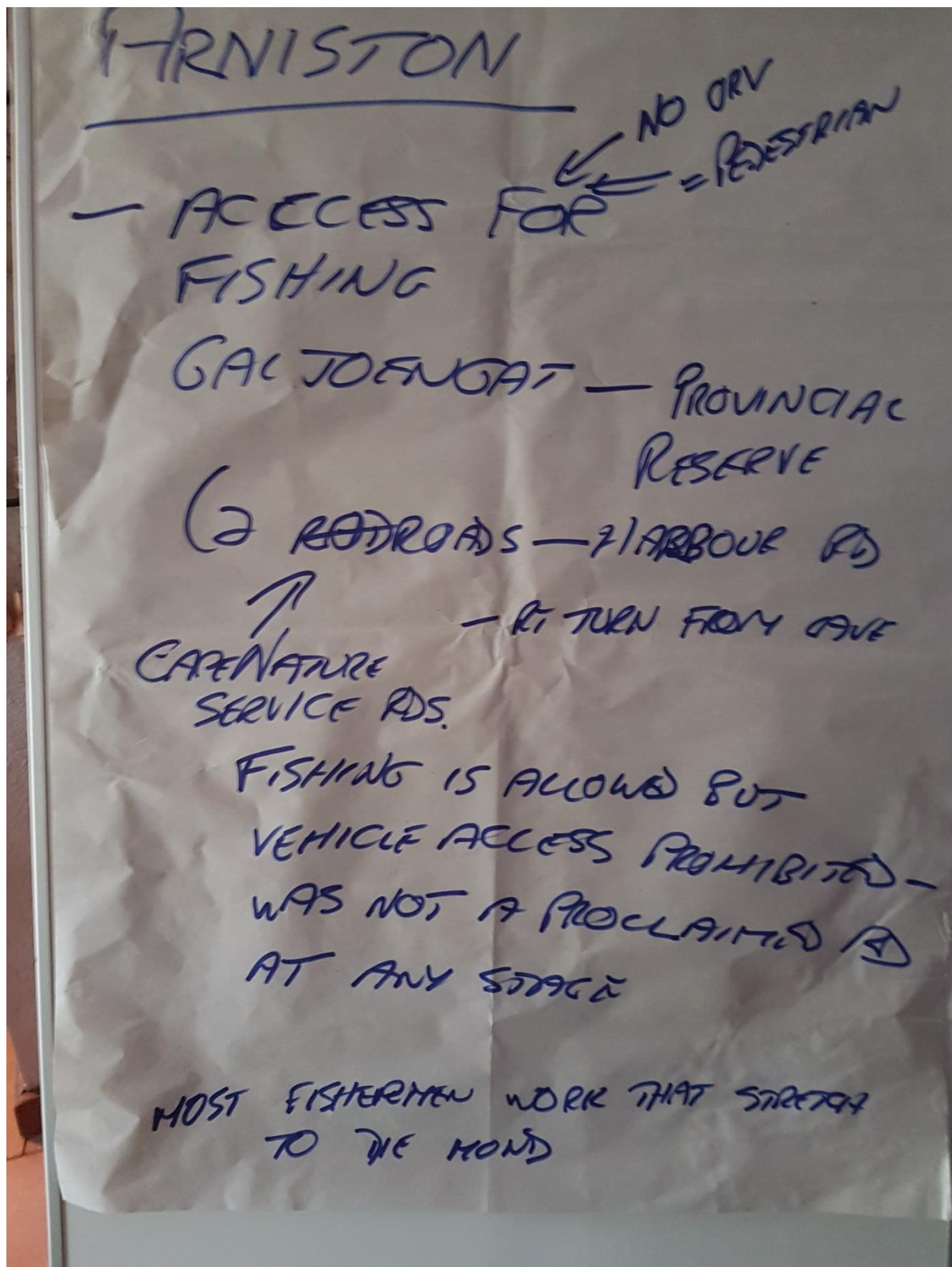
GROOT BOS → COAST

— ABAKONE FARMS - CAN'T  
GO ALONG COAST - BLOMPARK  
RESIDENTS

## Kleinmond Community Hall - 1/2/2018



## Arniston Community Hall - 5/2/2018



— N of ARNISTON — PUT  
(AND) PREVENTS ACCESS THRU  
DUNES  
DOLLS DOWN 864

---

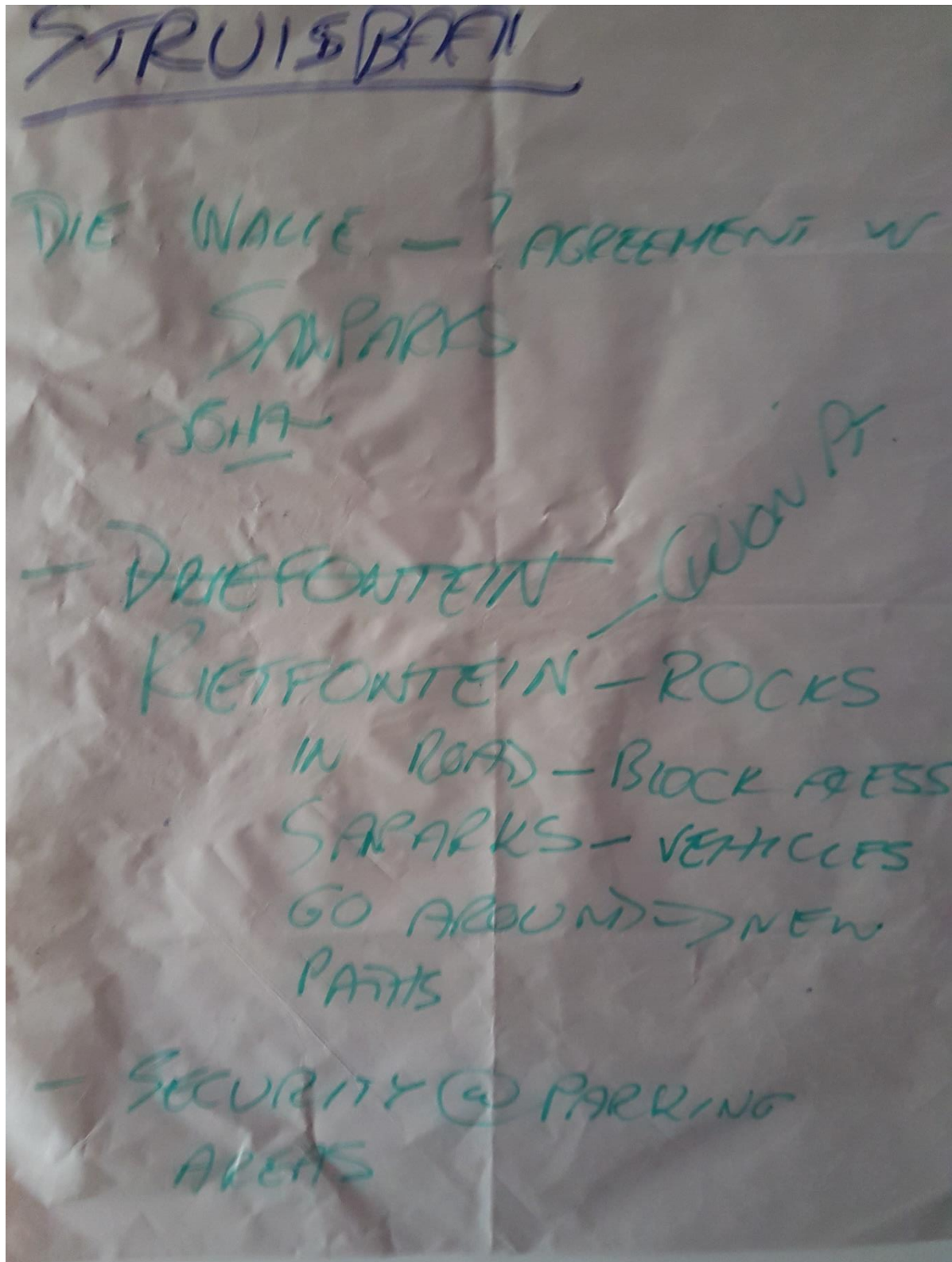
### DISABILITIES

NEED WHEELCHAIR ACCESS TO  
TIDAL POOL — ROMANS BEACH  
INSIDE RESERVE — NATURAL POOLS

= ACTIVITIES @ GOLDENBAY

NEED WHEELCHAIR ACCESS →  
CN

## Struisbaai Community Hall - 5/2/2018



PARKING @ THE PLATT - GOSEB  
TO SEA - SAFER FOR VEHICLES

- PERMITS FOR USE OF PARKING  
AREAS NOT FAVOURED.  
ALREADY HAVE FISHING PERMITS.

- PERSONS W DISABILITIES  
- NOT ONLY LOOK @  
RESIDENTS - TOURISTS ALSO


V. IMP.

VARIABLE  
PERMIT SYSTEM  
- PERMITS  
HOWEVER  
HELP PROTECT

## **Nuwedorp Community Hall - 6/2/2018**

Non attendance- no notes taken

Appendix 6: Letters from The Overberg Municipality

	<p style="font-size: 24pt; font-weight: bold; margin: 0;">OVERBERG</p> <p style="margin: 0;">DISTRIKSMUNISIPALITEIT DISTRICT MUNICIPALITY UMASIPALA WESITHILI</p>	<p>Privaatsak: X22 Private Bag: BREDASDORP 7280 Tel.: (028) 4251157 Faks/Fax: (028) 4251014 E-mail/E-pos: <a href="mailto:fkotze@odm.org.za">fkotze@odm.org.za</a></p>
	<p><i>MELD ASB/PLEASE QUOTE</i></p> <p><i>Ons Verw./Our Ref.: 18/5/1/B</i></p> <p><i>Navrae/Enquiries: Francois Kotze</i></p> <p><i>Bylyn/Ext.:</i></p>	
		19 June 2018

**DEPARTMENT OF ENVIRONMENTAL AFFAIRS & DEVELOPMENT PLANNING**

**Directorate: Biodiversity and Coastal Management**

01 Dorp Street  
Cape Town  
8000

For attention: Ms Marlene Laros


**RE: OVERBERG COASTAL ACCESS AUDIT AND PILOT STUDY.**

The Overberg District Municipality would hereby like to inform you of its Council resolution taken on June 2018, whereby it was unanimously resolved that:

- a) That Council take note of het Coastal Access Audit that was performed by the Provincial Department of Environmental Affairs and Development Planning on behalf of the Overberg District; and
- b) That Council supports Middelviei as the selected site for the pilot study;
- c) That facilities linked to the proposed site be evaluated based on the needs identified by the communities that are utilizing the site, affordability and also the potential impacts on the environment; and
- d) That Council phase the implementation based on the availability of funding to address the identified coastal access matters.

The Overberg District Municipality wishes to express its appreciation towards your Department's support through the Western Cape Coastal Access Strategy.

Sincerely,



**D.P. BERETTI**  
**MUNICIPAL MANAGER**

Alle korrespondensie moet aan die Munisipale Bestuurder gerig word.  
 All correspondence must be addressed to the Municipal Manager



Navrae:  
Enquiries: Ms Liezl de Villiers

Ons Verw./Our Ref:  
U Verw./Your Ref:

Datum:  
Date: 4 July 2018

KANTOOR VAN DIE MUNISIPALE BESTUURDER /  
OFFICE OF THE MUNICIPAL MANAGER

Department of Environmental Affairs & Development Planning  
Directorate: Biodiversity and Coastal Management  
1 Dorp Street  
**CAPE TOWN**  
8000

**For Attention: Ms Marlene Laros**

Dear Ms Laros

**OVERBERG COASTAL ACCESS AUDIT AND PILOT STUDY**

The Overstrand Municipality would hereby like to inform you that we take note of the Coastal Access Audit that was performed by the Provincial Department of Environmental Affairs and Development Planning on behalf of the Overberg District, within which the Overstrand Municipality resides.

The Coastal Access Audit and the Pilot Study has been discussed with the relevant officials and the Overstrand Municipality supports the way forward that is recommended.

Yours sincerely,

  
**C. GROENEWALD**  
**MUNICIPAL MANAGER**

Tel: (028) 313 8909  
Fax: (086) 568 9728  
E-mail: [cgroenewald@overstrand.gov.za](mailto:cgroenewald@overstrand.gov.za)

Postbus: 20  
PO Box 20  
HERMANUS, 7200

## Appendix 7: Stakeholder Response Form



[illegible]



[illegible]