

# BOKKOMLAAN

(ERF 486, VELDDRIF)

## CONSERVATION MANAGEMENT PLAN FINAL



Prepared for the Bergrivier Municipality

Prepared by

Sarah Winter

Nicolas Baumann

with

Martin Kruger and Graham Jacobs

January 2021

Sarah Winter  
Heritage consultant  
BA MCRP (UCT) APHP  
P O BOX 281 MUIZENBERG 7950  
Cell: 0824210510  
Email: [sewinter@yebo.co.za](mailto:sewinter@yebo.co.za)

Nicolas Baumann  
Urban Conservation and Planning  
BA MCRP (UCT) MSc (OxBr) D.Phil(York) TRP(SA) MSAPI APHP  
HIGGOVALE 8000  
Cell: 0833083900  
Email: [urbancon@iafrica.com](mailto:urbancon@iafrica.com)

**TABLE OF CONTENTS****PAGE**

---

<b>A.</b>	<b>INTRODUCTION</b>	1-4
A.1.	Study Brief	1-2
A.2	Methodology	3
A.3	Limitations	3-4
<b>B.</b>	<b>SITE DESCRIPTION</b>	5-9
B.1	Physical Characteristics	5
B.2	Ownership and Lease Agreements	5-6
B.3	Zoning and Land Use	6-7
B.4	Applicable Planning Policies	7-9
B.4.1	Bergrivier Municipal Spatial Development Framework	7
B.4.2	Velddrif/Laaiplek Precinct Plan	7-9
<b>C.</b>	<b>HISTORICAL OVERVIEW</b>	10-11
<b>D.</b>	<b>STATEMENT OF HERITAGE SIGNIFICANCE INCLUDING CHARACTER STATEMENT</b>	12-15
D.1	Historical Value	12
D.2	Aesthetic Value	12-13
D.3	Social Value	14
D.4	Degrees of Significance	14-15
D.4.1	Rarity	14-15
D.4.2	Representativity	15
<b>E.</b>	<b>BUILDING INVENTORY</b>	16
<b>F.</b>	<b>STAKEHOLDER ENGAGEMENT</b>	17-25
F.1	Berg River Tourism, SA Fisheries Museum and Velddrif Heritage Foundation	17-18
F.2	Lessees	19
F.3	Bokkomlaan Action Group (adjacent landowners)	19-20
F.4	Ward Councillor/Deputy Mayor (Sandra Crafford)	20-22
F.5	CapeNature	22
F.6	Written Submissions	22-23

F.7	Comments on the Draft CMP dated 31 <sup>st</sup> July 2020	23-25
<b>G.</b>	<b>IDENTIFICATION OF HERITAGE MANAGEMENT ISSUES BASED ON SITUATIONAL ANALYSIS, OPPORTUNITIES AND CONSTRAINTS</b>	26-27
<b>H.</b>	<b>GUIDING CONSERVATION PRINCIPLES</b>	28
<b>I.</b>	<b>CONSERVATION POLICIES</b>	29-32
<b>J.</b>	<b>STRATEGIES FOR HERITAGE MANAGEMENT</b>	33-37
J.1	Heritage Management Advisory Forum	33-34
J.1.1	Structure	33-34
J.1.2	Procedures	34
J.2	Increasing Security of Tenure	34
J.3	Enhancing Connectivity and Integration with other Tourism Facilities and Natural Features	34
J.4	Guidelines related to Alterations, Additions and New Interventions	34
J.5	Guidelines for Hard and Soft Landscaping	35
J.6	Guidelines for Signage and Interpretation	35
J.7	Movement of Vehicles and Parking	35
J.8	Enhancing the Public Realm and Pedestrian Experience	35-36
J.9	Development of an Understanding of the Historical Evolution and Heritage Significance of Bokkomlaan	36
J.10	Enhancing Security	36
J.11	Incentives for the Bokkom Industry	36
J.12	Operating Times	36
J.13	Service Infrastructure	37
<b>K.</b>	<b>CONSERVATION GUIDELINES (PUBLIC AND PRIVATE REALMS)</b>	38-41
K.1	General Intent and Purpose	38
K.2	Erf 486 (Municipality)	38-40
K.2.1	Lease Areas (Lease Holders)	38-40
K.2.1.1	Additions to Structures	38-39
K.2.1.2	Alterations to Structures	39
K.2.1.3	Steiers (Drying Sheds)	39
K.2.1.4	Signage	39-40

K.2.1.5	Landscaping and Planting	40
K.2.1.6	Penalties and Rectification of Transgressions	40
K.2.2	Public Realm (Municipality)	40
K.3	Jetties (CapeNature)	40-41
K.3.1	Permits for Discharge	41
K.3.2	Mitigation Measures for River Flooding	41
<b>L.</b>	<b>HERITAGE MANAGEMENT FRAMEWORK PLAN</b>	<b>42-43</b>
<b>M.</b>	<b>RECOMMENDED AMENDMENTS TO LEASE AGREEMENTS</b>	<b>44-45</b>
M.1	Municipal Lease Agreements	44
M.2	CapeNature Lease Agreements	44-45
<b>N.</b>	<b>MONITORING AND REVIEW</b>	<b>46</b>
<b>O.</b>	<b>IMPLEMENTATION AND ACTION PLAN</b>	<b>47</b>

## **LIST OF FIGURES**

Figure 1: Location Plan (Bergrivier MSDP 2019 - 2024)

Figure 2: Location Plan (Google Earth 2018)

Figure 3: Site Plan (cadastral)

Figure 4: Site Plan (cadastral superimposed on aerial)

Figure 5: Site Photographs

Figure 6: Historical Images

Figure 7: Precinct Plan (2014)

Figure 8: Building Inventory and Typologies

Figure 9: Figure Ground Relationships

Figure 10: Green Network

Figure 11: Signature Elements and Spatial Relationships

Figure 12: Heritage Management Framework

Precedent 1: Signage and Interpretation

Precedent 2: Street Furniture

Precedent 3: Surface Treatment and Parking

Precedent 4: Planting and Screens

Precedent 5: Informal Market Activities

## **LIST OF APPENDICES**

Appendix 1: Professional Team

Appendix 2: Attendance List: Stakeholder Engagement Meeting 12 December 2019

Appendix 3: Stakeholder Engagement Background Document

Appendix 4: Proforma Lease Agreements

Appendix 4.1: Municipal Lease Agreements ('vishuise')

Appendix 4.1.1: Survey Diagrams for Municipal Lease Agreements

Appendix 4.1: Cape Nature Lease Agreements (jetties)

Appendix 5: Guidelines for Individual Buildings ('vishuise')

Appendix 6: Alternative Road Surfacing Treatments

Appendix 7: Comments and Responses Table on the draft CMP dated 31<sup>st</sup> July 2020

Appendix 7.1: Written Comments on the draft CMP dated 31<sup>st</sup> July 2020

## **LIST OF ABBREVIATIONS**

Conservation Management Plan (CMP)

Department of Environmental Affairs, Forestry and Fishing (DEFF)

Department of Environmental Affairs and Development Planning (DEA&DP)

Gross Leasable Area (GLA)

Heritage Protection Overlay Zone (HPOZ)

Heritage Management Advisory Forum (HMAF)

Heritage Western Cape (HWC)

National Heritage Resources Act (NHRA)

Provincial Heritage Site (PHS)

South African Maritime Safety Authority (SAMSA)

Spatial Development Framework (SDF)

Western Cape Nature Conservation Board (WCNCB)

## **A. INTRODUCTION**

### **A.1. Study Brief**

Sarah Winter Heritage Consultant (Archaeo Adventures cc) and Nicolas Baumann Urban Conservation and Planning in association with Martin Kruger Architect and Urbanist and ARCON Architectural and Heritage Consultants (Graham Jacobs) have been appointed by the Bergrivier Municipality to compile a Conservation Management Plan (CMP) for Bokkomlaan, a Grade IIIA heritage site situated on a portion ( $\pm$  1.5ha) of Erf 486, Velddrif.

Bokkomlaan comprises a strip of land ( $\pm$  650m in length) along the northern bank of the Berg River estuary, approximately 0.5km to the east from the R27 bridge across the Berg River (Figures 1 and 2). Access is provided off Voortrekker Road via Waterkant Street to the west and Vye Street to the east. The site comprises a group of 12 structures known as 'vishuise' which line Bokkomlaan to the north, a gravel road and a riverside strip along which are located a number of jetties, fish drying scaffolds ('vissteiers') and some informal seating structures. The landside component of the site is owned and controlled by the Municipality. The riverside component including the area below the high-water mark and situated between the cadastral boundary of erf 486 and the embankment including the jetties is administered by CapeNature.

In the specifications for the CMP compiled by the Municipality which informed part of the tender documentation the following process was specified:

- A site visit and consultation with municipal officials;
- A public participation consultation process with the lessees, members of ward committees, municipal officials and other interested and affected parties.
- The incorporation of proposals and requirements listed in the Spatial Development Framework and more specifically the Velddrif/Laaipek Precinct Plan.

More specifically the brief required the following:

- Historical overview of the evolution of the site.
- Site description and key features.
- Boundaries of property and lease areas.
- Ownership.
- Heritage significance, including existing structures, streetscape and natural context.
- Situational analysis, including key heritage management issues, opportunities and constraints.
- Stakeholder identification and consultation processes.
- Vision, objectives and policies.
- The state of existing conservation (natural, cultural and built environment).
- Policy, legal, statutory and other relevant frameworks.

- Management authorities.
- Permitted infrastructure development.
- Institutional development, monitoring and assessment.
- Visitor management plan.
- Action/implementation plan.

In addition, the tender document which formed the basis of the brief required the following to be addressed and incorporated in the CMP:

- Pedestrian walkways and rest areas.
- Ablution facilities.
- Information signage.
- Access (pedestrian and vehicles) and parking.
- Vehicle speed control measures.
- Types of vehicles permitted.
- Guidelines related to the renovation and maintenance of structures, (including colour schemes), alterations and additions (including architectural guidelines).
- Penalties and rectifications of transgressions.
- Incentives for promoting the bokkom industry.
- Rental terms, cessation, transfer and subletting.
- Permits for discharge.
- Jetties and slipways.
- Service infrastructure (water, electricity, refuse, sewage).
- Operating times.
- Mitigation measures related to river flooding.
- Implementation, responsibilities, cost estimates and time frames.
- Permissible land uses considered to be a complimentary and additional income for 'vishuis' operators for financial sustainability and for the promotion of tourism to offset in part the seasonality of the bokkom industry. The extent to which some of these requirements are considered to fall beyond the scope of a CMP are addressed in a statement on exclusions and limitations in Section 3 below.



## **A.2 Methodology**

To address the project brief described above, the following professional team was assembled:

Nicolas Baumann	Urban and conservation planner, heritage practitioner.
Sarah Winter	Heritage practitioner.
Martin Kruger	Urban designer and architect.
Graham Jacobs	Architectural and heritage practitioner.

The qualifications and heritage experience of the abovementioned team members are included in Appendix 1.

The study methodology adopted was the following:

- A site visit and discussions with the relevant municipal officials.
- The compilation of existing information on inter alia, the property boundaries, statutory and policy frameworks, historical overview, nature of existing leases, management systems.
- The compilation of a list of stakeholders in association with municipal officials.
- A series of targeted discussion sessions with the key stakeholders identified by the Municipality to gain understanding of the heritage issues, opportunities and constraints.
- The formulation of a draft CMP, to address the requirements of the project brief referred to above. This draft CMP being distributed to the stakeholder groups identified and made available for public comment.
- The finalisation of the CMP based on the comments received.

## **A.3. Limitations**

The specifications for the CMP referred to in Section A.1 above include a number of items which do not typically form part of the heritage component of a CMP. They are considered to be more operational aspects and would necessarily need to involve a range of municipal officials with competencies other than planning and urban development.

These aspects include:

- Vehicle speed control measures.
- Types of vehicles permitted.
- Signage (other than interpretation and directional signage).
- Penalties and rectifications of transgressions.
- Incentives for promoting the bokkom industry.
- Rental terms, cessation, transfer and letting other than recommendations relating to the length of current lease agreements and compliance with the polices and guidelines.

- Permits for discharge.
- Service infrastructure (water, electricity, refuse, sewage), (other than broad guidelines related to the installation of visually intrusive services).
- Operating times.
- Mitigation measures related to river flooding (other than broad guidelines to avoid or mitigate visually intrusive flood mitigation measures that would threaten the site's sense of place).

These issues are not addressed specifically but are dealt with in terms of principles and guidelines in the body of this report.

It is also emphasized here that the bokkom industry is subject to a number of external factors, both economic and environmental, which are beyond the scope of this study.

It is evident that the fishing industry along the west coast is extremely depressed for a number of reasons and this obviously impacts on the bokkom industry at Velddrif. Measures to incentivize the industry need to be considered within this broader context particularly given the role of the industry in the history and identity of Velddrif and its tourism potential.

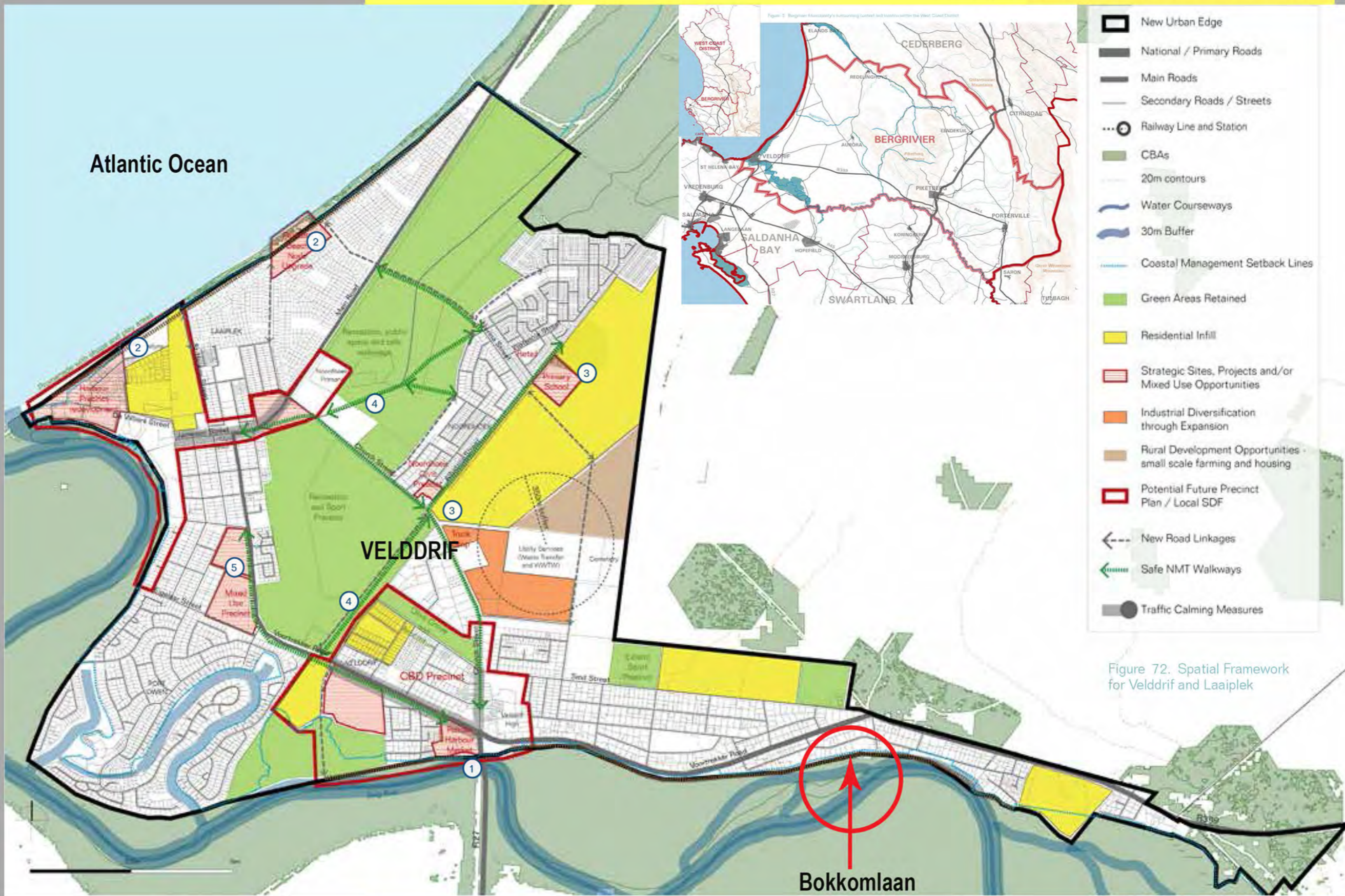


Figure 72. Spatial Framework for Velddrif and Laaiplek

Figure 2  
Location Plan (Google Earth 2018)

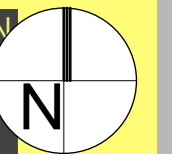


Figure 3  
Site Plan (Cadastral)

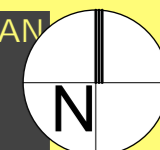
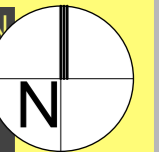


Figure 4

Site Plan (Cadastral Overlay on Aerial)



# Figure 5

Site Photographs (Photos 1-5)(Source: <https://www.westcoastway.co.za/bokkom-laan-velddrif>.  
Published by Lethabo Rikhotso. Article & photographs by Karen Watkins)



Photo 2  
View of Bokkomlaan from the Berg River



Photo 1  
Example of numerous jetties at Bokkomlaan



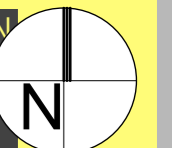
Photo 5  
Bokkom processing



Photo 4  
Drying of bokkoms



Photo 3  
Scenic natural beauty and biodiversity



# Figure 6

Historical Images (Photos 1-7)(Source: PHS Nomination Document: February 2018. Photos undated, untitled and not accessioned)



Photo 4



Photo 3



Photo 2



Photo 1



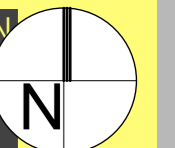
Photo 7



Photo 6



Photo 5





## **B. SITE DESCRIPTION**

### **B.1 Physical Characteristics**

The site known as Bokkomlaan is indicated in Figures 3 and 4. It is situated on a portion, approximately 1.5 ha in extent, of erf 486, Velddrif. It comprises a strip of land approximately 650m in length on the northern bank of the Berg River estuary. Access is provided via a gravel road. 12 structures, known as 'vishuise', flank the gravel road to the north. Fish drying scaffold structures ('visstuiers'), jetties and informal seating are located to the south on the gravel road, adjacent to the estuary interface.

The topography is relatively level along this riverine strip but rises sharply to the north to where the strip of housing along Waterkant Street is located. Detailed contour information relating to this change in topography is not available.

### **B.2 Ownership and Lease Agreements**

The Municipality owns and administers the cadastral entity known as erf 486.

Cape Nature administers the area below the high-water mark, effectively between the cadastral boundary and the river embankment.

The Municipality has a lease agreement with 12 lessees effective for a period of 10 years. The lease agreements terminated at the end on 30 November 2018. The aspects of the lease agreements which have relevance to this CMP are contained in Clauses 1, 4 and 5.

**Clause 1:** Stipulates the length of the lease (10 years) with the option for extension with conditions. Sub-letting is not permitted but could be considered on merit with the submission of a suitable motivation.

**Clause 4;** Stipulates permitted activities. Of relevance (apart from the references to the fishing industry) are:

4(c). Tourism activity: handcrafts, art studios, souvenirs, and other typical tourism activities but services such as accommodation/rental offices or takeaways are not permitted.

4(d) The approval of any specialised commercial products must be approved by the municipality.

4(e) An art gallery and coffee shop as well as a restaurant (only the 'Vishuis' is permitted), but other activities such as estate agents or other businesses are not permitted.

4(f) Tinned foods and frozen foods and other seafood products (for example mussels and oysters are acceptable, subject to approval.

4(g) Limited advertising in the form of signage attached to buildings and road signage ('padborde') are acceptable.

4(h) Boat rides, equipment hire (canoes, fishing goods, bait) and river related activities are permitted with the approval of the Municipality and subject to existing rules and regulations. It should also be noted that approval is also required from the South African Maritime Safety Authority (SAMSA).

4(i) No activity, product or business which in the opinion of the Municipality would have an impact on the existing character of Bokkomlaan will be permitted. No one is permitted to live on the site.

5(a) The lessee will not erect any structure or make any alterations without the written permission of the Municipality and without due consideration of relevant regulations (for example building regulations and conservation measures).

CapeNature Lease Agreements: The lease agreements pertain specifically to the jetties. The length of the lease is for one year. There are no stipulations specifically on permitted or prohibited uses. The nature of the lease relates predominantly to issues of maintenance and repair and the responsibility for costs incurred.

The construction, use and maintenance of the various structures in the zone below the high-water mark (including jetties and slipways) is managed in terms of the Sea Shore Act (Act 25 of 1935).

Proforma lease agreements pertaining to the 'vishuise' and jetties are attached as Appendix 4.1 and 4.2 respectively.

### **B.3 Zoning and Land Use**

In terms of the previous Velddrif Zoning Scheme Regulations (2001), erf 486 was designated as Open Space III with a Conservation Overlay Zone.

The zoning scheme referred to has the following provisions:

Open Space III

Primary Use: Nature Reserve

Conservation Area Overlay Zone

Primary Use: Conservation uses

Consent uses: Traditional fishing industry

Tourism activities

Annexure A to these regulations sets out the building controls within the Conservation Area for the purposes of protecting or conserving the following:

- (a) Existing old buildings of aesthetic and historic importance.
- (b) Other existing buildings;
- (c) Streets, trees and other elements.

In terms of the current (2020) Bergrivier Municipality: Integrated Zoning Scheme By-law (2016), erf 486, Velddrif is zoned Open Space III with a primary use: Nature Conservation Area.

Chapter 2, Clause 7 of the by-law entitled "*Transition to new use zones*" states:

*“(3) Despite the translation or re-classification of the use zones used in the previous regulations to the use zones used in this By-law-*

*(a) any condition of approval or validity period that is applicable to the land unit in terms of the previous zoning regulations immediately before the coming into effect of this By-law remains applicable and in so far as it determines development rules or restrictions that are different from the development rules or restrictions applicable in terms of this By-law;*

*(b) a zoning that has been exercised prior to the coming into effect of this By-law cannot lapse and is translated or re-classified as determined by the By-law.”*

Bokkomlaan is thus still protected under the current zoning scheme regulations previously afforded it by the previous (2001) Velddrif Zoning Scheme Regulations.

An important issue regarding the protection and management of Bokkomlaan as a local heritage site is the need for an amendment to the zoning scheme regulations to make provision for a by-law to protect such heritage resources including special consent for, inter alia, alterations and additions. Reference is made to the example of the draft heritage related by-laws prepared for the Drakenstein Municipality (2015).

## **B.4 Applicable Planning Policies**

### **B.4.1 Bergrivier Municipal Spatial Development Framework (2019 – 2024)**

Bokkomlaan is identified as a Tourism Precinct in the SDF. This is compatible with the objectives of the CMP which recognises the need to balance the commercial tourism components of the precinct and bokkom industry activities.

### **B.4.2 Velddrif/Laaipek Precinct Plan (2014)**

Bokkomlaan is identified as Focus Area FA 7 in the Precinct Plan (Figures 7.1. And 7.2). The plan makes provision for the following:

#### **FA 7.1 Tourism Node**

**Project Description:** Initiate a node along Vye Street and promote it as the primary entry point into Bokkomlaan. Create attraction through including an information centre, a market square for a Bokkomlaan festival, a small retail centre on the vacant portion along Voortrekker Street and provide clear signage.

**Related projects:** Public Jetty. It should be noted that due to the need to minimise vehicular and boat activity in Bokkomlaan the Bergrivier Municipality does not support the public jetty. It should only be used as a docking station.

**Preconditions:** Tourism orientated activities must be considered around this node. Parking must be provided behind the information centre and retail centre with walkways down to Bokkomlaan (minimise parking in Bokkomlaan).

**Project State:** Initial concept.

**Time Frame:** 2 – 5 years.

**Project Owner:** Bergrivier Municipality.

**Implementing Agent:** Private land owners.

**Possible Funding Sources:** Heritage Western Cape; Western Cape Government (DEA&DP); Private land owners/developers.

### **FA 7.2 Public Jetty**

**Project Description:** Create a link via the river between Laaiplek Harbour and Bokkomlaan through establishing a public jetty at the tourism node so that people can visit Bokkomlaan by boat (private or public boat cruises). This will attract tourists and local people who would like a destination to go to when launching their boats and who could have a meal at the existing restaurants in Bokkomlaan. As indicated above the Municipality have required that the public jetty be used as a docking station only.

**Related projects:** FA 7.1 Tourism Node; FA 4.2 River Public Spaces.

**Preconditions:** Endorsement of the idea from private jetty owners; maintenance and up-keeping by municipality; clear signage and marketing.

**Project State:** Initial concept; proposed by local community members.

**Time Frame:** 3 – 5 years.

**Project Owner:** Bergrivier Municipality; local community.

**Implementing Agent:** Bergrivier Municipality; private land owners/interested parties.

**Possible Funding Sources:** Heritage Western Cape; Western Cape Government (DEA&DP); private land owners/developers.

### **FA 7.3 River Walkway**

**Project Description:** Create a river walkway that connects from the public jetty along Bokkomlaan and all the way east to the bird hide with a possible extension to Pelican Harbour. This route could link all the bird hides attractions and local river tourism activities to attract pedestrians and to provide safe scenic walkways for locals.

**Related projects:** Public Jetty

**Preconditions:** Minimal impact of walkway on natural environment (raised boardwalk made from local materials); upgrading and beautification of existing bird hides; maintenance and upkeeping by municipality.

**Project State:** Initial concept; proposed by local community members.

**Time Frame:** 2 – 3 years.

**Project Owner:** Bergrivier Municipality.

**Implementing Agent:** Bergrivier Municipality; Provincial Government or SOE.

**Possible Funding Sources:** CapeNature; SANBI; Provincial Government or SOE.

#### **FA 7.4 Conservation Plan**

**Project Description:** Initiate the development of a detailed conservation plan for Bokkomlaan and to ensure the preservation of historic buildings and the local character of the area as well as appropriate management guidelines for the jetties, local businesses and fishing activities.

**Related projects:**

**Preconditions:** Possibly establish a conservation management body and initiate a provincial conservation survey and plan to establish Bokkomlaan as a registered heritage site; endorsement and participation from private land owners.

**Project State:** Initial concept; registered by local community members.

**Time Frame:** 4 – 7 years.

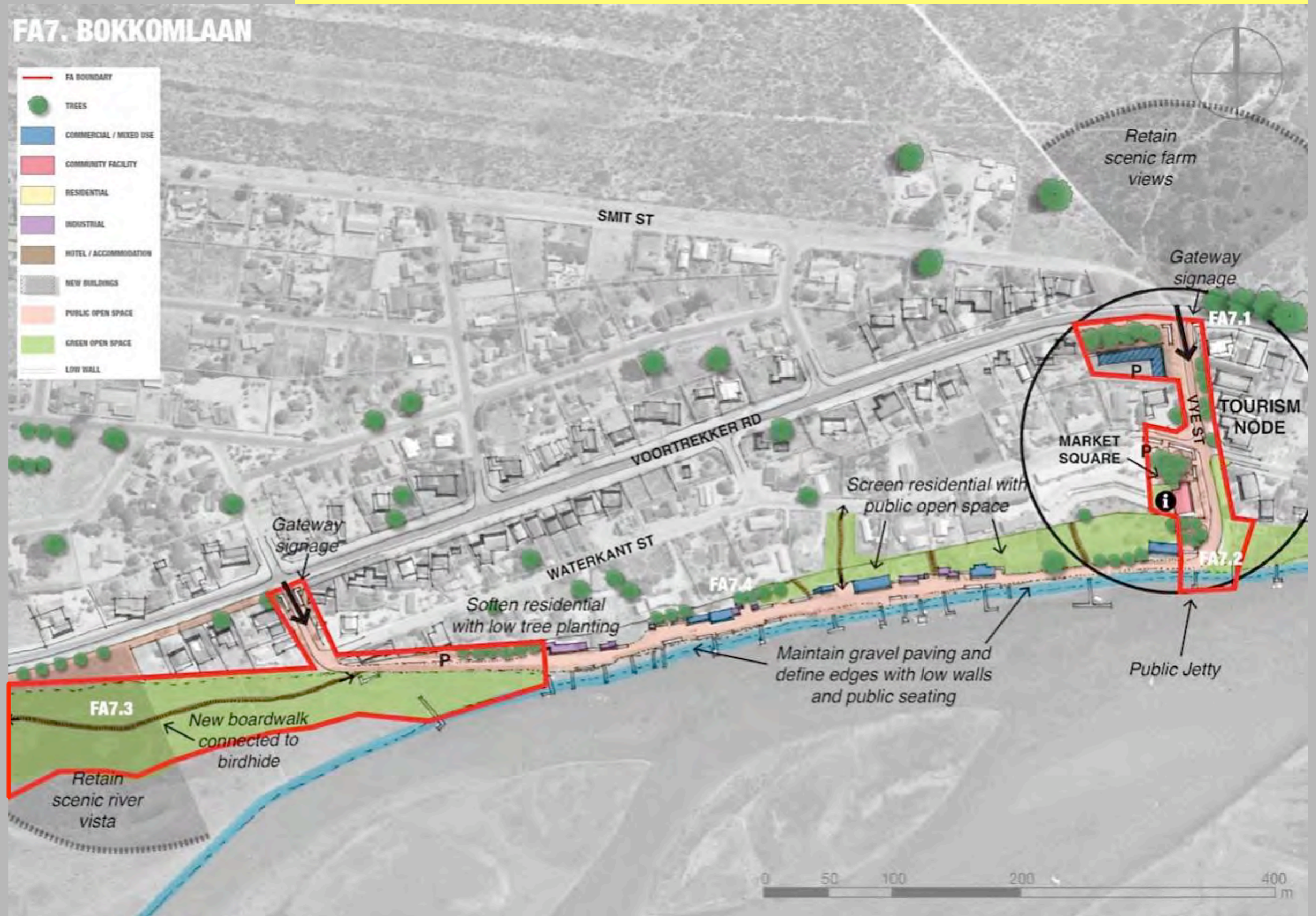
**Project Owner:** Bokkomlaan Conservation Body; Velddrif Heritage Foundation.

**Implementing Agent:** Bokkomlaan Conservation Body; Velddrif Heritage Foundation.

**Possible Funding Sources:** Heritage Western Cape; Western Cape Government (DEA&DP); Private land owners/developers.

The above Municipality approved Precinct Plan, is taken as the point of departure for this CMP.

Figure 7.1  
 Velddrif-Laaiplek Precinct Plan  
 Precinct Plan: Bokkomlaan Focus Area



**Figure 7.2**  
Velddrif-Laaiplek Precinct Plan  
Precinct Plan: Bokkomlaan Action Plan

PROJECT NAME	FA7.1 TOURISM NODE	FA7.2 PUBLIC JETTY	FA7.3 RIVER WALKWAY	FA7.4 CONSERVATION PLAN
<b>PROJECT DESCRIPTION</b>	Initiate a tourism node along Vye Street and promote it as the primary entry point into Bokkomlaan. Create attraction through including an information centre, a market square for Bokkom festival, a small retail centre on the vacant portion along Voortrekker and clear signage.	Create a link via the river between Laaiplek Harbour and Bokkomlaan through establishing a public jetty at the tourism node so that people can visit Bokkomlaan by boat (private or public boat cruises). This will attract tourists and local people who would like a destination to go to when launching their boats and can have a meal at the existing restaurants in Bokkomlaan.	Create a river walkway that connects from the public jetty along Bokkomlaan and all the way east to the birdhide, with a possible extension to Pelikan Harbour. This route could link all the birdhide attractions and local river tourism activities to attract pedestrians and provide safe scenic walkways for locals.	Initiate the development of a detailed conservation plan for the Bokkomlaan area to ensure for the preservation of historic buildings and the local character of the area as well as appropriate management guidelines for the jetties, local businesses and fishing activities.
<b>RELATED PROJECTS</b>	FA7.2 Public Jetty	FA7.1 Tourism Node FA4.2 River Public Spaces	FA7.2 Public Jetty	
<b>PRECONDITIONS</b>	Tourist orientated activities must be consolidated around this node  Parking must be provided behind the information centre and retail centre with walkways down to Bokkomlaan (minimise parking in Bokkomlaan)	Endorsement of the idea from private jetty owners  Maintenance and up-keeping by municipality  Clear signage and marketing	Minimal impact of walkway on natural environment (raised boardwalk made from local materials)  Upgrading and beautification of existing birdhides  Maintenance and up-keeping by municipality	Possibly establish a conservation management body and initiate a provincial conservation survey and plan to establish Bokkomlaan as a registered heritage site  Endorsement and participation from private land owners
<b>PROJECT STAGE</b>	Initial concept	Initial concept - proposed by local community members	Initial concept - proposed by local community members	Initial concept - requested by local community members
<b>TIMEFRAME</b>	2 - 5 years	3 - 5 years	2 - 3 years	4 - 7 years
<b>PROJECT OWNER</b>	Bergrivier Municipality Private land owners	Bergrivier Municipality Local Community	Bergrivier Municipality	Bokkomlaan Conservation Body Velddrif Heritage Foundation
<b>IMPLEMENTING AGENT</b>	Bergrivier Municipality Private land owners / developer	Bergrivier Municipality Private land owners / interested parties	Bergrivier Municipality Provincial Government or SOE	Bokkomlaan Conservation Body Velddrif Heritage Foundation
<b>POSSIBLE FUNDING SOURCES</b>	Heritage Western Cape Western Cape Government DEADP Private land owners / developers	Heritage Western Cape Western Cape Government DEADP Private land owners / developers	Cape Nature SANBI Provincial Government or SOE	Heritage Western Cape Western Cape Government DEADP Private land owners / developers

## **C. HISTORICAL OVERVIEW**

The origins of Bokkomlaan date from the mid-18<sup>th</sup> century and represent one of the earliest small business enterprises in the country.

From the middle 1700's, Eksteen and Kirsten from Stellenbosch began providing the VOC with salted fish from the west coast. It was probably the staple diet for most of the slaves during this period. The fish was loaded on boats at the mouth of the Berg River and it is very likely that much of this was processed at Bokkomlaan. The sandy banks at the bend of the Berg River made it relatively easy for the fisherman to cast their nets from the banks. Fresh water seeped through the dunes at Bokkomlaan thus providing the fisherman and the workers with fresh water. Salt pans were located nearby.

By the time that Martin Melck made application for Velddrif, then known as Plaisance, for a loan farm in 1808 there were evidently a number of fish processing enterprises in the area as access by the fisherman to the river was ensured in the loan agreement.

The name Bokkomlaan is relatively recent. From 1960 inhabitants could finally purchase the land on which they had been living for generations. New erven were laid out in 1968 and street names, including Bokkomlaan were allocated. Previously the area was known simply as near the 'old fountain'.

Johannes Smit had earlier inherited a portion of Velddrif and laid out a werf which he named Oufontein (old fountain). His father, Theuns Smit, had earlier built his house at the area where cattle had crossed to access the pastures on the other side of the river, thus establishing the origin of the name Velddrif. The old fountain which provided fresh water for thousands of cattle over the years, was unfortunately later inundated by the changing and widening course of the river. The old fountain was situated in the vicinity of where King Fisher Heads is now located.

The Bokkomlaan fishing enterprise involved the catching of harders using nets cast from the river bank, the cleaning of the fish, then the salting in wooden vats. During the day the fish were dried on wooden frames and in the evening the fish were stored in small structures. Farmers bought the dried fish from these stores, primarily as food for their farm workers. Traders on donkey carts also distributed the fish to local farms.

Later changes in fishing methods and technologies resulted in jetties being constructed on the river banks, possibly at the end of the nineteenth century. With the construction of the R27 bridge in 1949 sailing boats with masts were unable to make the passage up the river. Fishing boats with masts thus moved farther down the river adjacent to the developing fish factories.

The bokkom industry grew during this period with fish shops opening up in many towns in the Swartland. Seventeen fish houses ('vishuise') existed in the area now known as Bokkomlaan which became a hive of activity. Stone structures replaced the earlier rudimentary buildings, primarily constructed of crushed shell and clay. Twelve of the 'vishuise' now remain. However, the continuously changing course of the river resulted in the destruction of some of them. Fill was introduced to stabilize the banks on the edge of Bokkomlaan and the roadway was paved to control the course of the river.

The industry has been fundamental in the establishment of Velddrif and in the lives of its inhabitants over a substantial period of time. The practise of making 'bokkoms' has endured for



over 200 years at the present location. 95% the national output is produced at Bokkomlaan. It has become a popular tourist attraction and is considered to be 'living heritage' as a unique and integral component of the area's heritage.

**Sources:**

SA Fisheries Museum, Felicity Strohfeldt

Velddrif se stories, Lokkie Van Zyl (2018)

## **D. STATEMENT OF HERITAGE SIGNIFICANCE INCLUDING CHARACTER ASSESSMENT**

An application was made to HWC in January 2018 for the formal protection of Bokkomlaan as a provincial heritage site (PHS). HWC has deemed the site to have Grade III heritage value as a site of considerable local heritage significance.

The nomination form to HWC contained a statement of heritage significance and, as this formed the basis of the HWC decision, it is used here as the point of departure for the clarification and specification of the nature of significance in order to guide the CMP process. This statement of heritage significance was prepared by the Municipality with input from the Velddrif Heritage Foundation.

The criteria used in the NHRA for determining significance and utilised in the PHS nomination form have been used to structure this statement.

### **D.1 Historical value**

#### **(a) It is important in the community or pattern of history.**

- **Important in the evolution of cultural landscapes and settlement patterns.**

Bokkomlaan was fundamental in the establishment of Velddrif and forms an integral part of the historical evolution of the town and the country's bokkom industry. It has a distinctive and unique sense of place and is a significant cultural landscape as a physical manifestation of the interrelationship between the natural context and a community which has endured over time.

- **Important in exhibiting the density, richness or diversity of cultural features illustrating the human occupation and evolution of the nation, Province, region and locality.**

Bokkomlaan is a unique and rare cultural resource representing a particular activity strongly associated with the west coast fishing industry and highly significant in the historical development of Velddrif.

- **Importance for association with events, developments or cultural phases that have had a significant role in the human occupation and evolution of the nation, Province, region or community.**

Bokkomlaan is highly representative of the central role of the fishing industry of the west coast and epitomizes the role of the fishing industry, in particular the processing and marketing of bokkoms, in the evolution of Velddrif. It represents an enduring role in the evolution of the local area.

### **D.2 Aesthetic value**

#### **(a) It is important in exhibiting particular aesthetic characteristics valued by a community or cultural group.**

- **Importance for its contribution to the aesthetic values of the setting demonstrated by a landmark quality or having impact on important vistas or otherwise contributing to the identified aesthetic qualities of the cultural environs or the natural landscape within which it is located.**

The combination of built form comprising the structures, jetties and the nature of the public space system that integrates these components and the close visual spatial relationship with the estuarine condition and associated bird watching facilities contribute to a highly distinctive cultural landscape with high aesthetic significance.

- **In the case of an historic precinct, importance for the aesthetic character created by the individual components which collectively form a significant streetscape, townscape, or cultural environment.**

The individual components of the built form which comprise a number of distinctive building typologies, the gravel road and the nature of the estuarine interface and the number of jetties combine to form a highly distinctive streetscape with considerable place character. The close visual spatial relationship between the Bokkomlaan streetscape and the dramatic and distinctive Berg River estuarine condition contribute to a cultural landscape of high heritage significance.

The individual structures contribute to the special character of the precinct, particularly in terms of overall scale, envelope, configurations and diverse architectural typologies. Although they are simple structures, their contribution as a collective within this noteworthy historic precinct is highly significant.

The informal nature of the roadway which lacks formal kerbsides, tarmac surfaces and linear road edges has evolved organically and is an important historic product of the site's interaction with the riverfront.

The constrained corridor movement due to the river on one side and a slope on the other results in a foreshortened spatial experience that emphasizes these frontages as defining elements along the landward edge of the precinct.

The slope to the north plays an intermediary role between the town and the river. Together with the linear Bokkomlaan structures and tree plantings along the precinct's northern boundary, and the river flats along the southern edge, the slope is part of a composite that strongly defines the linear character of the site.

The jetties contribute to the special sense of place of the precinct by linking the site spatially, physically and functionally to the river.

Significant axial views are evident at both Vye street to the east and Granaat avenue to the west where the view corridors leading into the site open out to afford panoramic views over the estuary.

### **D.3 Social value**

- a) It has a strong or special association with a particular community or cultural group for reasons of social, cultural or spiritual reasons.**
- **Importance as a place highly valued by a community or cultural group for reasons of social, cultural, religious, spiritual, symbolic, aesthetic or educational associations.**
  - **Importance in contributing to a community's sense of place.**

Bokkomlaan as a place is highly valued by the community as one of the founding reasons for the establishment of the town and for its symbolic role in epitomising the origin and evolution of Velddrif.

There is a strong and enduring relationship between the workers, many of whom have been involved in the bokkom industry for generations and the place, including the structures related to the processing of bokkoms and many of which remain in their original and authentic state.

This strong and enduring relationship contributes substantially to a strong and unique sense of place.

### **D.4 Degrees of Significance**

#### **D.4.1 Rarity**

- a) It possesses uncommon, rare or endangered aspects of natural or cultural heritage.**
- **Importance for rare, endangered or uncommon structures, landscapes or phenomena.**

Bokkomlaan is a rare and unique example of a local industry which has endured over generations. The combination of built form, including the structures and drying racks, and the estuarine condition, including the jetties, represent a unique and rare cultural landscape of considerable local significance.

- **Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practices in, or in danger of being lost from, or of exceptional interest to the nation, Province, region or locality.**

Bokkomlaan is important in demonstrating a distinctive way of life, custom, land use function and design which has endured and which is in danger of being lost.

### **D.5 Representativity**

- a) It is important in demonstrating the principal characteristics of a particular class of natural or cultural places or objects.**

- **Importance in demonstrating the principal characteristics of human activities (including a way of life, philosophy, custom, process, land-use, function design or technique) in the environment of the nation, Province, region or locality.**

Bokkomlaan is important in demonstrating the principal characteristics of the Bokkom fishing industry which is representative of a major component of the West Coast economy (including a way of life, customs, process, land use, function, design and technique).

## **E. BUILDING INVENTORY**

The accompanying diagrams (Figures 8.1, 8.2, 8.3 and 8.4) illustrate the 12 structures located in Bokkomlaan. Three typologies are identified; the distinctive square 'block house' types (approximately 3m x 3 m); the rectangular 'vishuise' with a width of approximately 6m; and the larger and broader hybrid types with a width of approximately 9m.

# Figure 8.1

Building Inventory & Typologies

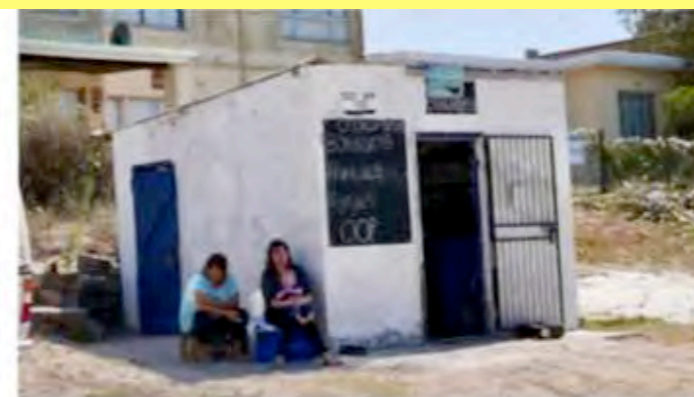
Bokkomlaan Survey/Types: Read with Location Diagram: Figure 8.2



1. Die Vishoekie  
TYPE B



2. Die Bokkom  
TYPE A



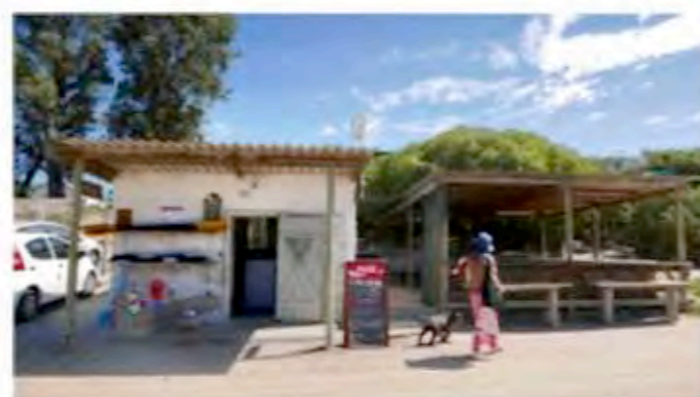
3. Albanie Visserye  
TYPE A



4. River Studio & Ek & Dji Visserye  
TYPE B



5. Dagbreek Visserye  
TYPE C



6. Pelican Trading Post  
TYPE A



7. Bo-Rivier Visserye  
TYPE B



8. Ubuntu Visserye  
TYPE C



9. Columbine Coffee  
TYPE B



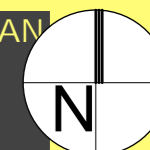
10. No Name  
TYPE A

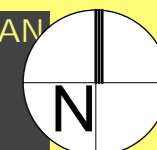
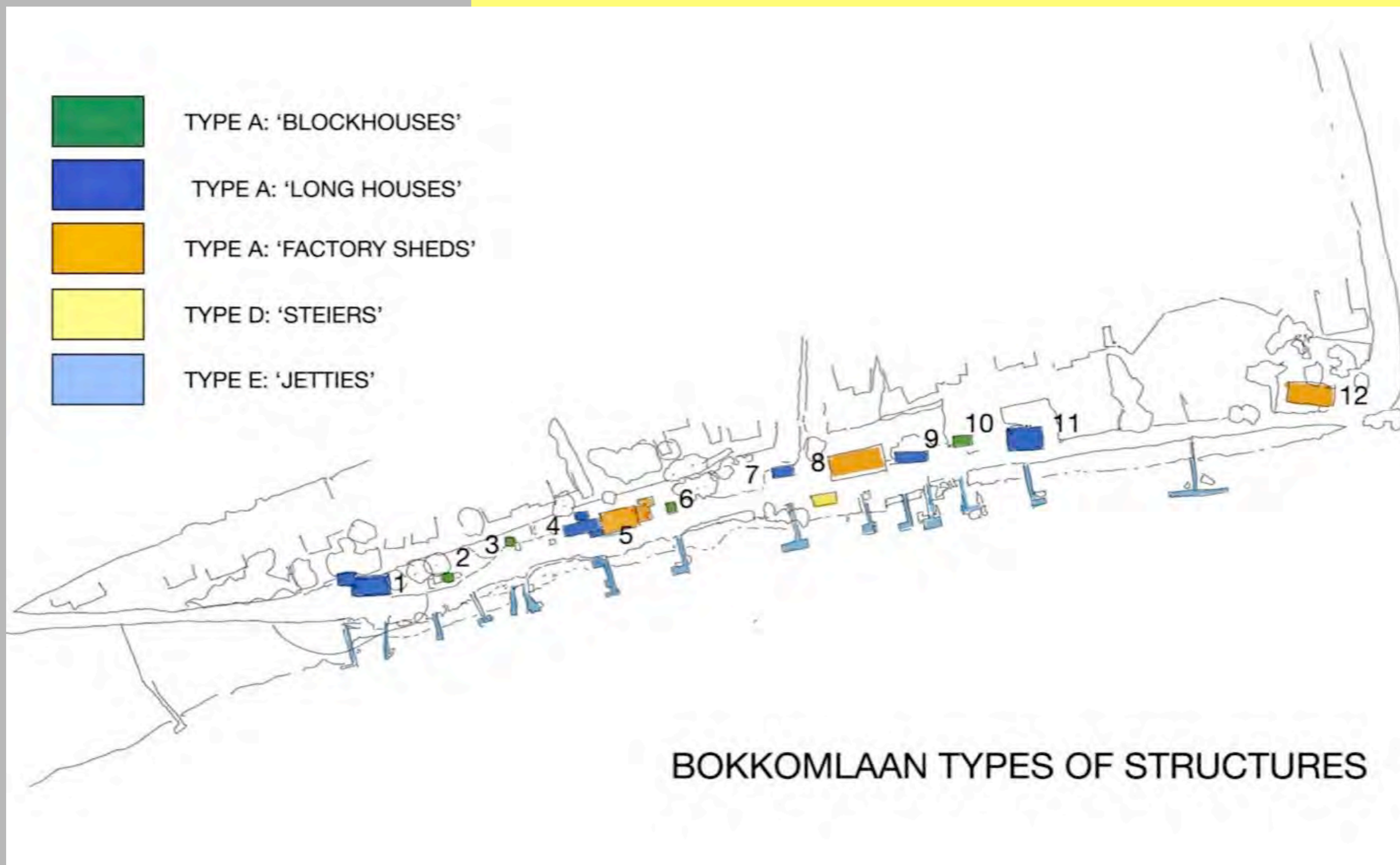


11. Die Vishuis Restaurant  
TYPE B





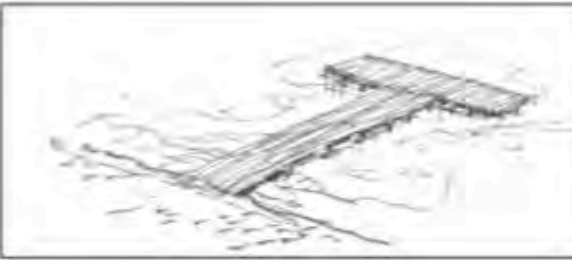


12. Le Bokkom  
TYPE C







BOKKOMLAAN: TYPES OF HERITAGE STRUCTURES	CHARACTERISTICS	GUIDELINES
	<p><b>TYPE A</b> <b>"BLOCK HOUSES"</b></p> <p>Numbers 2,3,6,10 on map</p>	<ul style="list-style-type: none"> <li>• Minimal structural changes</li> <li>• Consider simple veranda with pole uprights.</li> <li>• Consider ventilation openings to back</li> </ul>
	<p><b>TYPE B</b> <b>"LONG HOUSES"</b></p> <p>Numbers 1,4,7,9,11 on map</p>	<ul style="list-style-type: none"> <li>• Minimal structural changes</li> <li>• Allow verandas if not already there</li> <li>• Consider ablutions at back</li> <li>• Allow small vertical openings</li> </ul>
	<p><b>TYPE C</b> <b>"FACTORY SHEDS"</b></p> <p>Numbers 5,8,12 on map</p>	<ul style="list-style-type: none"> <li>• Minimal structural changes</li> <li>• Consider ablutions at back</li> <li>• Allow small vertical openings</li> <li>• Industrial sliding doors for openings</li> </ul>
	<p><b>TYPE D</b> <b>"BOKKOM STEIERS"</b></p>	<ul style="list-style-type: none"> <li>• Minimal structural changes</li> <li>• Prevent car-port variants, enclosures</li> <li>• Allow only simple rectangular structures.</li> <li>• No commercial use other than bokkom related activities</li> </ul>
	<p><b>TYPE E</b> <b>"JETTIES"</b></p>	<ul style="list-style-type: none"> <li>• Minimal structural changes</li> <li>• Maintenance</li> <li>• Clarify use/functionality</li> <li>• Environmentally sensitive</li> <li>• No covered structures</li> <li>• No commercial activity (restaurants)</li> </ul>

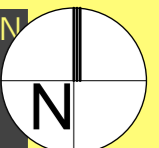
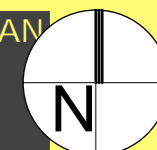
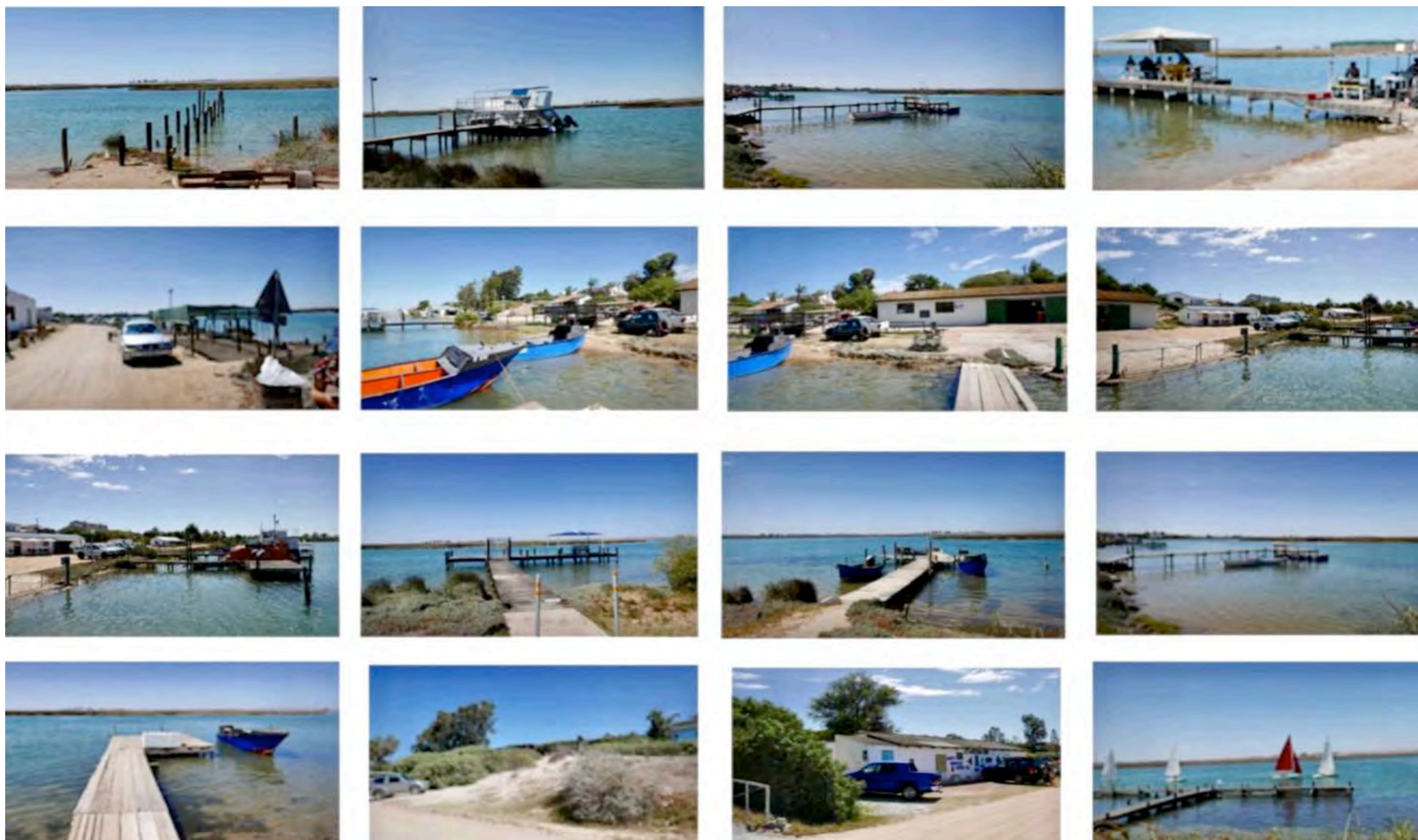











Figure 8.4  
Jetty Survey

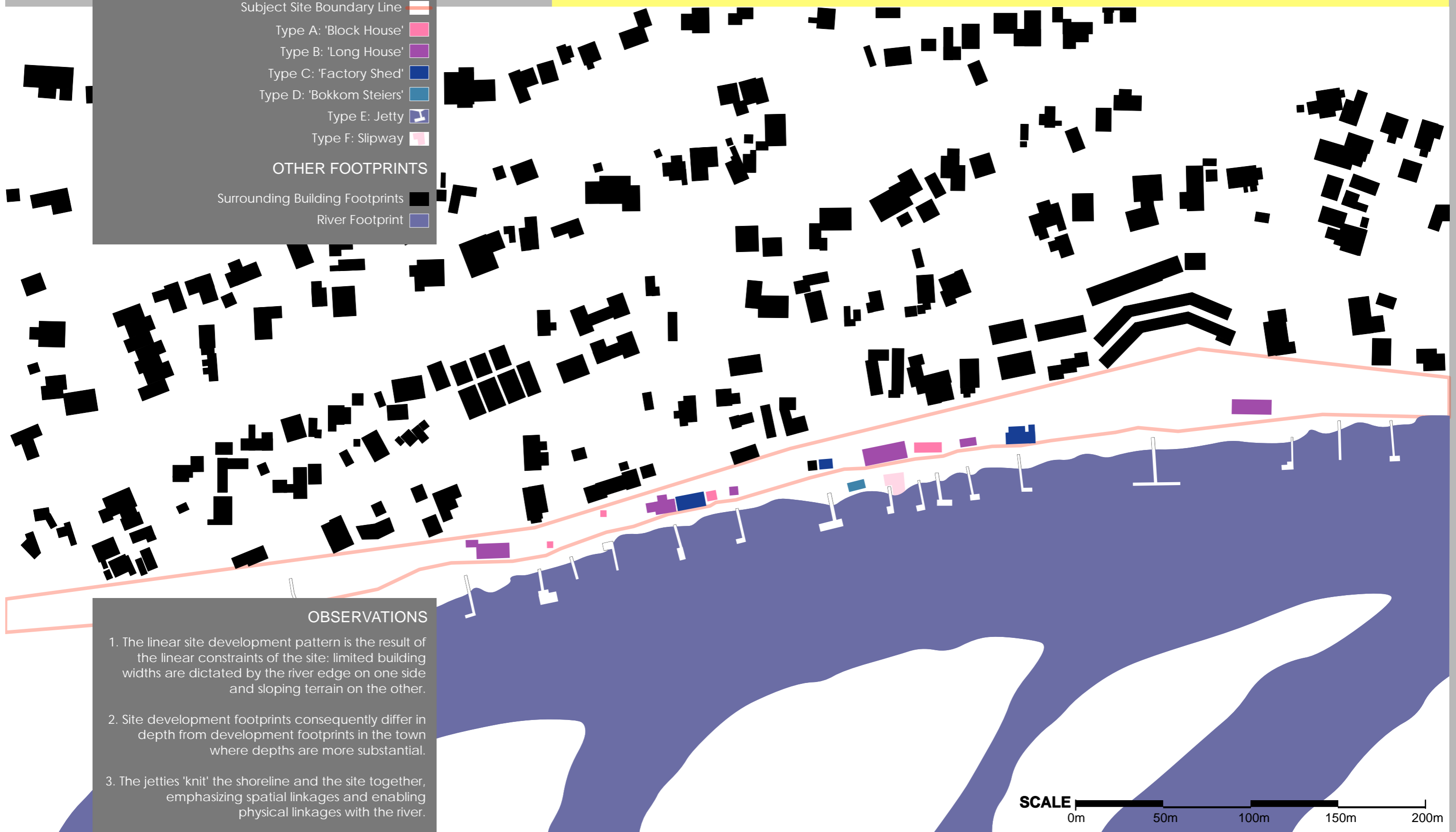


BOKKOMLAAN TYPOLOGIES

- Subject Site Boundary Line 
- Type A: 'Block House' 
- Type B: 'Long House' 
- Type C: 'Factory Shed' 
- Type D: 'Bokkom Steiers' 
- Type E: Jetty 
- Type F: Slipway 

OTHER FOOTPRINTS

- Surrounding Building Footprints 
- River Footprint 



OBSERVATIONS

1. The linear site development pattern is the result of the linear constraints of the site: limited building widths are dictated by the river edge on one side and sloping terrain on the other.
2. Site development footprints consequently differ in depth from development footprints in the town where depths are more substantial.
3. The jetties 'knit' the shoreline and the site together, emphasizing spatial linkages and enabling physical linkages with the river.
4. The site is characterized by an even 'mix' of building typologies that are evenly distributed - i.e. not clustered according to typology.

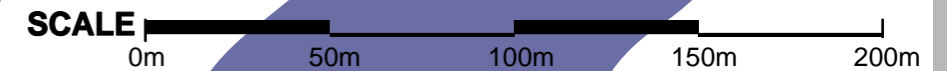




Figure 10  
Green Network

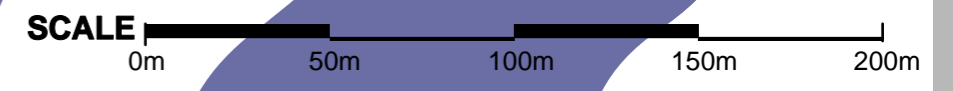
**LEGEND**

- Site Boundary Line 
- Trees and Shrubs 
- Surrounding Building Footprints 
- River Footprint 
- Jetty 



**OBSERVATIONS**

1. Tree canopies are evenly distributed across the landscape up to the river course where vegetation transforms into low-level reed beds and other riverine vegetation, thereby opening up the landscape towards the south.
2. The waters edge is characterized by a lack of vegetation and trees. Substantial tree canopies within the site are set back and on higher ground, serving as framing elements for the development along the waters edge.
3. Planting patterns within the site are in clusters with substantial open space in between.
4. The lack of tall waterside vegetation enables spectacular unobstructed views across the river flats.



LEGEND

ELEMENTS

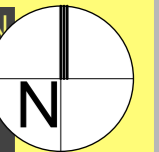
- Site Boundary Line
- Structures Contributing to a Precinct of High Significance
- Surrounding Building Footprints
- Historic Thoroughfare
- Trees Lacking Significance
- River Footprint

SPATIAL FACTORS

- Edge Contributing to a Historic Spatial Alignment
- Trees and Shrubs Defining and Framing the Precinct
- Slope Crest Profile from the Waters Edge
- Slope Defining the Northern Half of the Precinct
- Physical and Spatial Linking Elements (Jetties)
- Primary Spatial Threshold
- Secondary Spatial Threshold
- Significant Axial View
- Opportunity for Road Corridor Extension (Jetty)
- Opportunity for New and/or Consolidation Planting
- Opportunity for New Structures (Not a Developmt Footprint)
- Predominant Scenic Outlooks



SCALE 0m 50m 100m 150m 200m



## **F. STAKEHOLDER ENGAGEMENT**

A list of interested and affected parties and organizations and individuals that needed to be consulted as an integral component of the CMP process was provided by the Municipality.

The list included the following:

- Lessees
- Berg River Tourism
- SA Fisheries Museum
- Deputy Mayor and Ward Councillor
- Velddrif Erfenis Stigting
- Cape Nature
- Bokkomlaan Action Group (adjacent landowners)

Representatives of these broad groupings were invited to attend a series of targeted discussion sessions held on the 12<sup>th</sup> December 2019. The attendance list is included in Appendix 2. The stakeholder engagement background document is attached as Appendix 3.

A comprehensive public participation process is necessary to establish a broader range of opinions related to existing conditions regarding the heritage and the future role and management of the area. However, there are a number of limitations in this regard;

It is evident that the workers involved in the Bokkom industry are significant stakeholders in the process. Due to a number of reasons, including the current Covid-19 related Disaster Act regulations, it has not been possible to engage with and to elicit opinion from this group. Worker representation will need to be integrated into the future development of the CMP process.

While it was initially envisaged that a public open house meeting would be held to present the draft CMP this is not possible in terms of the Covid-19 restrictions.

The comments below relate to the representations made by the individuals representing the different interest groups and in some cases in their personal capacities.

The following represents a summary of the issues raised by the different groupings represented.

### **F.1 Berg River Tourism, SA Fisheries Museum and Velddrif Heritage Foundation**

- Bokkoms are fundamental to the tourism industry of Velddrif and an integral part of its marketing.
- The origins of the bokkom industry relate in part to the need to provide farm workers with salt to replenish them, particularly during summer months.
- Changes in farming traditions, particularly mechanization, and the use of migrant labour has led to a reduction in demand from the farming areas.

- The technologies for cleaning and salting the fish have remained largely the same over the years.
- Changes in legislation have prohibited fishing in the protected estuarine area.
- The permit holders are not necessarily local residents of Velddrif. High levels of sub-leasing are evident.
- The ground, is owned by the municipality; the lessees 'own' the structure and are responsible for their maintenance and upkeep.
- The integration of the bokkom industry with other tourist attractions such as the bird life in the estuarine area are fundamental to the tourism marketing profile of Velddrif and an integral part of its branding.
- Velddrif is referred to as the "Bokkom capital of the West Coast".
- The representatives were in favour of some form of restaurant/beer garden on condition that the existing character was maintained.
- The use of 'afdakke' extensions and 'steiers' for commercial activities not related to the bokkom industry were regarded as problematic and out of character.
- The CMP should specify what uses should be specifically excluded.
- Any extensions to the existing structures should be subsidiary to the main structures and should be in the form of pergolas with a temporary, reversible character.
- There was evidence of a problematic interface with the residential strip located along Waterkant Street to the north, related to smell, flies etc. (most frequently experienced when a north wind was blowing).
- Concern was expressed about the use of the slipway, mostly related to the parking of vehicles and boat trailers.
- Frequent reference has been made to the location of a spring in front of the King Fisher building. The exact location and nature of the spring is unknown.
- Concern was expressed about the degeneration of the river bank. Stabilization methods need to be explored.
- The jetties should not be privatized.
- If one of the structures does become available it should be used for an information centre/small museum.

## **F.2 Lessees**

- The length of leases was emphasized as a major concern and a key issue. Leases were originally for a period of 10 years and are currently being extended on an annual basis (existing leases expired in October 2018). Security of tenure was required, either in the form of a longer lease or freehold.
- It was imperative to establish the opinion of the fishermen.
- The bokkom industry only operates in the summer months. It was thus necessary to supplement income with other activities but possible uses need to be specified. For example, no 'chain' retail, takeaway facilities or estate agents should be permitted
- Any extensions should be subsidiary or secondary to the main structure.
- Spaces between structures are controlled by the municipality and should be properly maintained.
- Vehicles should not be parked in front of the jetties. A dedicated parking area for visitors should be identified and managed by the municipality.
- The impact of dust was emphasized particularly during the summer months. Dust affected both the preparation of fish and the amenity of the outdoor restaurant activities. Some form of stabilization (e.g. laterite) needed to be considered.
- The movement of vehicles needed to be controlled. Consideration could be given to some form of boom control at either end of Bokkomlaan.
- Most of the structures were located below the 100-year flood plain.
- Many of the leases have been passed from generation to generation.
- A small museum facility should be considered. A lessee had evidently 'donated' a building to the Municipality for such a purpose but it was now being used for restaurant purposes.
- Clarification was required on what determined the rates valuation (approximately R76 /m<sup>2</sup>).
- Consideration should be given to the use of the area in front of the Kingfisher for parking purposes.
- The use of the jetties was controlled by Cape Nature. Some of the jetties were used for bokkom purposes, and others for retail purposes including boat/tourism charters.
- "Bokkom and beer" type activities could be permitted on the jetties but privatization should be controlled.

## **F.3 Bokkomlaan Action Group (adjacent landowners)**

- Concern was expressed related to the interface between Bokkomlaan and the embankment of the estuary which indicated a degree of erosion.



- The use of the jetties was not being sufficiently controlled in terms of Cape Nature regulations.
- No trading should be permitted on the jetties.
- The jetties should be used for boating facilities and fishing only.
- There needed to be clarification on the spheres and zones of responsibilities with regard to both the Municipality and Cape Nature. The spatial demarcation of these spheres of control need to be carefully delineated.
- Outside features such as playground equipment which have no relationship with the bokkom industry should be removed and should not be permitted.
- Any change in use not related to the current zoning status of the site should be subject to a public participation process.
- Temporary uses, e.g. the parking of caravans, mobile food outlets etc., which have no relationship with the bokkom industry should not be permitted.
- A policy related to the informal sector needed to be formulated.
- A public slipway was a necessity for the launching of boats. Boat storage to be accommodated elsewhere.
- Proposals for Bokkomlaan needed to be linked to ecotourism tourism opportunities.
- Clear boundaries related to the lease areas needed to be stipulated. The control of the spaces between the existing structures needed to be specified.
- The possible extension of the curtilages around the existing structures could be considered.
- The accommodation of increased tourism during peak periods, including the movement and parking of tourist buses needed to be addressed. The use of Pelican Park or similar sites with capacity could be considered with a shuttle service to Bokkomlaan.
- The overriding principle should be to maintain the existing character to as great an extent as possible and to only allow alterations and additions according to approved guidelines.
- Commercial retail activity not related to the Bokkom industry should be curtailed. Consideration should be given to the allowance of one coffee shop and one restaurant. (This was evidently an earlier restriction which has subsequently been lifted).

#### **F.4 Velddrif Ward Councillor/deputy Mayor (Sandra Crafford)**

- There is a clear distinction between the management of the 'vishuise' and the jetties but control mechanisms need to be integrated.
- The original leases needed to be carefully considered in the negotiation of any future leases.

- The existing leases have too many grey areas. Provision needs to be made for possible additions and the use of the spaces between buildings.
- A process and procedure should be established for the approval of alterations and additions.
- A degree of flexibility needs to be integrated into possible future leases. The site falls within the 100-year flood line and flooding occurs relatively frequently. The structures get washed away and a continuous process of rebuilding is an enduring pattern.
- Greater security of tenure is required.
- The site must remain part of the public realm. Pressures on privatisation need to be curtailed if the Municipality is to maintain control.
- The imposition of a system of levies could be considered as a means to incentivize the Bokkom industry.
- An organised structure to ensure cooperative governance between the Municipality, Cape Nature and the lessees needs to be established. Any changes in land use would need to be subject to communal agreement. The primary focus should be to foreground the bokkom industry.
- The provision of parking is a major issue.
- The interface with the residential activity along Waterkant Street is a source of concern with evidence of some properties encroaching onto Bokkomlaan.
- The gravel surface of Bokkomlaan must be retained. The 'temporary' character should remain.
- The issue of dust must be addressed.
- Signage needs to control the movement of vehicles, particularly tourist buses. No buses over a certain capacity should be permitted beyond a certain point.
- There are arguments both for and against public launching facilities. There needs to be some form of restriction, possibly to local users, as the area has limited carrying/absorption capacity.
- There is not necessarily a close association between the fishing industry and the bokkom industry. Most of the bokkoms arrive by land.
- Rooibaai is the main facility for offloading. It has greater capacity for operating as a public launching facility.

- Any additional launching sites at Bokkomlaan could contribute to further erosion of the embankment. Cape Nature would have to approve of any additional facility
- There needs to be a close integration between tourism and heritage (interpretation and possibly a small museum facility).
- There needs to a carefully considered policy of signage (e.g. no freestanding, third-party or illuminated signage or the use of bright colours).
- The bird hide needs to be integrated into any development proposals for the future role of Bokkomlaan.
- Consideration needs to be given to the allocation of parking facilities for daily use, and for possible overflow facilities during peak periods. The Riviera complex adjacent to the R27 bridge over the Berg River provides such an opportunity.

#### **F.5. CapeNature**

Telephonic and email communications took place during the first week in May 2020.

A copy of the lease agreement has been provided and is included as Appendix 4.2.

CapeNature administers the area below the high-water mark in terms of the Sea Shore Act for the Provincial Department of Environmental Affairs and Development Planning (DEA&DP). CapeNature thus controls the area between the cadastral line demarcating erf 486 and the embankment. The jetties themselves are owned by private lessees. There is no stipulation on public access to the jetties.

Birdlife SA is currently involved in embankment maintenance methodologies and a report to this end has been submitted to the Department of Environmental Affairs Forestry and Fishing (DEFF).

#### **F.6. Written Submissions**

1) Velddrif Heritage Foundation (1 November 2007)

Points raised:

- Municipality to retain ownership
- Support for 10-year leases
- Primary and consent uses specified
- Speed limit of 20km/hr
- Parking provision in small lots between buildings
- Possible new buildings
- Alterations to be subject to guidelines
- Entrance statement at both ends of Bokkomlaan
- Informal outdoor seating for bird and boat watching
- Public ablution facilities
- Preservation of trees
- Linkages with adjacent residential area (boundary treatment, pathways)

- Land in front of erven 437 and 608 to be incorporated
- Street furniture (including waste disposal, bins and litter)
- Management of jetty repair and upgrade
- Landscape plan
- Museum facility

2) Coenraad Cronje (19 January 2017)

Points raised:

- Status of 'one restaurant only' to be clarified
- Description of each of the structures and current usages
- Identification of possible transgressions
- Issue of increased informal sector activity
- Destruction of existing vegetation
- Need for clarification of existing rules and regulations

3) Ron and Dawn Miller (January 2020)

Points raised:

- Integrated approach to tourism potential required
- Fragile environment. Bokkomlaan has limited capacity for boat launching activities
- Rooibaai/Pelican Harbour could be developed as boating hub, tourism area including water ferries
- No trailer or vehicle parking in Bokkomlaan (excluding Bokkom related vehicles)
- Bokkomlaan to be dedicated to the Bokkom industry, supported by avi-tourism facilities
- One licensed restaurant/coffee shop
- Possible 99-year lease of area in front of Kingfisher Flats (small commuter busses, pay parking, ablution facilities, information office)

## **F.7 Comments on the Draft CMP dated 31<sup>st</sup> July 2020**

Written comments on the draft CMP dated 31<sup>st</sup> July 2020 are included as Appendix 7.1. These comments have been responded to by the heritage consultants. A detailed record of all comments and responses has been tabulated and attached as Appendix 7. Outlined below is a summary thereof.

1) A total of 47 comments were received. This is considered as a positive indication of the local community's perception of the heritage value of Bokkomlaan and the role it could play in boosting the local heritage tourism industry. The number of responses is regarded as encouraging given the limitations imposed by the COVID-19 lockdown provisions and the inability to hold a public meeting as originally planned.

2) The following types of issues were raised in the comments received:

- The CMP process including public participation.

- The proposals for the tourism node, public jetty and broadwalk, all of which were proposals made in the approved Velddrif/Laaiplek Precinct Plan (2014) and which were included in the CMP to provide context.
  - Vehicular movement and parking provisions.
  - Alterations and additions to existing structures.
  - The lease period and subletting.
  - Possible change in character.
  - Permitted land uses/ definition of restaurant/coffeeshop
  - Liquor consumption
  - Informal trading
  - Signage
  - Road surfacing and dust control
  - Boat launching and impacts on river banks
  - The proposed information centre/museum facility
  - The use of Pelicon Harbour to alleviate tourism pressures on Bokkomlaan
  - The role of the HMAF
  - Living heritage (intangible heritage)
  - Implementation timeframes
- 3) Numerous comments were received in response to the provisions of the approved Velddrif/Laaiplek Precinct Plan (2014). Particular references were made to the proposed public jetty, the tourism node and the proposed broadwalk and associated bird hide (s). The primary concern was an increase in tourism activity and the impact that this could have on the character of Bokkomlaan. It is evident that there is strong opposition to the proposed public jetty and all references have been removed from the CMP. The other provisions of the Precinct Plan including the tourism node and the broadwalk would have to be subject to further assessment and public participation processes. The tourism node needs to be subject to a detailed urban design study. The broadwalk would likely trigger an environmental impact assessment process. The primary purpose of the CMP is the retention and enhancement of existing character. No additional development is proposed in terms of the limited carrying capacity of the site determined by heritage constraints and opportunities, as well as a range of environmental issues.
- 4) A number of issues were also raised in response to issue that do not fall within the scope of the CMP, e.g. liquor consumption, noise pollution.

Substantive responses to issues raised are summarised as follows:

- 5) The proposal to extend the lease period from 10 years to a possible 50 years. This would need to be subject to the detailed framing of lease conditions to ensure increased local community opportunities and beneficiaries, including increased opportunities for those working the bokkom industry.
- 6) Strategies to divert possible tourism pressure by diverting activities to places such as Pelicon Park which could accommodate increased traffic, parking and tourism facilities not directly related to the bokkom industry.

- 7) Guidelines for alterations and additions to existing which would ensure the retention of the existing character have been provided and it is recommended in the CMP that these be referenced in the lease agreements.
- 8) Proposals for an information centre and a museum are included in the CMP. Details of such a facility would need to form part of a separate public participation process.
- 9) Permitted land use to ensure the retention of the existing character have been stipulated. Any business or commercial activity including restaurants, coffee shops and local craft outlets should not exceed 50 % of the total leasable floor area (GLA) of Bokkomlaan. Activities directly relating to the Bokkom industry must remain the majority use.
- 10) Proposals are made for a HMAF to advise on the implementation and timeframes of the CMP.

## G. IDENTIFICATION OF HERITAGE MANAGEMENT ISSUES BASED ON SITUATIONAL ANALYSIS, OPPORTUNITIES AND CONSTRAINTS

The preliminary identification of issues served to provide a framework and focus for the targeted discussions with the stakeholders identified.

The Bokkom industry is an integral component of the history of Velddrif. The primary aim of the CMP is to ensure as far as possible the enhancement and long-term sustainability of the Bokkomlaan industry and the extent to which this contributes to place character. The following are considered to be the primary heritage issues relating to the built environment and landscape character of Bokkomlaan and will influence the policy formulation of a core component of the CMP.

- *Balancing commercial/retail interests and the Bokkom industry.* At present there appears to be a balance between these interests but there is a potential danger of the Bokkom industry being displaced by retail activities predominantly restaurants. While a degree of retail activity contributes to the tourism and economic base, it should not overwhelm the core operation and historical function of the site.
- *The spatial quality of the built form and its relationship with the Berg River.* The combination and the mix and overlap of historical and retail activities contributes to place character. The Bokkom industry should remain the predominant land use, with fine grained small scaled non branded commercial activities.
- *There have been a number of additions and alterations* which to a greater or lesser extent impact negatively on the quality of the built environment and architectural significance of the original structures. It is understood that a large number of these alterations are not authorised. Of primary concern are the alterations to the front façades which face onto the public realm and the river. Guidelines need to be formulated to ensure that these alterations and additions do not impact on the streetscape or overwhelm the scale and architectural character of the structures and figure ground relationships (grain and texture).
- *The existing and potential appropriation of the public realm (privatisation).* Two components are evident; the intrusion of the residential area into the precinct particularly in the form of lawns which impact on the integrity and continuity and working nature precinct; and the privatisation of the jetties, (most of the jetties are fenced off) thus contributing to the sense of the privatisation of the river frontage. It is understood, however, that these are private jetties. It is also understood that there are public liability issues. The extent of the sense of alienation needs to be managed and balanced. The functional and operation of the jetties needs to be properly understood to ensure that any intervention does not impact negatively on the functioning of the bokkom industry. Again, the balance between tourism (leisure activities) and the industry needs to be attained.
- *The interface with the residential uses immediately to the north* particularly in terms of boundary treatments (vibracrete fencing) resulting in a hard and abrupt interface and sense of severance between Bokkomlaan and its surroundings.

- *Parking provision at present is informal and non-intrusive.* However, any increase in parking activities could contribute to traffic concerns, both the speed and volume of vehicular movement and the provision of parking. Of particular concern is the accommodation of buses. Consideration should be given to the provision of parking zones to ensure a pedestrian orientated movement pattern throughout the core area, and to limit vehicular traffic through the public realm.
- *An additional component of vehicular movement is the impact of dust* on both the fishing industry and the restaurants, particularly during dry hot summer months. While every effort should be made to retain the informal quality of the existing surface treatment consideration should be given to certain interventions to limit the impact while retaining the informal quality of the road surface and the integration with the broader landscape which contributes substantially to place character. Kerb and channel treatment (pavements and alterations to the existing cross section) and road engineering should be resisted. The space should not be viewed as a road but as an extension of the public realm. The informal treatment of the existing landscape, both hard and soft contributes substantially to place character. Consideration should be given to a landscape framework plan to address issues such as signage, lighting and planting and boundary treatment. The open and accessible nature of the public realm needs to be retained.
- *The history of the Bokkomlaan* is represented in the Laaiplek SA Fisheries Museum, but opportunities for on-site interpretation need to be explored.
- *Lease agreements need to control the range of activities* with preference given to the support of the Bokkom industry.
- *There are a number of environmental and scenic issues*, (namely the flood prevention mechanisms as Bokkomlaan is located below the 1:100 flood line), bird watching as a significant contribution to the tourism base of the area, and the Berg River Mouth being of exceptional scenic beauty. It is clear that there is a significant overlap between these activities (bird watching and bokkom industry) and opportunities to ensure the synergy of these activities should be explored.
- *The impact of forced removals* and the Group Areas Act needs to be established, including the role and contribution of the fishing labour community to the history of Bokkomlaan and the Bokkom industry.
- *Mechanisms to involve previously disadvantaged communities* need to be established.
- *The terms and time frames of the existing leases* need to be established with stakeholders highlighting this as a key issue.



## **H. GUIDING CONSERVATION PRINCIPLES**

The CMP for Bokkomlaan is based on the overall principles derived from international best practice in heritage management and the provisions of the NHRA:

### **1) Authenticity and integrity as key components of conservation activity**

The bokkom industry is the core activity underpinning the concept of authenticity in Bokkomlaan. It is the primary ingredient of place character. All interventions need to relate to the need to conserve and enhance this activity.

### **2) The contribution of all periods to the history of a place**

Due to its location below the 100-year flood line there has been a continuous process of rebuilding over time. It is not possible or advisable to return to some 'original' state. The contribution of all layers should be respected on condition that such layering contributes to understanding and appreciation of place character and does not detract from it.

### **3) Minimal intervention to historical fabric and the setting of the place**

The existing distinctive place character needs to be maintained. The area clearly has limited absorption capacity to accommodate any new forms of development.

The limits to such holding capacity need to be clearly understood.

### **4) Consideration of all aspects of cultural significance (historic, social, architectural, aesthetic contextual)**

Place character is a fusion of social, aesthetic, architectural and environmental components. The adjacent estuarine condition and associated birdlife is an integral component of this sense of place. Any interventions need to ensure an integrated approach to all these components.

### **5) The retention of the visual setting and spatial context of the heritage resource**

Bokkomlaan has a distinctive visual character which is unique to the west coast. The special nature of the place needs to be enhanced by screening it from the adjacent residential area. The visual setting needs to be conserved.

### **6) Appropriate public access and interpretation**

Place appreciation is enhanced by a deeper and broader understanding of the evolution of place and the contribution of a range of different interest groups including labour.

The role of public participation in the identification of heritage significance and management policies to retain and enhance significance.

Conservation activity can only be effective and sustainable if it reflects the concerns and issues of all those groupings that are involved in the place and its operation over time.

## **I. CONSERVATION POLICIES**

### **Policy 1: Protect, maintain and enhance Bokkomlaan as a place of considerable local cultural significance:**

- 1.1** Maintain the integrity, sense of place and essential character of Bokkomlaan and its setting.
- 1.2** Protect and enhance the range of heritage resources that comprise the area, including the built form structures, the spaces around them and the visual spatial relationship with the estuarine interface.
- 1.3** Respect and enhance the social, historic and aesthetic values associated with the place.
- 1.4** Recognise the need for a balance and potentially symbiotic relationship between the Bokkomlaan fishing activities and tourism facilities.
- 1.5** Enhance the central and enduring role of the bokkom processing activities in contributing to the unique sense of place.
- 1.6** Conserve and enhance the public spatial role of the place, including the spaces between buildings, the gravel road and the riverside embankment.
- 1.7** Provide adjustments to existing leases to ensure greater security of tenure, to enable incentives for the investment in the maintenance and upkeep of existing structures and to ensure alterations and additions, where considered appropriate are in adherence to the heritage guidelines.

### **Policy 2: Ensure that any new development and alterations and additions and any landscaping interventions (hard and soft) are appropriate to the unique historical, aesthetic and social value and quality of the place:**

- 2.1** Ensure the conservation of the grouping of structures and the visual spatial interrelationship with the public space system including the gravel road, jetties and embankment in an integrated and holistic manner to ensure the conservation of the existing aesthetic quality and sense of place.
- 2.2** Ensure the appropriate design and use of materials, and hard and soft landscaping for any alterations, additions and possible new interventions are visually responsive and materially appropriate to the existing condition and respond positively to identified built form typologies and associated characteristics.
- 2.3** Ensure a positive pedestrian-oriented response to the public realm, comprising the spaces between structures, the gravel road and the estuarine embankment, including the jetties.
- 2.4** Limit the building footprint in most instances to the existing footprint. Develop guidelines to establish possible additions to the footprints which must take into consideration the visual absorption capacity of the immediate context.
- 2.5** The height, massing, form and building lines of the existing configuration of structures must be adhered to in any potential additions and alterations.

**Policy 3: Integrate the precinct into the public space structure of the immediate context, including the estuarine ecosystem:**

- 3.1 Ensure a positive pedestrian oriented and visually non-intrusive interface between the structures, the street and the estuarine edge.
- 3.2 Restrict any privatization of the public zone comprising the street and the embankment. Identify the potential location of a jetty that is dedicated for public use.
- 3.3 Improve the integration of Bokkomlaan to the estuarine wetland condition to the west, through the provision of boardwalks and signage.
- 3.4 Ensure visual connectivity and flow between the structures and the embankment by restricting any lateral interventions, including hard landscaping treatment such as kerb and channels, and additional seating and shade structures.
- 3.5. Ensure the protection of the riverine embankment to prevent erosion. Engage with Cape Nature to establish such preventative measures.

**Policy 4: Enhance the quality and public nature of the precinct:**

- 4.1 Prohibit freehold ownership of the existing structures but extend the period of the existing leases.
- 4.2 Ensure that vehicular movement and parking within the precinct is restricted and limited to deliveries and the launching of boats. Additional parking to be on the periphery or allocated demarcated areas.
- 4.3 Establish facilities such as a public jetty or slipway that would provide water-based connectivity to other tourist-based activities which have greater absorption capacity in terms of the accommodation of people and vehicles than Bokkomlaan. (It is noted that the Bergrivier Municipality does not support a public jetty at the southern end of Vyelaan and that this has been removed from the CMP. Therefore, a more active zone should be retained in the central area of Bokkomlaan with the eastern end being used for passive recreation.)
- 4.4 Remove visual clutter in the public zone by limiting any additional hard landscaping elements which are not directly related to the bokkom industry.

Rationalize and integrate all surface treatments including the street and the spaces between structures to ensure a continuous visual landscape.

Limit any increase in seating provision that would impact on visual flow and connectivity.

Limit any restaurant activities beyond the lease area including the use of the jetties for such purposes.

**Policy 5: Develop an overall landscape framework:**

- 5.1 Develop guidelines to control hard and soft landscaping relating to all lease areas and the public realm including surface treatment, benches, shade equipment and planting.

- 5.2 Ensure the use of indigenous, wind resistant planting interventions. Ensure the maintenance and sustainability of existing planting.
- 5.3 Develop an integrated system of street furniture appropriate to the local vernacular related to Bokkomlaan.
- 5.4 Avoid physical and visual clutter and level changes in the spaces between structures and at the interface with the river embankment.

**Policy 6: Develop an integrated signage system:**

- 6.1 Ensure that signage is integrated with the architecture of the existing structure.
- 6.2 Ensure no free-standing, illuminated or third-party signage.
- 6.3 Develop guidelines to control the size, font and colour of signage.
- 6.4 Ensure that signage related to municipal by-laws, for example parking and speed limit signs, are restricted to points of entry into Bokkomlaan and not within the precinct.

**Policy 7: Develop an interpretation plan for the precinct:**

- 7.1 Identify an appropriate location for interpretation panels related to the history and evolution of the site and the nature of its cultural significance, at the points of entry into the precinct.
- 7.2 Identify an appropriate structure for a museum facility to include historical photographs and oral testimonies related to the history and significance of the site, possibly linked to the Fisheries Museum at Laaiplek.
- 7.2 The original spring referred to in the historical overview (located in front of the Kingfisher complex) was fundamental to the evolution of Bokkomlaan and should be considered as a location for interpretation.
- 7.3 Ensure that interpretation systems and methodologies reach as wide an audience as possible and reflect the range of heritage values attached to the site.
- 7.4 Recognise opportunities for different modes of interpretation and memorialisation.

**Policy 8: Ensure an appropriate movement system which gives priority to pedestrian movement and which limits vehicular movement within the precinct:**

- 8.1 Ensure that any movement and parking of vehicles is subservient to pedestrian movement and the public appreciation of the public realm, including views towards the estuary from the Bokkomlaan structures.
- 8.2 Ensure the dominance of the pedestrian movement system both along the length of Bokkomlaan, on the built form edge and on the river bank edge, and laterally, between the structures and the river bank by ensuring visual flow and continuity and the removal of any intrusive structures not related to the bokkom industry.
- 8.3 Develop a strategy for the parking of vehicles and boat trailers at either end of Bokkomlaan or in locations which do not impact negatively on the public realm.

- 8.4** Develop strategies for the strict enforcement of speed limits through the precinct, possibly through physical devices at the points of entry and exit.

**Policy 9: Ensure alignment with municipal approved policy frameworks and plans:**

- 9.1** Ensure that the provisions and proposals contained in the Bergrivier SDF (2019 - 2024), the Velddrif/Laaiplek Precinct Plan (2014) and the Integrated Berg River Estuary Plan (undated) are adhered to.
- 9.2** Ensure that the CMP incorporates and integrates all the components of the abovementioned frameworks in terms of their potential impacts on the heritage management and long-term sustainability of the place.

**Policy 10: Ensure an effective management structure and procedures for ensuring the conservation and long-term sustainability of the place:**

- 10.1** Establish a heritage management body (Heritage Management Advisory Forum; HMAF) within the municipal organizational structure comprising all major stakeholders of Bokkomlaan to advise municipal officials and existing committee structures on the management of the place, the adherence to the guidelines to be established, and the coordination of a range of activities with potential heritage impacts (security, traffic, design).
- 10.2** Establish a procedure, including budgeting, for accessing additional heritage expertise to advise the HMAF on heritage related issues, where considered necessary.
- 10.3** Formulate guidelines for alterations, additions and possible new interventions.
- 10.4** Identify procedures for the approval of the abovementioned interventions by the HMAF.
- 10.5** Obtain formal endorsement of the CMP by HWC and for this to form the basis for a Heritage Management Agreement (Section 42 of the NHRA) between HWC and the Municipality for the future protection and management of Bokkomlaan as a Grade IIIA heritage resource.

## **J. STRATEGIES FOR HERITAGE MANAGEMENT**

### **J.1 Heritage Management Advisory Forum**

#### **J.1.1 Structure**

Municipality to set up a Heritage Management Advisory Forum (HMAF) comprising:

- Ward Councillor (Chair)
- Municipal planning officer; building control officer
- Velddrif Heritage Foundation
- Lessee representatives (2)
- Worker representatives (2)
- Adjoining landowners (2)
- Berg River Tourism
- SA Fisheries Museum
- Berg River Estuary Management Forum (BEMF)
- CapeNature

The function of the HMAF would be to operate within the municipal structure as an advisory committee to the Council and decision makers. Such advice would be communicated to municipal officials who have the delegated authority from Council to act on heritage related matters. One purpose of the HMAF would be to advise on procedures to apply to HWC for delegation of Section 34 applications for Bokkomlaan subject to the relevant applicable competencies.

The HMAF to advise on:

- Alterations and additions to existing structures.
- New interventions within the municipal area, i.e. outside of the lease area.
- Compliance with the CMP in terms policies and guidelines.

Until such time that the Municipality is deemed competent by HWC to manage Grade III heritage resources and is delegated heritage management functions in terms of the National Heritage Resources Act (NHRA 25 of 1999), HWC will remain the responsible heritage resources authority for structures older than 60 years. In so far as Bokkomlaan is deemed to be a Grade III heritage resource, its formal protection will need to be provided for in terms of local Zoning Scheme.

It is recommended that the CMP be submitted to HWC for endorsement and for this to form the basis for the drafting of a Heritage Management Agreement in terms of Section 42 of the NHRA between the local authority and HWC. This HMA should set up the terms for the local authority

to be the delegated authority and deemed competent to manage Bokkomlaan as a Grade III heritage resource and also to include the issue of exemptions for permitting requirements in terms of Section 34 of the NHRA.

### **J.1.2 Procedures**

It is evident that there are two zones of control and responsibility, the Municipality and CapeNature. The cadastral line delineating the boundary appears to run through the centre of Bokkomlaan (Figure 3). A primary purpose of the HMAF should thus be to advise on the form of an integrated management structure and attendant procedures.

- HMAF to meet monthly or as and when applications are submitted. To be chaired by Ward Councillor or Municipal representative.
- HMAF to acquire additional heritage expertise to advise when necessary and in accordance with Supply Chain Management processes and within budgetary constraints.
- HMAF to formulate decision making criteria for assessing development applications.

### **J.2 Increasing Security of Tenure**

- The Municipality to extend the length of the lease period from 5 to 50 years (Clause 1).
- Lease agreements to require adherence to guidelines for additions and alterations (Clauses 4 and 5).

### **J.3 Enhancing Connectivity and Integration with other Tourism Facilities and Natural Features**

- HMAF to advise the Tourism Bureau on a tourism management plan to be approved by the Municipality.
- Tourism nodes: Identify tourism nodes to limit tourist pressure (especially vehicular parking) on Bokkomlaan including Laaiplek, Pelican harbour and existing retail centre at intersection of R399 (Voortekker Road) and R27. Tourism node to accommodate, inter alia, busses and boat trailers, and to include retail and tourism facilities not directly related to Bokkomlaan.
- Boardwalk to link Bokkomlaan to the west of Bokkomlaan. To include signage related to floral and faunal significance of the wetland.

### **J.4 Guidelines for Additions, Alterations and New Interventions**

- The HMAF to adopt the guidelines contained in Section K of this CMP.
- The guidelines to be incorporated into the Heritage Management Agreement (HMA) to be drawn up between HWC and the Municipality.

### **J.5 Guidelines for Hard and Soft Landscaping**

- The HMAF to adopt the guidelines for hard and soft landscaping contained in Section K of this CMP.
- Emphasis to be placed on the use of indigenous planning and a policy of minimal intervention to maximise visual flow and connectivity.
- The guidelines relating to hard and soft landscaping (public zone and lease areas) to be incorporated into the above mentioned HMA.

### **J.6 Guidelines of Signage and Interpretation**

- The HMAF to adopt the guidelines for signage contained in Section K of this report to be incorporated into the HMA.
- The HMAF, in association with the Sea Fisheries Museum, based at Laaiplek to identify opportunities for interpretation panels to be incorporated into the proposed gateway facility at the western end of Bokkomlaan (refer to attached Heritage Management Framework Plan).
- The HMAF to identify the site for a possible small museum facility (possibly using one of the underutilized block houses), to include the historical evolution of the site, historical photographs, opportunities for oral testimonies).

### **J.7 Movement of Vehicles and Parking**

- The parking of vehicles and boat trailers in Bokkamlaan to be strictly curtailed and to be limited to the opportunities identified in the attached Heritage Management Framework Plan.
- Speed limiting interventions in the form of raised road surfaces (pads), utilising a different surface treatment to be located at the western and eastern ends of Bokkomlaan. A speed limit of a maximum of 20km/hr should be established.
- Shuttle service from Bokkomlaan to associated tourism nodes with greater capacity for vehicular parking to be provided during the peak season. No tourist coaches in excess of 5 tons should be permitted within the precinct. Vehicles to be restricted to saloons and small tourist busses with a maximum of 12 to 15 persons.
- Investigation of road stabilization treatments to minimise dust generation utilising locally sourced materials such as calcrete or limestone wherever possible. Alternatives considered to be possibly feasible are included in Appendix 6. However, the spraying of water on the road surface during the peak season using a simple water spray mechanism and water from the river would be the most cost-effective solution to dust control it would allow the existing character to be retained.

### **J.8 Enhancing the Public Realm and Pedestrian Experience**

- The HMAF to adopt the guidelines for any interventions in the public realm between the linear band of structures and the estuarine embankment.



- Guidelines related to the public realm to be incorporated into the HMA.
- The HMAF to advise the Municipality on the compilation of an Urban Design Plan for the proposed tourism node at Vye Street to specify possible land uses, building footprints, massing, form and height, and a public square. .

#### **J.9 Development of an Understanding of the Historical Evolution and Heritage Significance of Bokkomlaan**

- Establish two main locations for interpretation purposes: the gateway entrance at the western end of Bokkomlaan; and a small museum facility (to be identified).
- Investigate the potential of re-establishing the spring in front of the Kingfisher complex and as a location for interpretation.
- Ensure different modes of interpretation using available technology, including virtual reality (digital) opportunities, are explored and ensure that as wide a range of values, representative of the range of stakeholders and interest groups involved, is given expression.

#### **J.10 Enhancing Security**

- The HMAF to consult with a suitably qualified and experienced security company to advise on a security and surveillance plan for the precinct.
- Emphasis to be placed on technological systems, e.g. surveillance cameras, rather than physical interventions such as booms and high fencing.
- Consideration should also be given to management or operational measures for example limiting the opening hours of tourist facilities such as restaurants and pubs.

#### **J.11 Incentives for the Bokkom Industry**

The implementation and action plan recommends that a multi-pronged approach to incentivization be adopted, including inter alia, approaches to local business schools to recommend strategies related to the continued sustainability of the industry and marketing, approaches to restaurateurs on the west coast related to strategies for the possible diversification of the product and approaches to the pioneers of the west coast fishing industry to possibly fund such studies.

#### **J.12 Operating Times**

Operating times to be determined by the Municipality on advice from the HMAF and will obviously be influenced by the requirements of the bokkom industry and the nature of fishing catches which are unpredictable and which fluctuate and are thus difficult to control. Operating times for the commercial enterprises such as restaurants and tourist facilities are recommended to be from 7am to 7pm with consideration to an extension to 9pm during peak periods.

### **J.13 Service Infrastructure**

Electricity and water connections are via Waterkant Street. With regard to sewage infrastructure most of the 'vishuise' utilise septic tanks with french drains. Apparently three of the 'vishuise' have conservancy tanks which are pumped out by the Municipality. A service infrastructure and upgrading plan will be required.

## **K. CONSERVATION GUIDELINES (PUBLIC AND PRIVATE REALMS)**

### **K.1 General Intent and Purpose**

The overriding purpose of the guidelines is the maintenance and enhancement of the existing character of the place. Such character is a combination of a range of elements including the existing structures, the spaces between them, the 'steiers' or drying sheds, the jetties and the relationship with the river embankment and the broader Berg River estuary. It is the visual spatial relationship between these elements, rather than the individual structures that contribute to place character. The structures do, however, contribute to overall place character in terms of scale, massing and development pattern.

- The historical and enduring role of the bokkom industry is central to this character and sense of place.
- The guidelines below which relate to both the public and private realms are regarded as an essential precondition to the conservation of place character.
- It is evident that there are two spheres of control and authority; the Municipality for the cadastral entity (erf 486), the area above the high-water mark, and Cape Nature for the area below the high-water mark.
- The guidelines below are thus framed to provide a guiding framework for both spheres; to provide an integrated approach for all stakeholders.
- Guidelines related to individual structures are included in Appendix 5.

The following guidelines should be read in conjunction with the precedent images for signage, street furniture, interpretation, planting and materials, and informal market activities.

### **K.2 Erf 486 (Municipal Land)**

#### **K.2.1 Lease Areas (Lease Holders)**

##### **K.2.1.1 Additions to structures**

###### **1) Footprint**

- Limited additions to the front of structures facing onto Bokkomlaan. These are to be in the form of verandahs or stoeps with a maximum depth of 2.5m. Such additions could extend along the full length of the front elevation. They must have a positive interface with the public realm (Bokkomlaan). Maximum depth 2.5m. Such additions are limited to the 'vishuise' and sheds (Types B and C only). Limited additions (shade provision only) to be permitted for block house storage units (Type A). Maximum depth 1.2m.
- Possible limited additions (ablutions and storage) to the rear of structures depending on topographical constraints. Such additions are not to exceed 50% of the width of the rear elevation.
- Possible side additions to the structures in the form of light weight pergola elements that would contribute positively to the public realm (i.e. active interface, not storage/ablutions). Such side additions are to occur on only one side of existing structures rather than both sides and are to be accommodated within the restrictions on an increase of footprint as set out below.

- Total additions are not to exceed one third of the footprint of the existing structure.
- Total additions as set out above are inclusive of existing additions to the core of the structure.

## **2) Envelopes**

- As set out in terms of the guidelines for footprints and built form. The envelopes are not to exceed the height (ridge line) of existing structure.

## **3) Form**

- Any additions to the footprint of structures are to be in the form of light weight 'clipped on' lean-to elements, i.e. stoeps, verandahs and pergolas.

## **4) Materials**

- Materials of new additions are to be restricted to the existing palette of materials preferably in timber and corrugated iron. Asbestos cement sheeting to be removed and replaced with an appropriate sheeting material.
- No prefabricated materials (excluding corrugated iron sheeting) are to be permitted, e.g. clapboarding.

### **K.2.1.2 Alterations to Structures**

- Maintain existing solid to void relationships.
- No large glazed surfaces are to be permitted on street or side elevations.
- Materials to match existing; no prefabricated materials to be permitted.

### **K.2.1.3 Steiers (Drying Sheds)**

- Steiers to be used for bokkom industry only. No commercial activity, including informal sector activity, to be permitted.
- No side enclosure to be permitted.
- Materials to be limited to gum poles and shade cloth as per existing.

### **K.2.1.4 Signage**

- No free-standing advertising. Signage and advertising to be attached to the structure and should respond to and be integrated with the structure (placement, scale). Signage not related to individual enterprises to be restricted to the points of entry and exit. Free standing signage related to tourism information at the points of entry into Bokkomlaan is permitted.
- No third-party advertising.
- No illuminated signage.
- No bright colours. Colours must not detract from the fishing related character of the area.

- It should be noted that, to a large extent, the existing signage is regarded as original and particular to place character. No attempt should thus be made to standardize signage in terms of type face or size.

#### **K.2.1.5 Landscaping and Planting**

- No boundary definitions; e.g. werf walls and fences.
- Plant material to be restricted to local indigenous plant types.
- Limited 'cut and fill' permitted to the rear of structures. Such cut and fill to be on application and to include cross sections with 1m contours.

#### **K.2.1.6 Penalties and Rectification of Transgressions**

- Any transgressions to be reported to the HMAF. The HMAF is to clarify the measures for the mitigation of such transgressions.
- Continuous transgressions to be reported to the municipality and penalties to be promulgated in terms of the proposed HPOZ.

#### **K.2.2 Public Realm (Municipality)**

- The Municipality is responsible for the spaces between the lease areas.
- Low level planting (indigenous species only) to reduce dust is encouraged.
- Similarly, appropriate measures to reduce the dust factor for the road surface should be considered (e.g. laterite or limestone compounds).
- No formal road engineering or water control measures such as kerb and channel should be permitted.
- New planting to be introduced at the interface with the residential precinct to enhance precinct identification, to screen the residential area from Bokkomlaan, and to provide a degree of noise protection for the residential area.
- Street lighting to be limited to bollard type lighting. Not to exceed 1m in height. Examples of appropriate bollard type lighting are provided in the precedent attached.

#### **K.3 Jetties (CapeNature)**

- Soft or hard landscaping elements are to remain informal and consistent with a landscape plan in terms of public benches, use of local indigenous plant materials, surface treatments, signage, lighting, etc.
- Very limited street furniture (benches) to be permitted on the embankment to enhance visual connectivity between Bokkomlaan and the estuary.

- No enclosed structures to be permitted on jetties to enhance visual connectivity and sense of openness.

### **K.3.1 Permits for Discharge**

The control of discharge needs to form part of the mandate of the HMAF which has representation from both the Municipality and CapeNature. An integrated approach with input from all affected parties is required. As a broad guideline discharge should not be permitted from 9am to 5pm not more than once a day and through a processing facility to be approved by CapeNature.

The Government Department which approves the coastal waters discharge permits is the Department of Environmental Affairs; Branch: Oceans and Coasts.

### **K.3.2 Mitigation Measures for Flooding**

To be co-ordinated by the relevant officials on advice from the HMAF with input from CapeNature and DEA&DP. Such measures should avoid engineering solutions which would establish a hard interface between Bokkomlaan and the river. Temporary flooding has occurred over the years and should be accepted as an inevitable feature of the precinct and any new interventions should be designed accordingly.

## **L. HERITAGE MANAGEMENT FRAMEWORK PLAN**

The proposed Heritage Management Framework Plan is illustrated in Figure 12. Its main components are described below and should be read in conjunction with the accompanying precedent images for signage, street furniture, interpretation, planting and materials, and informal market activities.

### **1) Proposed gateways to Bokkomlaan to the east and west**

The intention is to make a threshold condition a point of entry and exit, and to define the space and boundaries of the space known as Bokkomlaan.

The physical components of gateways to include low boundary walls on either side of the roadway which could contain a boom if necessary, informational signage related to the site name, traffic control measures (speed limits and parking restrictions), interpretation panels relating to the heritage status and significance of the site and traffic calming measures in the form of a raised pad with a different material (paving block).

### **2) A pedestrian dominated space**

The restrictions of parking of vehicles and boat trailers to the demarcated areas illustrated. The movement of vehicles to be restricted to deliveries and the launching of boats only.

No tourist buses to be permitted. Such tourist buses to be accommodated at the alternative tourist nodes referred to above (Pelican Harbour, Rivera Hotel area).

A pedestrian link to Waterkant Street, and to Voortrekker Street is indicated at a midpoint adjacent to the existing slipway.

### **3) Multi-purpose use zones**

Multi-purpose zones are indicated at the proposed tourist node at the southern end of Vye Street, and in front of the Kingfisher complex. The intent of the spaces is for informal parking, primarily over peak areas, and seasonal markets related to the Bokkom industry and the accommodation of the informal sector. The space should be defined by a low boundary wall along Bokkomlaan to define the area and to limit possible overflow into Bokkomlaan.

The proposed tourism node, included in the Precinct Plan and approved in principle by the Municipality, is intended to include a market space, retail facilities, a small museum and parking facilities.

Additional small parking lots (maximum three to four cars) are dispersed through the area where space permits to accommodate lessees' vehicles and to contribute to the mix and diversity of the area.

### **4) Slipway**

The plan indicates the retention of the existing slipway at the midpoint of Bokkomlaan. As indicated above the public jetty at the southern end of Vyelaan is not supported by the Bergvliet Municipality and has been removed from the CMP. Existing boat launching facilities should be retained and the Vyelaan end of Bokkomlaan should be used for more passive recreation.

## **5) Road surface treatment**

The treatment of the existing road surface to reduce the dust factor, specifically during the peak summer period. Any formal treatment, including asphalt, and kerb and channel interventions should be resisted. A laterite or limestone compound which addresses sustainability issues could also be investigated. However, the most cost-effective solution would be regular (probably daily in the peak season) spraying of water on the road surface using a simple water spraying mechanism and water from the river. This would also ensure that the existing road character is retained.







Interventions which facilitate community cooperation in the stabilization of the road surface and its maintenance should be encouraged.

## **6) Tree planting**

A tree planting screen to shield the residential area on Waterkant Street and to define the Bokkomlaan precinct is proposed at the interface.

Indigenous species should be used and existing views from Waterkant Street over the estuarine area need to be preserved.



-  Existing Vegetation
-  Proposed low level planting-coastal fynbos (dust protection)
-  Proposed tree planting for screening/wind protection
-  Investigate dust free surfaces to gravel road
-  Possible additional small parking spaces (max.3/4 cars)
-  Buildings/ Structures



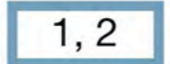
Gateway -low walls with information signage at entrances / Interpretation / traffic calming measures



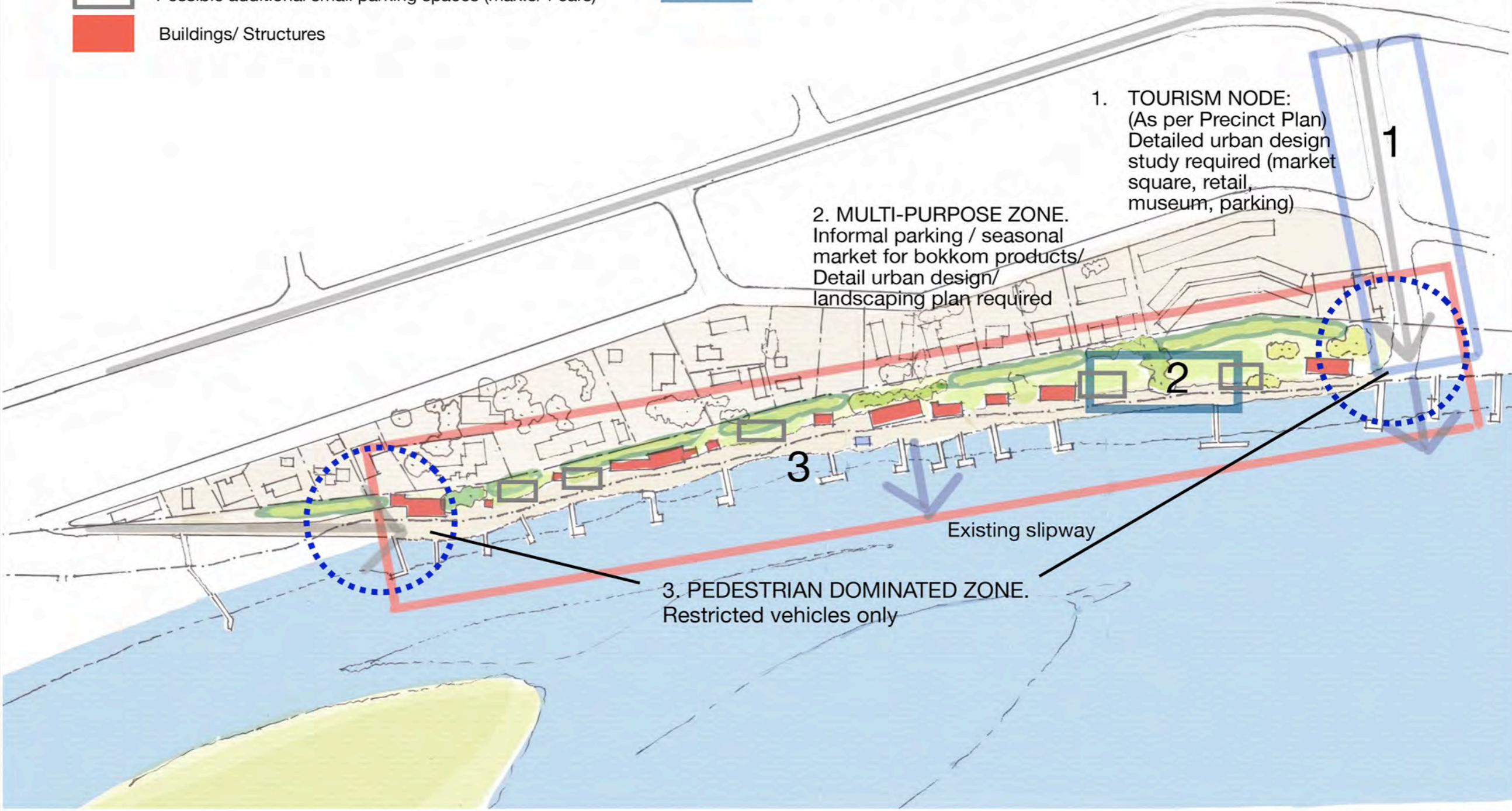
Access for Vehicles/Trailers/Visitors- restricted to points of entry / demarcated zones



Access for boats to Bergriver Estuary; existing.



Multi-purpose zones for parking/market opportunities





Paternoster



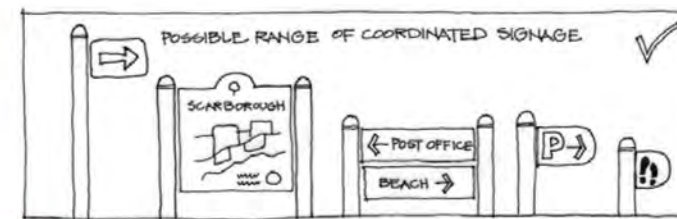
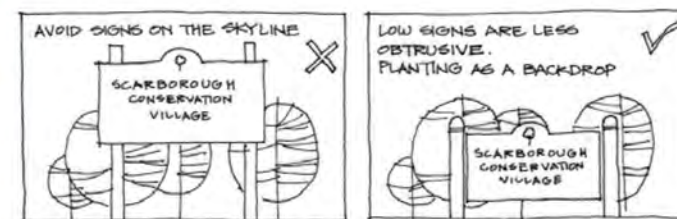
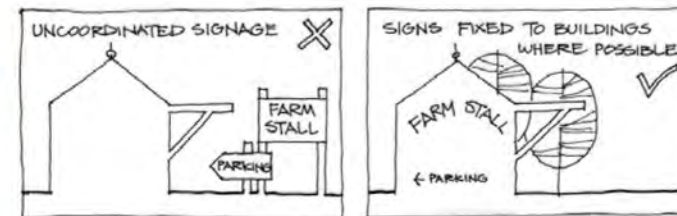
Veldrif Bokkomlaan



Veldrif Bokkomlaan



Veldrif Bokkomlaan



Scarborough Landscape Guidelines Bernard Oberholzer Landscape Architect

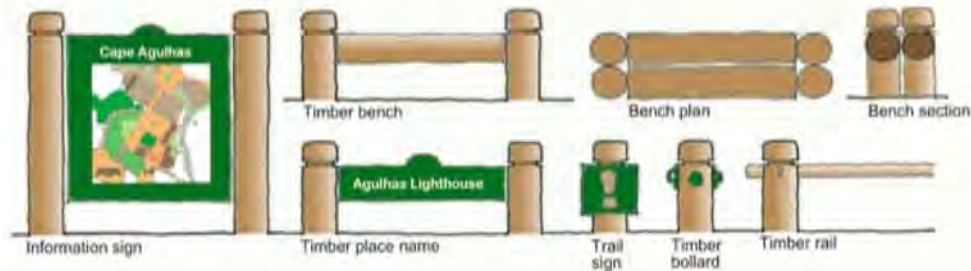


Source: Bernard Oberholzer Landscape Architect

Signage contributes to defining the character of a place:

- A coordinated family of signage and furniture in the public realm.
- Reduce visual clutter by fixing signs to buildings where possible.
- Limit the height of free standing signage.
- Avoid third party signage within the heritage area.

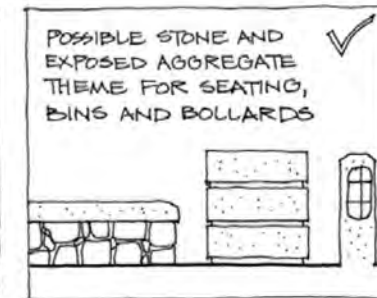
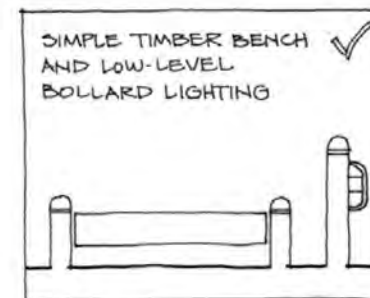
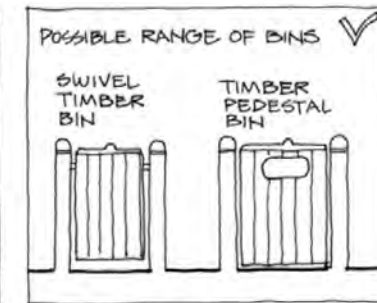
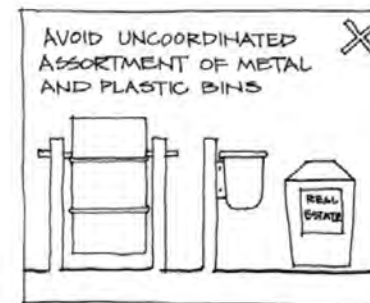
## PRECEDENT 1: SIGNAGE



Bernard Oberholzer Landscape Architect  
Agulhas Lighthouse Precinct  
Landscape Furniture

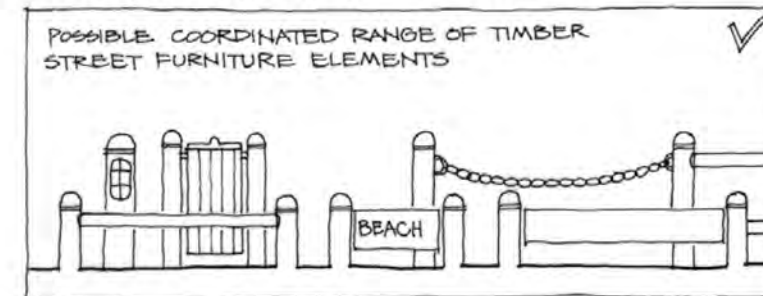
Street furniture plays an important role in contributing to place character:

- A coordinated family of signage and furniture including place name signs, information signs, directional signs, seating, bins, bollards and rails.
- Limited palette of natural materials in keeping with the coastal riverine setting.
- Simple, robust details in scale with the landscape.
- Design to accommodate coastal weathering and corrosion.
- Low profile signs and furniture to minimise visual intrusion.
- Signs located to avoid silhouette effect on the skyline.



Scarborough Landscape Guidelines

Bernard Oberholzer Landscape Architect



Source: Bernard Oberholzer Landscape Architect

## PRECEDENT 2: STREET FURNITURE



Muizenberg-St James-Kalk Bay



Amsterdam Battery V&A Waterfront



Cape Agulhas Lighthouse Precinct



Muizenberg-St James-Kalk Bay

Use of on-site interpretation panels on the history and heritage of the place:

- Height, scale, materials and colours to blend in with surroundings.
- Placement along pedestrian walkways to ensure ease of access and not distract from views of the place.



Muizenberg-St James-Kalk Bay

## PRECEDENT 3: INTERPRETATION

- Trees:** White Milkwood (*Sideroxylon inerme*)  
Wild olive (*Olea euopea subs africana*)
- Tall shrubs:** Wild Camphor (*Tarconanthus camphoratus*)  
Blombos (*Metalasia muricata*)  
Dune crowberry (*Sersia crenata*)
- Low to medium shrubs:** Blombos (*Metalasia muricata*)  
Boetabessie (*Chrysanthemoides monilifera*)  
Wild Rosemary (*Erioccephalus africanus*)  
Camphor pelargonium (*Pelargoniun betulinum*)  
Restio spp. (*Elegegia tectorum*) and (*Thamnochotus insignis*)
- Ground covers:** Sour fig (*carobrotus edulis*)  
Vygies (*Lampranthus spp.*)  
Pigs ear (*Cotyledon orbiculata*)

Plant types



Wild rosemary



Restio



Sour fig



White milkwood



Wild olive



Wild camphor



Blombos



Dune crowberry



Boetabessie

Planting and materials to reflect the natural and vernacular place character:

- Use of timbers screens with latte, trees and tall shrubs for wind and sun shelter.
- Re-establishment of natural riparian and salt-marsh vegetation on the immediate river banks.
- Planting of trees and tall shrubs to screen residential development.
- Low level planting (grounds covers and low to medium shrubs).
- Retention of an informal landscape character around buildings in terms of planting patterns, surfacing and edge treatment, e.g. loose gravel or crushed shell, natural stone or timber edging).
- Permeable materials of appropriate colour and texture for the surfacing of public spaces and parking areas, e.g. laterite
- Locally sourced timber for boardwalk jetties, signage and street furniture.

Source: Velddrif/Laaiplek Precinct Plan (2014) for suitable plant list

PRECEDENT 4: PLANTING AND MATERIALS



<https://www.sa-venues.com/things-to-do/westerncape/piket-bo-berg-farmers-market>

<http://www.countrylife.co.za/app/uploads/2015/12/Camphill-Village-Country/Market>



Bokkomlaan

Informal market activities with emphasis on:

- Local produce
- Promotion of the bokkom industry
- Temporary outdoor structures; no permanent fixed structures
- Absence of formal structured parking



<https://capemarkets.co.za/markets/porterville-farmers-market>

## PRECEDENT 5: INFORMAL MARKET ACTIVITIES

## **M. RECOMMENDED AMENDMENTS TO LEASE AGREEMENTS**

There are two different lease agreements related to different spheres of responsibility. The Municipality is responsible for the area above the high-water mark and CapeNature is responsible for the area below the high-water mark. It is recommended that certain amendments be undertaken to the respective lease agreements as outlined below.

### **M.1 Municipal Lease Agreements**

Amendments are proposed for Clauses 1, 4 and 5.

- **Clause 1:** The time period to be extended from the existing 10 years to 50 years. However, such a time period must be clearly tied to local public/community benefit and support of the Bokkom industry, e.g. mechanism to fund an interpretation centre and opportunities for the workers in the fishing industry.

Subletting to be permitted on condition that any such sub-let is related directly to the retention and enhancement of the bokkom industry, e.g. museum, fishing processing, sale of bokkom products.

- **Clause 4:** Permitted activities, other than those related to the bokkom industry, should be on application to the Municipality and should be considered as Consent Uses, with time periods to enable monitoring and review.

Such potential activities should be based on the promotion of regional tourism and should be place-bound. Restaurants/coffee shops and other businesses can be accommodated on the basis that the balance of use is in favour of the Bokkom industry, thus exceeding 50% of the overall GLA. In addition, no restaurants/coffeeshops forming part of restaurant chain should be permitted and with preference to businesses being “place bound” and focused on locally produced merchandise.

Clauses 4(c), 4(d), 4(e), 4(f), 4(g) and 4(h) should be retained but with the overall condition referred to above.

- **Clause 5:** The existing clause relating to any alterations or additions requiring written permission from the municipality should be retained. The guidelines related to alterations and additions contained in Section K of this submission should be included in Clause 5.

### **M.2 CapeNature Lease Agreements**

It is emphasized that this CMP has been commissioned by the Bergvliet Municipality. Any proposals for any amendments to the CapeNature lease agreements thus necessarily fall beyond the scope of this CMP. Broad recommendations are made in relation to the interface between these two spheres of responsibility as they are closely interlinked. Any adjustments to the leases would obviously have to be negotiated with and endorsed by CapeNature.

CapeNature administers the area below the high-water mark in terms of the Sea Shore Act for the Western Cape Provincial Department of Environmental Affairs and Development Planning (DEA&DP).

In effect CapeNature controls the area between the cadastral line of Erf 486 and the embankment. The cadastral line is somewhat arbitrary; it should have been aligned along the water's edge but at present cuts through the middle of the Bokkomlaan roadway.

CapeNature does not control any of the built form structures within this Zone. The jetties themselves are 'owned' by private lessees.

Birdlife SA is currently involved in the issue of embankment maintenance and has submitted a report to the Department of Environmental Affairs, Forestry and Fishing (DEFF) for potential maintenance methods. (Pers. com. D. Malherbe, CapeNature, 7<sup>th</sup> May 2020). Amendments to the Agreement of Lease entered into between the Western Cape Nature Conservation Board (WCNCB), trading as CapeNature and the lessees are recommended as follows:

- **Clause 2: Duration and Renewal**

The lease period under Clause 2.1 should be extended to a period of 10 years.

- **Clause 4.2 Cession and subletting**

A clause is to be inserted stating that consideration should be given to activities related to the bokkom industry and activities that would benefit regional tourism and that are based on local tourist attractions in the immediate vicinity, e.g. eco-tourism.

- **Clause 5: Rights and obligations of the lessee**

A clause is to be inserted stating that any structure to be erected on the jetties to be in accordance with the Guidelines contained in Section K of this document. In particular, the need to maintain the sense of openness and integration with the estuary, no covered or enclosed structures should be permitted.

Commercialization in the form of sub leases to adjacent restaurant facilities should not be permitted.



## **N. MONITORING AND REVIEW**

It is recommended that the proposed HMAF to advise on the monitoring and review of the efficacy and implementation of the CMP. The HMAF is to meet quarterly or as and when applications are received.

An audit of heritage resources and the implementation of the CMP to be submitted to the Municipality on an annual basis.

The Municipality needs to obtain delegations from HWC to manage the area as a Grade III heritage resource and by way of a Heritage Agreement under Section 42 of the NHRA. Until such time that the local authority is deemed competent to manage Grade III heritage resources, HWC is the responsible authority for the management of the precinct in terms of Section 34 of the NHRA, i.e. structures older than 60 years.

**O. IMPLEMENTATION AND ACTION PLAN**

<b>No.</b>	<b>Description</b>	<b>Agencies</b>	<b>Time Frame</b>
01	Formation of Heritage Management Advisory Forum (HMAF) and agreement on terms of reference.	Municipality	1 year
02	Formulation of Heritage Agreement to be submitted to HWC in terms of Section 42 of the NHRA.	Municipality	1 year
03	Amendment of Municipal lease agreements to extend security of tenure, inter alia,	Municipality Lessees	1 year
04	Adaptation of local zoning scheme to enable the designation of a Heritage Protection Overlay Zone for Bokkomlaan	Municipality	1-2 years
05	Rationalization of cadastral definition of erf 486 to include area up to the present embankment.	Municipality CapeNature	1-2 years
06	Embankment maintenance measures	Cape Nature Birdlife SA DEFF Municipality	1-3 years
07	Commissioning of urban design proposal for proposed tourism node at southern end of Vye Street and landscape framework plan.	Municipality CapeNature Urban Design/ Heritage Consultants	1-3 years
08	Implementation of proposals for gateway structures at eastern and western ends of Bokkomlaan	Municipality Urban Design/ Heritage Consultants	1-3 years
09	Implementation of road surfacing/ stabilization treatment to minimize dust factor.	Municipality Civil Engineering Consultants	1-3 years
10	Compilation of Interpretation Plan	Municipality Sea Fisheries Museum	1-3 years
11	Incentivization strategies	Municipality Business schools (tertiary education) 'Pioneers' of the local fishing industry.	1-3 years
12	Services upgrade	Municipality	1-2 years

APPENDIX 1:  
Professional Team

## PROFESSIONAL TEAM

The qualifications, experience and expertise of the professional team involved in the preparation of the Bokkomlaan Conservation Management Plan is outlined below.

Name	Role in project	Qualification	Professional Registration	Years of Experience
Sarah Winter	Heritage practitioner	BA (UCT) Archaeology, Anthropology 1989 MCRP (UCT) 1995	APHP: Accredited member	Heritage consultant 19 years SAHRA Council Member 2015-2016; HWC Council member 2011 to 2016; HWC BELCom chairperson 2011 to 2016; HWC IACOM member 2011 to 2013
Nicolas Baumann	Urban and conservation planner, heritage practitioner	BA(UCT) MCRP (UCT) 1977 MSc (Ox Brookes) 1982 DPhil (Conservation studies), (York)1997	APHP: Accredited member Member of the Cape Institute for Architecture (CifA)	Heritage consultant 26 years HWC committee member (BELCOM, Appeals) 2003 to present
Martin Kruger	Architect and Urban Designer	BArch (UP) 1983 MCPUD (UCT) 1992	Prof. Architect SACAP 3887 UDISA Honorary Member Prof. Urban Designer	Architect, Urban Designer involved in urban conservation projects 1993 to date
Graham Jacobs	Architectural & spatial heritage specialist	B Arch (UCT) 1979 MA Cons Studies (Institute of Advanced Architectural Studies, York, UK) 1986	APHP: Accredited member Member of the Cape Institute for Architecture (CifA)	Heritage professional 30 years Heritage consultant 23 years HWC Council member 2016 to present HWC BELCom member 2013 to present HWC BELCom chairperson 2018 to present

**Sarah Winter** has a background in archaeology and urban planning, and been working as a heritage consultant for nearly 20 years during which time she has gained extensive experience in undertaking heritage impact assessments including having co-authored the Department of Environmental Affairs and Development Planning Guidelines for Involving Heritage Specialists in Environmental Impact Assessments. Other relevant experience includes the preparation of various heritage inventories and conservation guidelines. She has served on the Councils of Heritage Western Cape (HWC) and the South Africa Heritage Resources Agency (SAHRA), during which time she chaired the HWC Built Environment and Landscape Committee and served as a member of its Impact Assessment Committee for 6 years. With respect to the preparation of conservation management plans (CMP), Sarah was the principal author of the draft Integrated CMP for the Early Cape Farmstead World Heritage Site nomination. She co-authored the CMPs for the Elandsberg Nature Reserve Provincial Heritage Site in Drakenstein, the Parliamentary Precinct in Cape Town, the Nelson Mandela Prison House in Drakenstein, the Baseline Study for the CMP for the University of Cape Town and the CMP for the South African Astronomical Observatory, recently declared a national heritage site.

**Nicolas Baumann** holds a doctorate in Conservation Planning and has been involved in heritage management for approximately 26 years. He is a member of the consultant team for the Integrated Conservation Management Plan (ICMP) for the Early Cape Farms WHS nomination and was the lead consultant for a number of CMPs, for Grade 1 heritage sites,

including the Nelson Mandela Prison House at Groot Drakenstein and Non-Pareille farm in Dal Josaphat, and was a member of the team for the CMP for the Parliamentary Precinct. He, together with Sarah Winter, were the principal authors for a number of municipal wide heritage surveys, including the Overstrand, Drakentstein and Swartland heritage surveys. He was the heritage consultant for the Overstrand Growth management Strategy. He has been the primary heritage consultant for the V&A Waterfront since 1991 and is in the process of compiling a CMP for the precinct. He has worked as a heritage consultant at Vergelegen on various projects including the Visitors Centre and the proposed training facility. He has extensive experience in compiling Heritage Impact Assessments and co-authored the Department of Environmental Affairs and Development Planning Guidelines for involving Heritage Specialist in Environmental Impact Assessments. He has served on a number of HWC standing committees since the inception of the organization and is currently a member of the Appeals Committee.

**Martin Kruger** is an architect and urban designer with more than 35 years of experience in practice with a variety of projects in the practice portfolio at all scales of the built environment. Involved in conservation surveys and conservation management/urban design for the municipalities and the conservation bodies of Stanford, Paarl, Stellenbosch and Cape Town (1993-date). Formulated guidelines for Conservation and Development in the Historical Core of Stellenbosch, and also for Farms in the Winelands District which is still applied as regulations by the Municipality (1993-2006). Urban design frameworks were undertaken for the Culemborg (City of Cape Town and 2004 Olympic Bid), Stellenbosch, Mossel Bay, Knysna, Baardskeerderbos and Botrivier. Recently compiled a detailed urban design framework and guidelines for the urban redevelopment of the Windhoek CBD, Namibia. Urban conservation consultant to various private clients, and served as a tribunal member for Heritage Western Cape. Founder member and first past chairperson of the Urban Design Institute of South Africa (UDISA).

**Graham Jacobs** holds a Master's degree in Conservation Studies (Built Environment – York, UK), a Bachelor's degree in Architecture (UCT) and has been involved in heritage management for approximately 22 years. He has been a member of the consultant teams for the CMP for the Early Cape Farms World Heritage Site nomination and the Cape Town Parliamentary Precinct, amongst others. He was the lead consultant on the Swartland Heritage Survey and a team member on various others including the Drakenstein and Overstrand heritage surveys. He was principal consultant on the CMP for Puntjie and currently for the Swartberg Pass, both Provincial Heritage Sites. Graham has extensive experience preparing Heritage Impact Assessments throughout the country and has lectured on the subject as part of UCT's M Phil Conservation of the Built Environment program, of which he was a course convener. He is a guest lecturer at the SA Institute of Heritage Science and Conservation, and UCT's CPD course on Conservation of the Built Environment. Graham is currently the architectural heritage consultant for the rescue restoration of the historic Wupperthal mission church complex after the fire in late 2017. He has extensive experience in the restoration of other historic properties including Lanzerac, Boschendal, Rhone and various historic Moravian mission settlements in the Western Cape. He is a HWC Council member and currently chairs its Built Environment and Landscape Committee (BELCom).

APPENDIX 2:

Attendance List: Stakeholder Engagement meeting 12  
December 2019



## APPENDIX 3:

### Stakeholder Engagement Background Document



BOKKOMLAAN  
CONSERVATION MANAGEMENT PLAN

STAKEHOLDER ENGAGEMENT

12<sup>th</sup> December 2019

Target discussions  
Public meeting

# BACKGROUND

- Nomination of the site as a Provincial Heritage Site was submitted to HWC.
- HWC deemed the site to have high local heritage value (IIIA) in term of the following:
  - Social history dating to the mid 18<sup>th</sup> century when supplying bokkom to DEIC.
  - Continued role of the site in Bokkom production and forming the backbone of the economy in the local fishing industry.
  - Role as a tourism precinct (SDF).
- HWC recommended that the site be designated a Protection Overlay Zone or Heritage Area, and that a CMP be prepared including stakeholder participation.

# PURPOSE OF THE CMP

- Site description, ownership, lease agreements
- Stakeholder identification and consultation
- Historical overview
- Statement of heritage significance
- Statement of opportunities and constraints
- Statement of vulnerabilities
- Conservation management principles and policies
- Conceptual site development plan
- Legal protection measures
- Management structures
- Implementation plan (actions, priorities, roles and responsibilities)
- Monitoring and review

# PURPOSE OF THE STATUS QUO REPORT

- Statement of heritage significance
- Situational analysis; opportunities and constraints
- Identification of key heritage issues
- Identification of stakeholders

# HERITAGE VALUES

- The site has been traditionally used for the processing of dried and salted fish known as bokkoms; continuous use for 200 years; 95% of the national bokkom output.
- Fundamental in the establishment of the town and forms part of the history of the town and the country's bokkom industry.
- Forms part of the town's living heritage.
- Place character arising from the fine grained, spatial quality of the built form and relationship with the river, and overlap of activities.
- Popular tourism attraction.

# HERITAGE ISSUES

- Decline in the Bokkom industry.
- Balancing commercial / retail interests and the Bokkom industry.
- Bokkom industry should remain the predominant land use, with fine grained small scaled non-branded commercial activities.
- Ensure synergy in overlap of activities (bokkom industry, commercial, bird watching, boating).
- Unauthorised alterations and additions.
- Guidelines for alterations and additions to retain streetscape qualities and architectural character.
- Opportunities for new buildings.
- Privatisation of river frontage (jetties).
- The interface with residential areas (boundary treatments).

# HERITAGE ISSUES

- Increase in vehicular traffic raises a number of concerns both the speed and volume of traffic and parking; provision of parking zones to ensure a pedestrian orientated movement pattern through the core area and to limit vehicular traffic through the public realm, especially busses.
- The informal treatment of the existing landscape and the open, accessible nature of the public realm contributes substantially to place character; a landscape framework plan to address issues such as signage, lighting and planting, road surface, boundary treatment
- Terms of lease agreements to be established.
- Impact of Group Areas to be established.
- Opportunities for on- site interpretation.

# WAY FORWARD

- Compilation of status quo report; circulated with a copy placed at library
- Compilation of draft CMP
- Public meeting; 30 day commenting period
- Final CMP



APPENDIX 4:  
Proforma Lease Agreements

APPENDIX 4.1:

Municipal Lease Agreements (vishuise)

# HUURKONTRAK: VISHUISPERSEEL (BOKKOMLAAN)

Aangegaan en gesluit tussen

**BERGRIVIER MUNISIPALITEIT**

Hierin verteenwoordig deur **E C LE ROUX** in haar hoedanigheid as Munisipale Bestuurder, hierna genoem die **VERHUURDER** aan die een kant,

**EN**

Hieronder genoem die **HUURDER**, aan die ander kant.

**HIERBY WORD OOREENGEKOM DAT** die Verhuurder hierby verhuur aan die Huurder wat hierby in huur aanvaar:

Vishuisperseel No.

Groot:

Soos aangetoon op aangehegte skets.

**BEHOUDENS** die volgende voorwaardes (saamgelees met die Munisipaliteit se aksieplan vir aktiwiteite en ontwikkeling in Bokkomlaan, soos per besluit BK 2606 van 20 Oktober 2008, soos gewysig):

1. Die huurtermyn verstryk op \_\_\_\_\_ met dien verstande dat die opsie om die tydperk te verleng, mettertyd deur die Verhuurder bepaal mag word (ten opsigte van tydperk, huurgeld en voorwaardes).
  2. Die huurgeld bedra R \_\_\_\_\_ per jaar, waarna dit verhoog word teen 'n koers van 10 % per jaar en vooruitbetaalbaar voor of op 1 Desember van elke jaar.
  3.
    - (a) Die Huurder het geen reg om die perseel te onderverhuur of die huurkontrak of enige belang daarin te sedeer of te verhipotekeer nie. Onderverhuring of algehele sodering van huurbelang sal op meriete oorweeg word (byvoorbeeld in gevalle waar nie kan of wil voortgegaan word nie as gevolg van bekostigbaarheid, gesondheid, ouderdom of waar naasbestaandes oorneem), maar slegs op grond van gemotiveerde aansoeke, wat deur die Verhuurder vir goedkeuring, al dan nie, oorweeg sal word, met inagneming van klousule 15(a).
    - (b) Indien die beherende belang in hierdie huurkontrak aan enige ander party oorgedra word, hetsy deur aandele in 'n maatskappy of belange in 'n vennootskap, word sodanige oordrag as 'n sessie beskou.
  4. Toegelate Aktiwiteite:
    - (a) **Bokkoms:** Tradisionele verwerking en droog van vis, met die primêre doel om die bedryf en kultuur te bewaar.
    - (b) **Snoek** mag ook verwerk word, maar **haaie** word uitgesluit.
    - (c) **Toerismehandel:** Handewerk, kuns- en skilderwerk, aandenkings en ander tipiese toerismeprodukte mag verkoop word, maar dienste, soos vakansieverblyf en wegneemetes (of kitskos) is ontoelaatbaar.
    - (d) Goedkeuring vir gespesifiseerde **handelsprodukte** moet vooraf van die Munisipale Bestuurder verkry word.
    - (e) 'n **Kunsateljee** en **koffiehuis** asook 'n **restaurant** (slegs "die vishuis") word toegelaat, maar ander bedrywe soos **eiendomsagente** of ander sakeondernemings word verbied.
-

- (f) **Geblikte en bevrore** vis asook ander goedgekeurde seekosprodukte (soos byvoorbeeld mossels en oesters) is vir handelsdoeleindes aanvaarbaar, onderworpe aan vooraf goedkeuring.
  - (g) Beperkte **advertering** by wyse van tekens teen vishuise en goedgekeurde padborde word toegelaat.
  - (h) **Bootritte, toerustinghuur** (kano's, hengelgerei) en aasverkope, synde riviergebonde aktiwiteite, mag, met vooraf goedkeuring en onderworpe aan bepaalde reëls en regulasies, onderneem word.
  - (i) Geen aktiwiteit, produk, vergunning, bedryf of wat ookal, sal toegelaat word indien dit, na mening van die Verhuurder, enigsins afbreuk doen aan die karakter van Bokkomlaan en niemand mag op die perseel woon nie.
- 5.
- (a) Die Huurder sal nie enige geboue of strukture op die perseel oprig of laat oprig of enige strukturele veranderings of verbeterings op die perseel aanbring of laat aanbring sonder die Verhuurder se vooraf verkreë skriftelike toestemming nie en sonder behoorlike inagneming van toepaslike wetgewing (byvoorbeeld ten opsigte van boubeheer en bewaring) nie.
  - (b) Die Huurder en/of sy werknemers mag geen afval, bloedwater of enigiets anders in die rivier stort nie en die Huurder sal toesien dat die rivier nie as gevolg van sy bedrywighede op die perseel besoedel word nie.
  - (c) Die Huurder sal toesien dat die perseel te alle tye in 'n skoon en higiëniese toestand gehou word, dat enige afval in behoorlike houers, wat gereeld verwyder moet word, gestort word, dat 'n goedgekeurde toilet en rioolstelsel asook visvlekgeriewe, voorsien word.
  - (d) Die Huurder moet sy werksaamhede op die perseel uitvoer sonder om enige oorlas daardeur te veroorsaak, hetsy deur 'n afstootlike reuk of deur vrylating van enige uitvloeisel of enige ander skadelike of onaangename materie of deur enigiets wat moontlik die gesondheid van die publiek tot nadeel mag wees en niks wat gedoen word of bedrywighede wat beoefen word, mag strydig wees met die regulasies, soos van tyd tot tyd afgevaardig deur die Departement van Gesondheid en die regulasies of wettige opdragte van die Verhuurder nie.
  - (e) Die Huurder sal te alle tye verantwoordelik wees vir die handhawing en bewaring van goeie orde op die perseel.
- 6.
- (a) Indien die perseel, geboue op die perseel en bykomstige strukture as geskiedkundig of gedenkwaardig verklaar is of sou word, onderneem die huurder om alle nodige stappe te neem om aan die voorskrifte en bepalinge van sodanige verklaring te voldoen om te bly voldoen.
  - (b) Die Huurder onderneem voorts om te voldoen aan die Verhuurder se aksies en beplanning ter bevordering van publisiteit en toerisme en sal in hierdie verband redelikerwys geriewe (byvoorbeeld toilette) tot beskikking stel van toeriste en ander besoekers
7. Die Huurder vrywaar die Verhuurder teen alle onkoste, verliese, aksies en eise, insluitende eise vir skadevergoeding, letsel aan lewe of eiendom en alle koste, insluitende koste tussen prokureur en kliënt, wat die Verhuurder aangesê of verplig mag word om te betaal en wat regstreeks of onregstreeks voortspruit uit enige aksie deur enige persoon of persone as gevolg van hierdie huurkontrak of as gevolg van enige handeling op die perseel verrig of versuim deur die Huurder of sy werknemers, kontrakteurs of kliënte ingevolge hierdie kontrak.
8. Die verteenwoorders van die Verhuurder het te alle redelike vrye tye toegang tot enige gebou of struktuur deur die Huurder op die perseel opgerig. Die verteenwoordigers, werknemers en aannemers van die Verhuurder het te alle tye vrye toegang tot en reg van weg oor die perseel vir instandhoudingsdoeleindes van munisipale dienswerke.
- 9.
- (a) Die Verhuurder het te alle tye die reg om met negentig (90) kalenderdae skriftelike kennisgewing aan die Huurder by sy laas bekende adres die huurkontrak te beëindig en herbesit te neem van die perseel indien die hele of enige gedeelte van die perseel benodig word vir Staats- of Munisipale doeleindes.
-

- (b) Indien die Verhuurder die reg hom voorbehou in die voorafgaande paragraaf, uitoefen, word vergoeding aan die Huurder betaal vir en ten opsigte van die waarde van alle geboue en vaste toebehore, wat met die Verhuurder se toestemming opgerig en aanbring is, uitgesonderd verwyderbare masjinerie of installasies.
- (c) Vir die doel van berekening van sodanige vergoeding, sal die waarde, soos vasgestel deur 'n onafhanklike waardeerder, as basis geld, soos ook bedoel in klousule 15(a).
10. Die Huurder onderneem om, benewens die perseel, geboue asook strukture daarop, alle aanlegsteiers, kaaie, vasmeerplekke, sleephellings, droograme en ander geriewe of bykomstighede met betrekking tot die gebruik van die perseel waarvoor hy verantwoordelik is, ongeag welke ander party betrokke is, tot bevrediging van die Verhuurder op te knap, te beveilig en behoorlik in stand te hou.
11. Die Huurder mag geen grond, klei, gruis, sand of ander materiaal op of onder die oppervlakte van die perseel verwyder of laat verwyder sonder die vooraf verkreeë skriftelike toestemming van die Verhuurder nie.
12. (a) Die Huurder is aanspreeklik vir die betaling van enige koste deur die Verhuurder aangegaan in verband met die opstelling van hierdie ooreenkoms, advertensies en enige opmeting wat nodig geag word vir die doeleindes van hierdie huurkontrak of die uitwys van bakens en grense van die perseel.
- (b) Die Huurder is aanspreeklik vir die betaling van alle Munisipale- en ander belastings of gelde wat op die perseel en verbeterings daarop gehef mag word, asook vir alle heffings ten opsigte van elektrisiteitsverbruik, waterverbruik, vullisverwydering en riool.
13. Die Verhuurder behou die reg voor om elektrisiteit, water, riool- en telefoondienste, pypleidings en ander dienste oor die perseel aan te lê of laat aanlê en die Huurder is verplig om op eie koste aan te pas by sulke openbare dienste wat verskaf of verander word.
14. Die Verhuurder waarborg geen reg-van-weg van of na die perseel oor enige ander eiendom nie. Hierdie huurkontrak lê ook geen verpligting op die Verhuurder vir die verskaffing en instandhouding van 'n toegangspad na die perseel.
15. (a) Indien die perseel (insluitende enige strukture) nie binne 'n billike voorgeskrewe tydperk aan die nodige vereistes vir veiligheid en gesondheid of ander wetlike bepalinge voldoen nie, of nie gepas bedryf word nie, of nie behoorlik in stand gehou word nie, sal dit deur die Verhuurder oorgeneem en aan ander toegewys word, volgens wetgewing. In sodanige gevalle sal vergoeding (kompensasie) bepaal word ooreenkomstig 'n onpartydige waardasie en met inagneming van werklike koste aangegaan.
- (b) Indien die Huurder enige van die voorwaardes van hierdie huurkontrak nie nakom nie en in gebreke bly om dit na te kom nadat die Verhuurder hom veertien (14) kalenderdae skriftelik kennis gegee het om dit wel na te kom, het die Verhuurder die reg om hierdie huurkontrak summier te kanselleer.
- (c) Geen daad van verslapping of toegewing of uitstel deur die Verhuurder word op enige wyse beskou as die prysgee van sy regte kragtens hierdie huurkontrak nie. Alle voorwaardes bly van krag en word nie gewysig nie tensy skriftelik gewysig en deur beide partye onderteken.
16. By beëindiging van hierdie huurkontrak moet die Huurder die perseel ontruim en kan die Verhuurder vereis dat alle verbeterings, uitgediende toerusting en masjiene, rommel, vullis en enige ander materiaal, soos die Verhuurder mag bepaal, verwyder en die perseel in 'n netjiese en ordelike toestand laat. Indien die Huurder versuim om te voldoen aan die skriftelike opdrag van die Verhuurder binne die tydperk deur die Verhuurder bepaal, het die Verhuurder die reg om genoemde opruiming op koste van die Huurder te doen.
17. Die Huurder kies sy domicilium citandi et executandi by die adres van die perseel en die diening van enige kennisgewing of enige geding op die genoemde plek gerig aan die Huurder sal beskou word as voldoende gedoen te gewees het op die Huurder.

Enige regsgeding teen die Huurder mag, na gelang die Verhuurder mag verkies, aanhangig gemaak en gevoer word in die hof van die Landdros te Laaiplek en toestemming tot enige verhoogde jurisdiksie benodig

---

vir daardie doel word hiermee deur die Huurder gegee. Die Huurder sal gebind word deur alle gedinge wat ingestel word teen iemand wat optree as verteenwoordiger, agent, bediende of lisensiehouer.

ALDUS GEDOEN EN GETEKEN TE  
VAN

OP HIERDIE

DAG

VERHUURDER

GETUIES:

1.

2.

ALDUS GEDOEN EN GETEKEN TE  
VAN . 20.

OP HIERDIE

DAG

HUURDER

GETUIES:

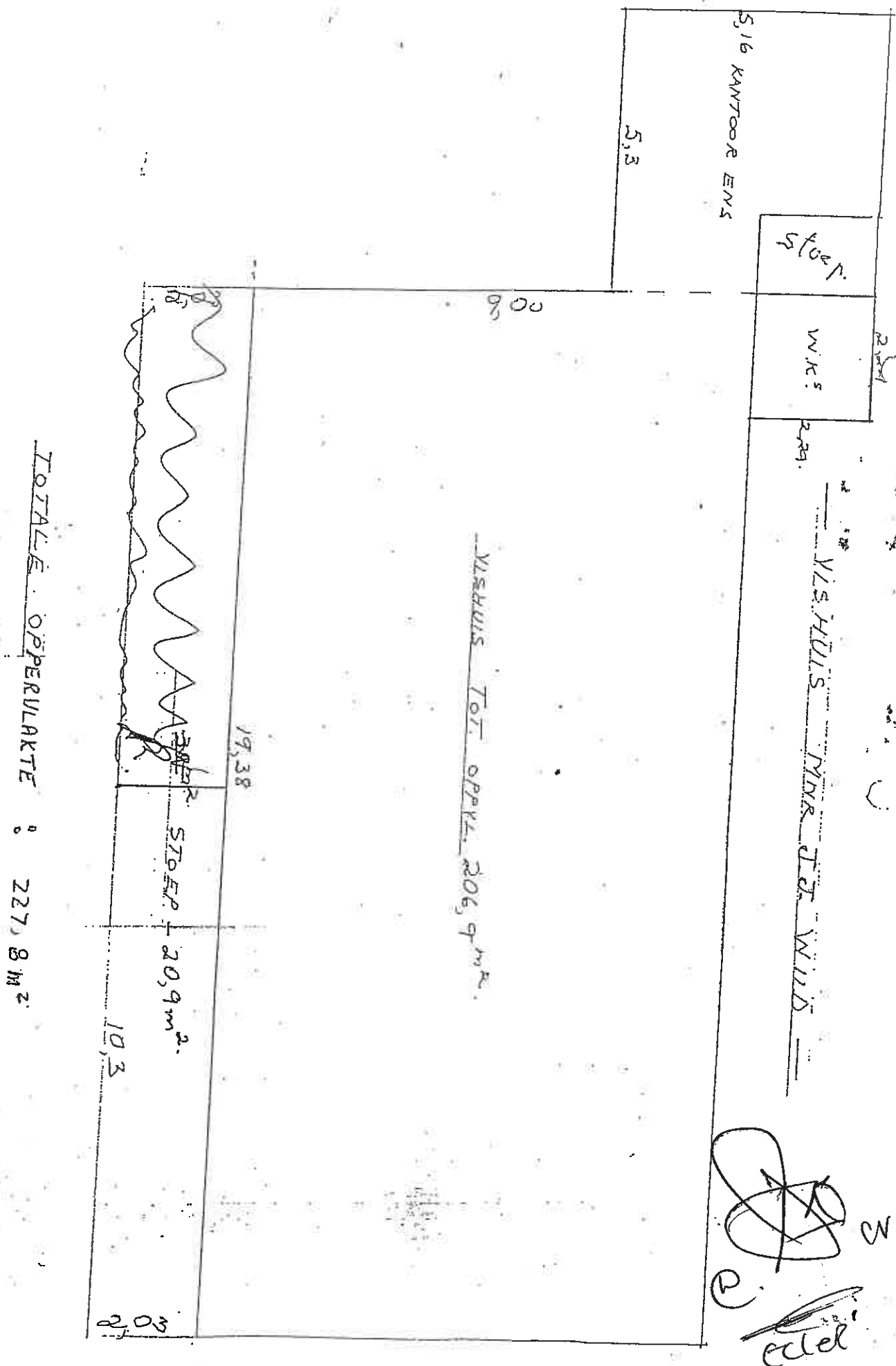
1.

2.

## APPENDIX 4.1.1:

### Survey Diagrams for Municipal Lease Agreements

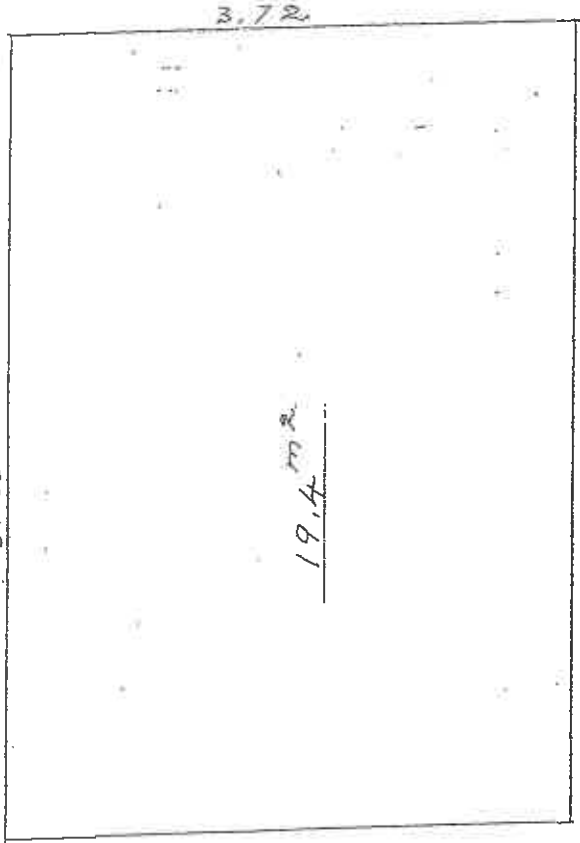
Vishuisperseel No. 1 "Vleiland Vissery" (Gedeelte van Erf 486, Velddrif)





Vishuisperseel No. 2 "Bokkom" (Gedeelte van Erf 486, Velddrif)

10  
VISHUIS MNR J. BOONZAAYER

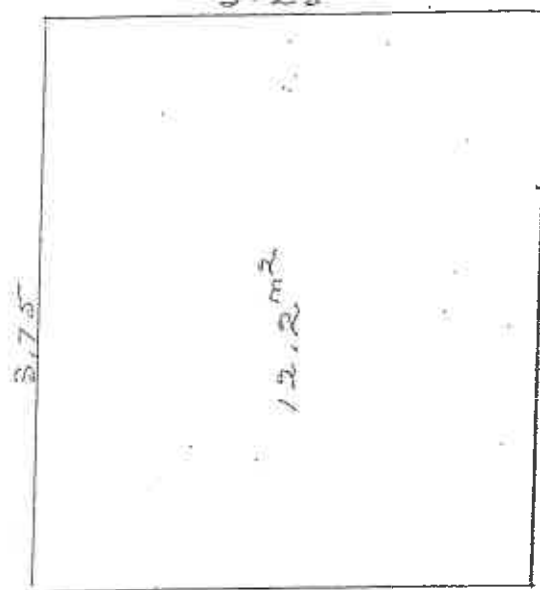


TOT. OPPVL. 19.4 m²

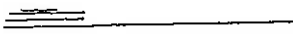
CREUER

Vishuisperseel No. 3 "Albanie" (Gedeelte van Erf 486, Velddrif)

VISHUIS MNR A.C. VIOLA



TOI. OPRVL. 12,2m²

N 

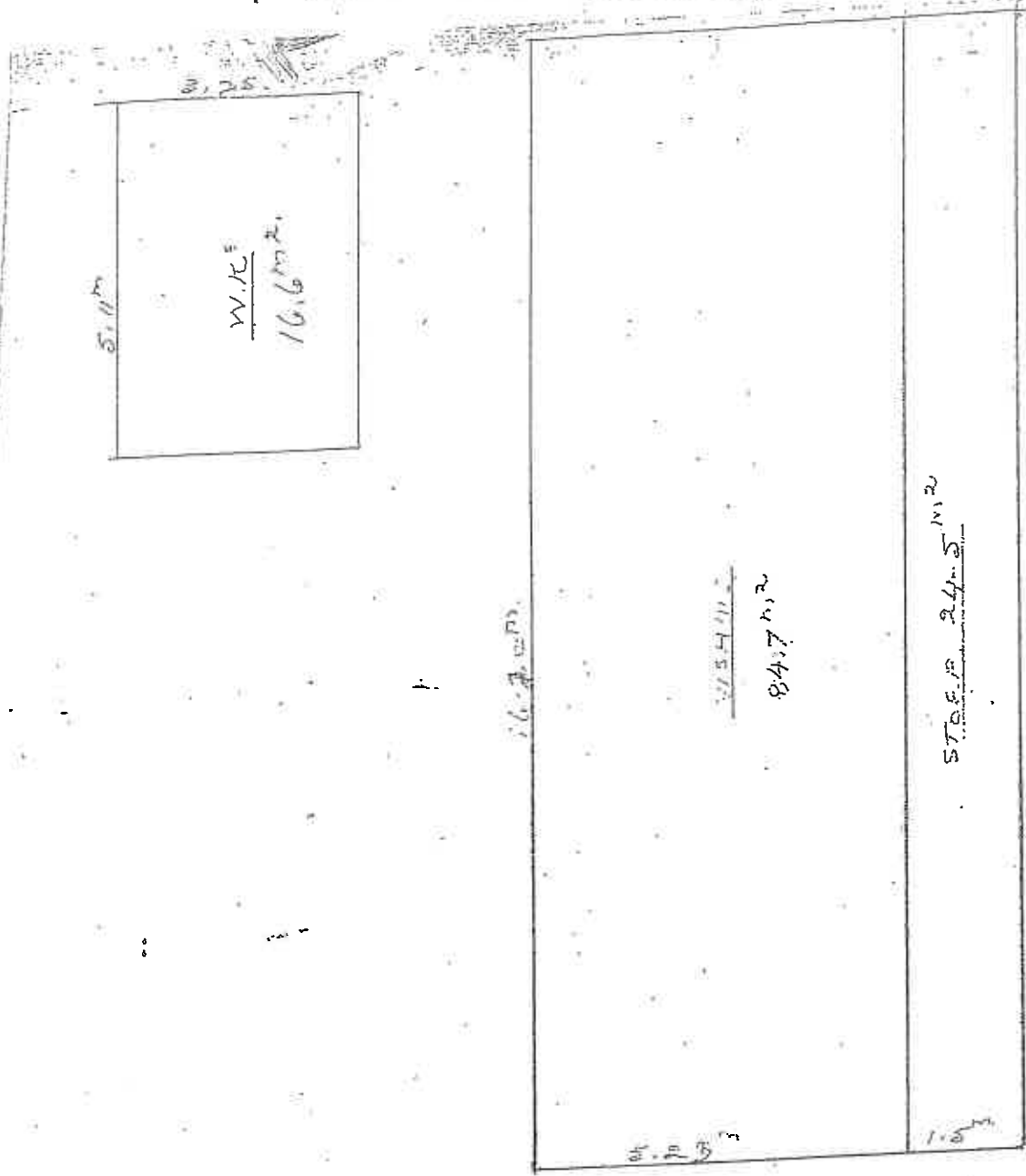
A.C. Viola

CV

C.H.J.

Ellef

Vishuisperseel No. 4 "M. Clunie" (Gedeelte van Erf 486, Velddrif)



— TOT: OPPVL: 125,8 m² —

Handwritten signatures and initials, including the name 'Ecker'.

Vishuisperseel No. 5 "Dagbreek" (Gedeelte van Erf 486, Velddrif)


Visseland  
70 M<sup>2</sup>

15.9.5

150.5 m

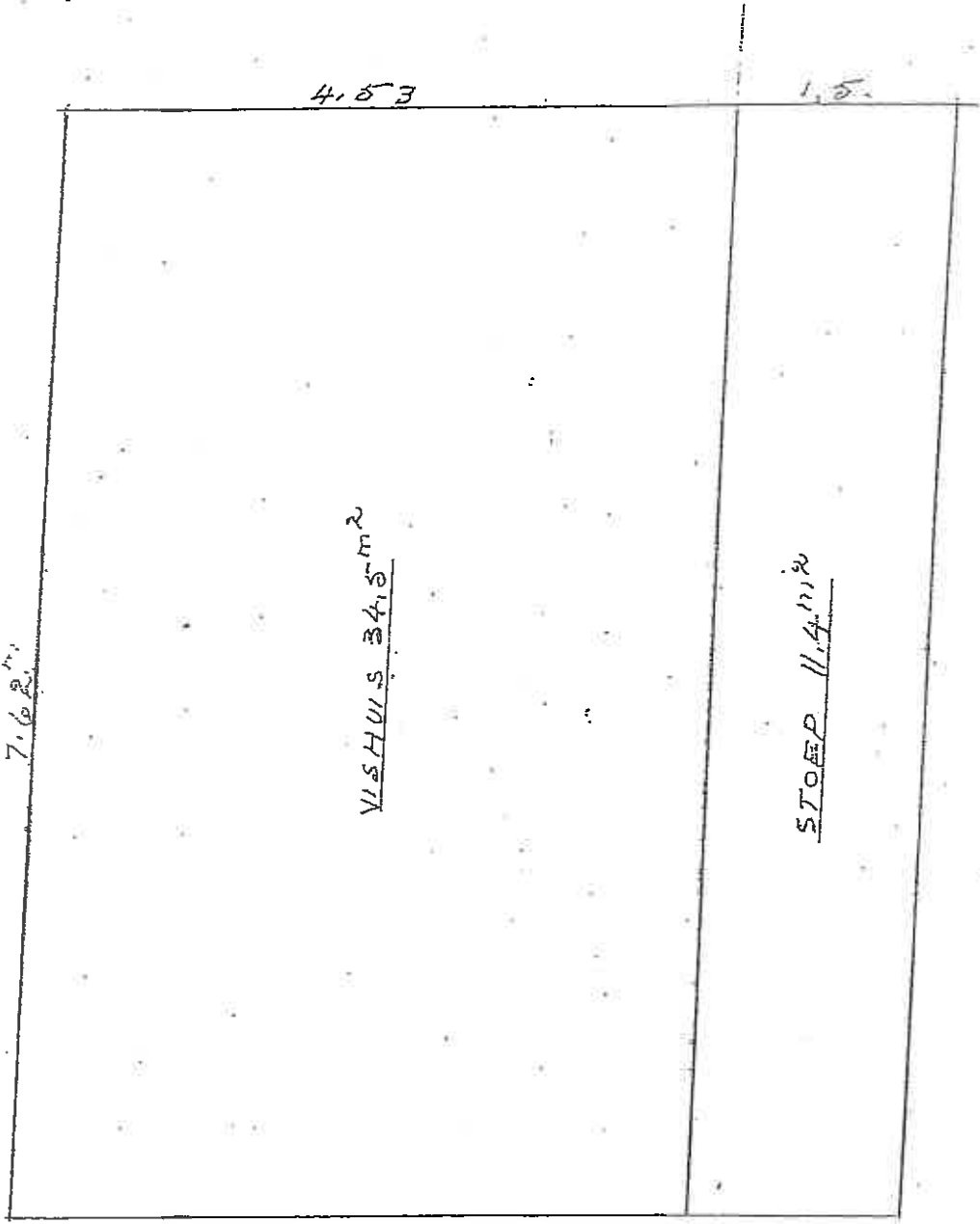
9.74

TOTI OPEVA 220.5 m<sup>2</sup>

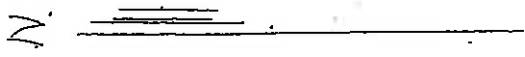
cv  
Ecker  


Vishuisperseel No. 7 "Skipie" (Gedeelte van Erf 486, Velddrif)

VICIS MNR. HENTIE THEART

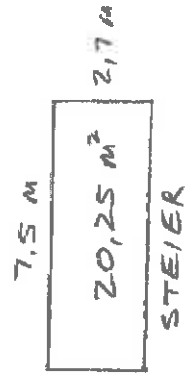
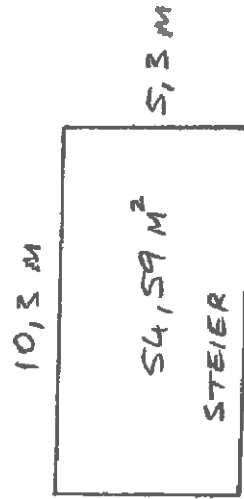
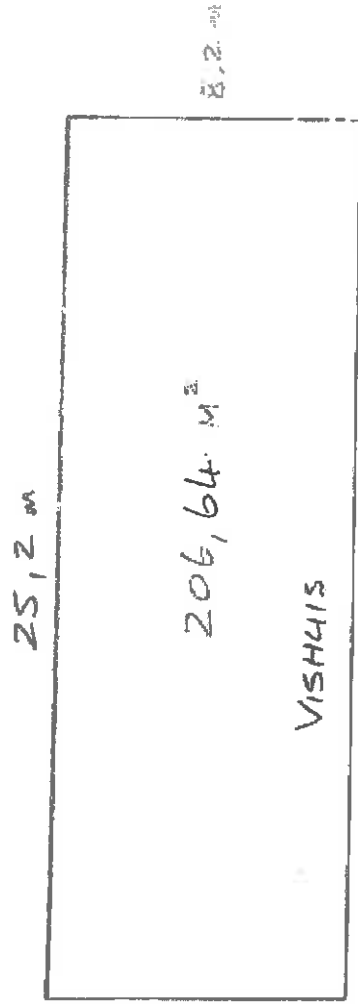


TOT. OPPVL. 45,9 m<sup>2</sup>



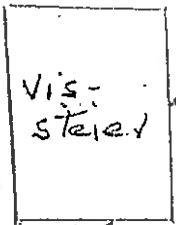
*[Signature]*  
 Eckler c.v.  
 CV 11

MARAI: "SONSI" IN VISCER E



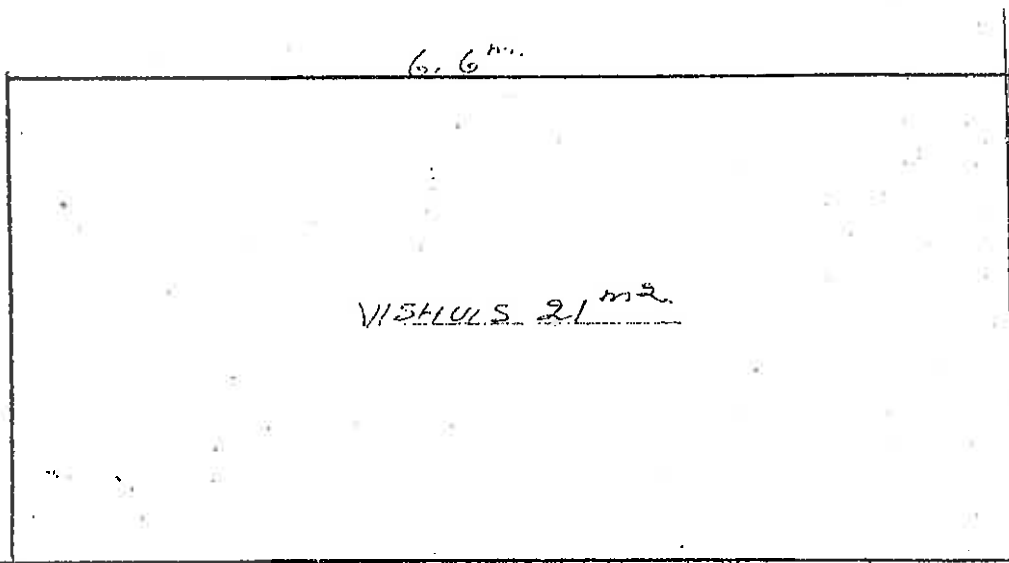
TOTALE OPPRESIONALE 281,48 m<sup>2</sup>

Vishuisperseel No. 10 "Mappie Brand" (Gedeelte van Erf 486, Velddrif)



6 M<sup>2</sup>

VISHUIS MNR. J. J. F. BRAND

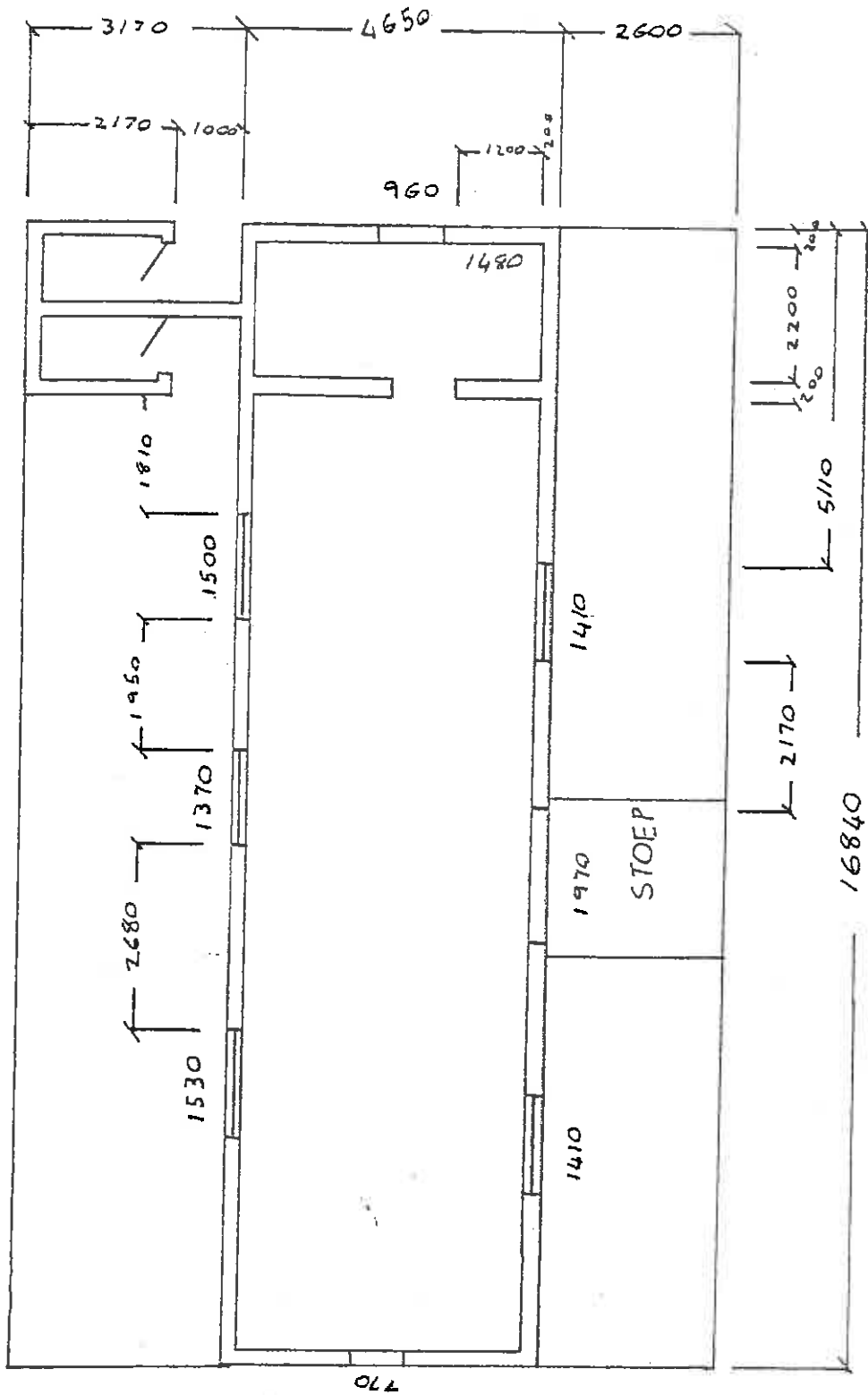


TOT. OPPERVL. 27 m<sup>2</sup>

WB  
P.A.  
Euler

VISHUIS

465  
+ 2,50  
-----  
7,25  
x 16,84  
-----  
122 M<sup>2</sup>



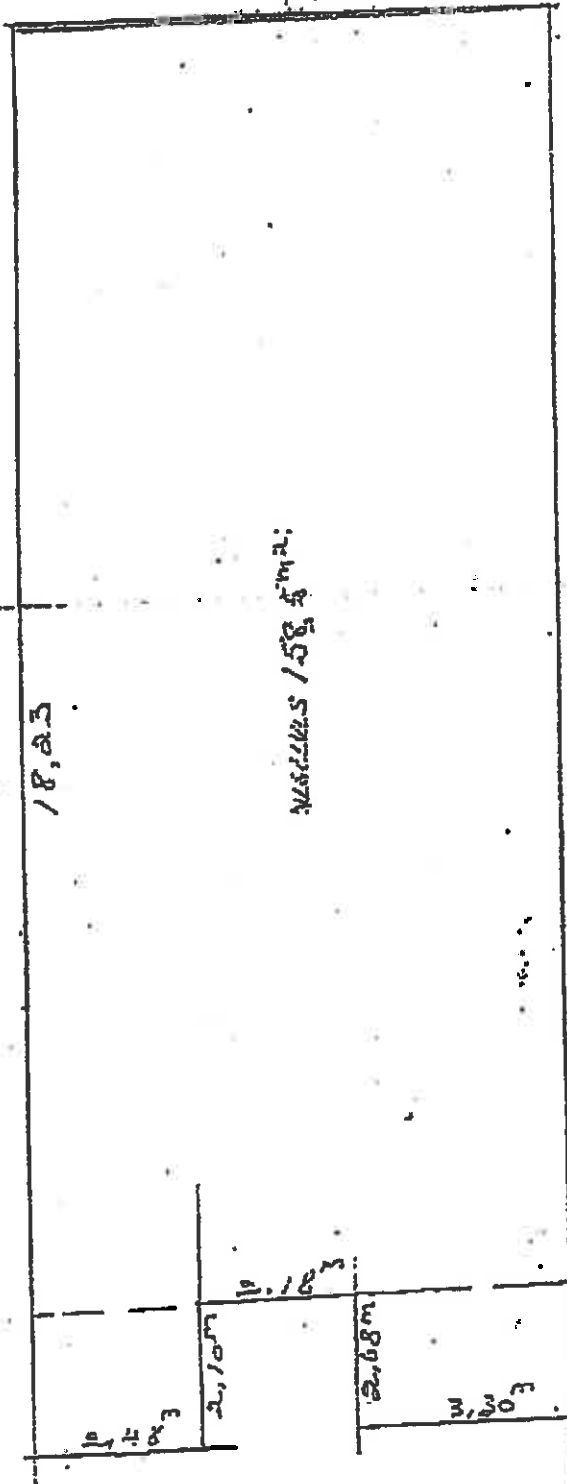
*Belur* ECC  
C.V.



# NO. 12 "BERGRIJVER"

Vishuisperseel No. 8 "Sanskrit" (Gedeelte van Erf 486, Velddrif)

7,96



TOT. DIPA 286,9 m²

VIS ST. N. B. 12,5 m²

~~34/05/13 nakkamad~~

112

SAK

RP

## APPENDIX 4.2:

### Cape Nature Lease Agreements (jetties)



## **AGREEMENT OF LEASE**

Entered into by and between

**THE WESTERN CAPE NATURE CONSERVATION BOARD (WCNCB)  
(TRADING AS CAPENATURE)**

Herein represented by Represented by Dr Razeena Omar in her capacity as Chief  
Executive Officer, duly authorised thereto  
(hereinafter referred to as "the Lessor")

And

---

Herein represented by \_\_\_\_\_ (Identity number: \_\_\_\_\_)  
duly authorised thereto  
(hereinafter referred to as "the Lessee")

**IT IS HEREBY AGREED THAT** the Lessor hereby lets to the Lessee, who hereby hires a portion of land, below the high-water mark of the \_\_\_\_\_, adjacent to (property description), in terms of section 3(1) of the Sea-Shore Act, 1935 (Act 21 of 1935), as indicated on the attached diagram marked Annexure "1" for the purpose of a \_\_\_\_\_.

## **1. INTERPRETATION**

1.1 In this Agreement, except in a context indicating that some other meaning is intended,

1.1.1 "the Agreement" means this agreement of lease as well as further Annexures as set out herein;

1.1.2 "Business day" means every day excluding Sundays and Public Holidays;

1.1.3 "Commencement Date" means \_\_\_\_\_;

1.1.4 "month" means a calendar month, and more specifically:

1.1.4.1 in reference to a number of months from a specific date, a calendar month(s) commencing on that date; and

1.1.4.2 in any other context, a month of the calendar, that is, one of the 12 months of the calendar, and "monthly" has the corresponding meaning;

1.1.5 "Parties" means the parties to this Agreement, and "Party" means one of them;

1.1.6 "the Property" is the area described as a portion of land below the high-water mark of the \_\_\_\_\_, \_\_\_\_\_;

1.1.7 “year” means a period of 12 consecutive months, and “yearly” refers to a year commencing on the date on which this Agreement comes into operation or any anniversary of that date;

1.1.8 reference to notices, statements and other communications by or from the Lessor includes notices by or from the Lessor’s managing agent;

1.1.9 expressions in the singular also denote the plural, and *vice versa*;

1.1.10 words and phrases denoting natural persons refer also to juristic persons, and *vice versa*; and

1.1.11 pronouns of any gender include the corresponding pronouns of the other genders;

1.2 Clause headings appear in this Agreement for purposes of reference only and shall not influence the proper interpretation of the subject matter;

1.3 This Agreement shall be interpreted and applied in accordance with South African law.

## **2. DURATION AND RENEWAL**

2.1 The Agreement shall commence on \_\_\_\_\_, notwithstanding date of signature hereof, and shall terminate on \_\_\_\_\_ alternatively upon 3 (three) months written notice (whichever occurs first) by either party to this Agreement for any reason whatsoever.

2.2 The Lessor however does not guarantee to the Lessee the right of renewal of the Agreement and also reserves the right to negotiate new terms and conditions regarding renewal of the Agreement and escalation of rental should this Agreement be terminated as per clause 2.1 above.

### **3. RENTAL**

3.1 The Lessee shall pay rental to the Lessor in the amount of:

3.1.1 R\_\_\_\_\_ (\_\_\_\_\_ Rand) excluding VAT per year (subject to escalations as contained clause 3.3 below).

3.1.2 The rent payable by the Lessee as stipulated in paragraph 3.1.1 above shall be payable annually in advance on or before the 1<sup>st</sup> of \_\_\_\_\_ each respective year.

3.2 The rent shall be payable into the following account of the Lessor or such other bank account as may be nominated in writing by the Lessor from time to time:

Name of Account: Western Cape Nature Conservation Board

Account Number: 1452057117

Bank: Nedbank

Branch: Nedbank South Africa

Branch code: 198765

Reference: Invoice Number

The Lessee shall insert the relevant reference of the Lessor pertaining to this Agreement on the relevant deposit/transfer documentation/transfer instruction.

3.3 Rental shall increase with an annual escalation of 10% (each year on the anniversary of the Commencement Date).

### **4. CESSION & SUBLETTING**

4.1 The Lessee shall not be entitled, except with the prior written consent of the Lessor to:

- 4.1.1 to cede and/or assign all or any of the rights and/or obligations of the Lessee under this Agreement;
  - 4.1.2 to sublet or give up possession of the Property, in whole or part, to any third party;
- 4.2 The Lessor shall not, however, unreasonably withhold its consent to a subletting. Without limiting the generality of the aforementioned, it is specifically recorded that the Lessor shall, amongst other relevant issues, consider whether the said third party meets the Lessor's requirements in respect of *inter alia* financial background, which background should either be equal to or more favourable than that of the Lessee. It is hereby recorded that if the Lessee contends that the Lessor is unreasonably withholding consent to sublet, the onus will be on the Lessee to prove such alleged unreasonableness.

## **5. RIGHTS AND OBLIGATIONS OF THE LESSEE**

- 5.1 The Lessee shall maintain the structure in a safe and environmentally acceptable condition.
- 5.2 The Lessee shall commence utilising the Site for the purposes set out in this Agreement within 12 months from Commencement Date, and shall thereafter continue to utilise the site exclusively for that purpose until termination hereof or when the Lessee is authorised in writing by the Lessor to cease activities on the site for such a period or periods as may be determined by the Lessor for any reason whatsoever.
- 5.3 No structure, building, service, fence, installation or work of such nature shall be erected and no alteration thereto shall be effected unless valid plans therefore have been submitted by the Lessee to the Lessor and the Lessor and the Department of Environmental Affairs and Development Planning have approved such plans.

- 5.4 All structures, buildings, installations, services, fences or works shall be properly maintained to the satisfaction of the Lessor and the local authority.
- 5.5 The Lessee shall not cause or commit any nuisance on the Property or Site, or cause any annoyance or discomfort to the Lessor or any third party;
- 5.6 The Lessee may not, during the normal course of activities, do anything or cause anything that may be in conflict with any applicable legislation or regulations promulgated from time to time by the Department of Health or Department of Environmental Affairs Development and Planning or by the local authority or its regulations or the lawful instructions of the Lessor.
- 5.6.1 To this end the Lessee shall be obliged to comply strictly to all regulations of the Department of Environmental Affairs, Department of Health or the local authority and with all reasonable requirements of the Health Officer or any competent authority to ensure compliance with such regulations.
- 5.7 The Lessor's representatives, employees and contractors shall at all times have free access for inspection purposes to any building or structure erected on the Site. The Lessor's representatives, employees and contractors shall at all reasonable times have access to and right of way over the site for the purpose of maintenance, and for public and Government purposes.
- 5.8 Without prior approval of the Lessor, the Lessee shall not dump debris, rubble, sand, ash or any other material whatsoever within the harbour riparian area or on State land.
- 5.9 The Lessee shall make provision to the satisfaction of the Lessor, and the local authority, for the regular collection and removal of all refuse, obsolete equipment, effluent and run-off water.



5.10 The Lessee shall be liable for the payment of any costs incurred by the Lessor in respect of any survey, which may be regarded as necessary pertaining to this Agreement or for the pointing out of the beacons and boundaries of the Site.

5.11 The Lessee shall be liable for the prompt payment of all such stamp duty, levies and taxes which may become payable as a result of this Agreement (if any).

## **6. INDEMNIFICATION**

The Lessee indemnifies the Lessor against all costs, losses, actions and claims, including claims for damages, injury to person or damage to property and all costs, including costs between attorney and client, which the Lessor may be called upon or compelled to pay and which may arise directly or indirectly from any action by any person or persons as a result of this Agreement of Lease or as a result of any act carried out on site by the Lessee or his servants, employees, contractors or clients in terms of this Agreement of Lease.

## **7. BREACH**

7.1 In the event of:

7.1.1 the Lessee failing on due date to make any payment payable by the Lessee in terms of this Agreement; or

7.1.2 should either party ("the defaulting party") commit any breach of the provisions of this Lease, all of which are deemed to be material, and fails to remedy such breach within 14 (fourteen) days after receipt of written notice requiring it to do so (provided that if such breach is one which is not reasonably capable of being remedied within the said period of 14 (fourteen) days, the

defaulting party shall be allowed such additional period as is reasonably required therefor); the other party shall have the right, but shall not be obliged, forthwith to cancel this Lease, but without prejudice to any other remedy which it may have in law arising from such breach.

- 7.2 If the Lessor cancels this Lease and the Lessee disputes the right to cancel and remains in occupation of the property, the Lessee shall, pending settlement of any dispute, either by negotiation, litigation or arbitration, continue to pay an amount equivalent to one month's rental calculated by dividing the total annual rental payable into twelve months provided in this Lease, monthly in advance on the first day of each month and the Lessor shall be entitled to accept and recover such payments, and such payments and the acceptance thereof shall be without prejudice to, and shall not in any way whatsoever affect, the Lessor's claim of cancellation then in dispute. If the dispute is resolved in favour of the Lessor, the payments made and received in terms of this clause shall be deemed to be amounts paid by the Lessee on account of damages suffered by the Lessor by reason of the cancellation of this Lease and/or the unlawful holding over the by Lessee.

## **8. CANCELLATION**

- 8.1 The Lessor shall at all times have the right to terminate the Agreement of Lease on giving 3 (three) months written notice to the Lessee should the site or any portion thereof be required for public or Government purposes or for any reason whatsoever;
- (ii) The Lessor furthermore reserves the right to terminate or suspend the Agreement of Lease without prior notice in the event of a national emergency.

(iii) The decision of the Minister in the Provincial Administration of the Western Cape to whom the administration of the Act has under section 235(8) of the Constitution of the Republic of South Africa, 1993 (Act No. 200 of 1993) been assigned with regard to the interpretation of the conception public or State purposes, or national emergency is decisive and final.

8.2 The Lessor shall be entitled, but not obliged to cancel this Agreement of Lease on 3 (three) months' notice at its discretion, for any reason whatsoever and without incurring liability for any loss or damage which the Lessee may claim to have sustained as a result of such cancellation. In addition, the rights granted by this Agreement shall automatically lapse if the site/route is no longer used for the sole purpose for which this Agreement was concluded.

8.3 It shall at no time be considered that the Lessee has by virtue of this Agreement acquired any right or lawful claim to a grant of the site.

8.4 Upon termination of the Agreement at any time or for any reason the Lessee shall be liable to reinstate the Property (remove all structures, additions or alterations) at its own costs to the satisfaction of the Lessor, within 30 (thirty) days of termination of the Agreement, fair wear and tear excepted, and to the satisfaction of the Lessor. In the event that the Lessee fails to reinstate the Property as contemplated above and within the time frame permitted as contained above the Lessor shall be entitled to reinstate the Property to its satisfaction or appoint a reputable contractor to do so, and claim the cost thereof from the Lessee. The Lessee shall not be entitled to any compensation for any structures or improvements effected by the Lessee on the site which has been removed as a result of failure by the Lessee to remove such structures.

8.5 On termination of the Agreement for any reason whatsoever the Lessee shall vacate the site and remove all obsolete equipment and machinery, refuse, litter and any other such material as the Lessor may determine,

and leave the site in a neat and clean condition. Should the Lessee fail to comply with the written instructions of the Lessor within the period specified by the Lessor, the Lessor shall have the right to perform the said clearing at the expense of the Lessee.

## **9. DISPUTE RESOLUTION**

9.1 In the event of any dispute arising from this agreement the Parties shall make every effort to settle such dispute amicably, including the initiation of direct negotiations with senior management representatives or negotiations through an intermediary.

## **10. DAMAGES**

10.1 The Lessee shall be liable for payment of compensation for any damage and loss which may be caused by fire or otherwise as a result of any negligent or intentional act on its part or on the part of its employees, agents, contractors or employees of its contractors.

10.2 The Lessor, its employees, contractors, agents or employees of its contractors shall not be liable for any damage to the movable and immovable property of the Lessee or his employees, agents, contractors, employees by any of the Lessee's officers, employees, which may arise from any reason whatsoever, unless such damage was a result of gross negligence by the Lessor.

10.3 The amount of such damage shall be mutually agreed upon between the Lessee and Lessor and if no agreement is reached, the matter shall be referred to a competent authority to deal with the matter.

10.4 The Lessee shall pay the Lessor the amount agreed upon within 30 (thirty) days of the date of such agreement, alternatively the amount shall be effected as decided by a competent authority.

## **11. JURISDICTION OF MAGISTRATE'S COURT**

Each party consents to the jurisdiction of the magistrate's court in respect of any proceedings pursuant to this Agreement.

## 12. DOMICILIA AND NOTICES

12.1 The parties choose as their *domicilia citandi et executandi* the addresses mentioned in clause 12.1.1 below, provided that such *domicilium* of either party may be changed by written notice from such party to the other party with effect from the date of receipt or deemed receipt by the latter of such notice.

12.1.1 The Lessor:                   The Chief Executive Officer  
                                          Western Cape Nature Conservation Board  
                                          Corner Bosduif & Volstruis Street  
                                          Bridgetown  
                                          7764

12.1.2 The Lessee:                   \_\_\_\_\_

                                          \_\_\_\_\_

                                          \_\_\_\_\_

                                          \_\_\_\_\_

12.2 Any notice, acceptance, demand or other communication properly addressed by either party to the other party at the latter's *domicilium* in terms hereof for the time being and sent by prepaid registered post shall be deemed to be received by the latter on the 7<sup>th</sup> (seventh) business day following the date of posting thereof. This provision shall not be construed as precluding the utilisation of other means and methods (including telefacsimile) for the transmission or delivery of notices, acceptances, demands and other communications, but no presumption of delivery shall arise if any such other means or method is used.

**13. WHOLE AGREEMENT**

13.1 This is the entire agreement and supersedes all prior agreements, whether express, implied, tacit or by conduct in relation to the subject matter hereof.

13.2 No act of relaxation or indulgence or grace on the part of the Lessor shall in any way be deemed to be a waiver by the Lessor of any of his rights under this Agreement. All conditions shall remain in force and shall not be amended unless amended in writing and signed by both parties.

13.3 No variation and/or waiver of any of the provisions hereof shall be valid unless in writing and signed by the party/ies affected thereby.

THUS DONE and SIGNED at \_\_\_\_\_ on this \_\_\_\_\_ day of \_\_\_\_\_ 20

\_\_\_\_\_  
**FULL NAME**  
**(For and on behalf of the Lessee**  
**duly authorised)**

**WITNESSES:**

1. \_\_\_\_\_

2. \_\_\_\_\_

THUS DONE and SIGNED at \_\_\_\_\_ on this \_\_\_\_\_ day of \_\_\_\_\_ 20

---

**DR RAZEENA OMAR - CEO**  
**(For and on behalf of the Lessor**  
**duly authorised)**

**WITNESSES:**

1. \_\_\_\_\_

2. \_\_\_\_\_

## APPENDIX 5:

### Guidelines for Individual Buildings (vishuise)



# 1."Die Vishoekie"



Number	1. Die Vishoekie
Typology	B: 'Long house'
Present leaseholder	Douglas Wid
Size	227m <sup>2</sup>
Existing use	Restaurant/outside play area.
Description	Strategic position at point of entry into Bokkomlaan. Long house structure, substantially altered. Entrance and office addition is set back to west entrance. Small open stoep on street façade. Potential issues outdoor play area; free standing signage.
Guideline	The structure is one of the largest (in excess of 200m <sup>2</sup> in Bokkomlaan). Consideration could be given to a front verandah/stoep along the full façade (maximum 2.0m depth). Consideration to be given to the removal of the free standing signage and play area.

## 2. "Die Bokkom"



Number	2. "Die Bokkom"
Typology	A: 'Block House'
Present leaseholder	J. Boonzaaier
Size	18.4m <sup>2</sup>
Existing use	Storage
Description	Authentic, unaltered block home structure (5m x 5m) with uncovered front stoop with side steps. Asymmetrical painted timber front door. Painted timber door on west elevation. Raised above street level (approximately 1m). Highly representative of distinctive Bokkomlaan typology (Type A)
Guideline	Minimal additions as structure is largely unaltered and highly representative of a distinctive typology. The structure is located on a relatively steep slope which would limit possible additions to the side and rear without digging into the slope which might have archaeological implications. Possible addition of front covered stoep utilizing lightweight materials (poles/corrugated iron). Front stoep canopy with gumpoles could be considered.

### 3. "Albanie Visserye"



Number	3. "Albanie Visserye"
Typology	A
Present leaseholder	A.C. Viola
Size	12.5m <sup>2</sup>
Existing use	Bokkom Takeaway facility.
Description	Authentic, unaltered block home structure (3m x 3m) Painted timber front entrance door centrally located. Painted timber side door to west. Highly representative of distinctive Bokkomlaan typology (Type A)
Guideline	Minimal additions as structure is unaltered and a rare and representative example of a distinctive typology. Due to its simple unaltered block house form, and its authenticity, it is not advisabl to permit any additions to the front and side facades. A small lean- to structure could be considered to the rear.

## 4. "River Studio \Ek en Djy visserye"



Number	4. "River Studio \Ek en Djy Visserye"
Typology	B:
Present leaseholder	M.L. Chunie
Size	125.8m2
Existing use	River Studio and 'Ek en djy restaurant'
Description	Long building Type B (16m x 5m) with pitched corrugated iron roof. Painted timber double front doors. Projected plastered front lean-to with colonnaded canopy to the west. Ramp entrance to art studio located on western portion. Enclosed verandah with central entrance to restaurant portion to the east.
Guideline	Possible lean-to addition to rear to be setback from west elevation (approx. 1.5m); not to exceed 15% of rear elevation. Consideration could be given to the extension of a verandah along the full front façade, on condition that there would be no vertical enclosure on the front facade.

## 5. "Dagbreek"



Number	5. "Dagbreek"
Typology	C.
Present leaseholder	M.L. Clunie
Size	220m <sup>2</sup>
Existing use	Bokkomlaan fish factory.
Description	Functional factory structure Type C, low pitched roof with central barn-type entrance with sliding solid shutters.
Guideline	Maintain functional nature and character of the structure. Due to its relatively deep width (9.7m) any additional facilities (ablutions/storage) should preferably be accommodated internally.

## 6. "Pelican Trading Post"



Number	6. "Pelican Trading Post"
Typology	A.
Present leaseholder	C. Van Rooyen
Size	30.7m <sup>2</sup>
Existing use	Trading store.
Description	Simple 'block house' structure representative of distinctive Bokkomlaan typology with covered stoep addition to front façade (gum poles with asbestos cement roof covering). Side door to eastern elevation.
Guideline	Minimal additions as structure is unaltered and is a good and representative example of a distinctive Bokkomlaan typology. Due to its simple, relatively unaltered (apart from covered stoep) form, and its authenticity, it is not advisable to permit any further additions to the front and rear facades. A small addition (lean-to structure) could be considered to the rear.

## 7. "Bo Rivier Visserye"



Number	7 "Bo Rivier Visserye"
Typology	B
Present leaseholder	J.N. Basson
Size	45.9m <sup>2</sup>
Existing use	Bokkom fishing industry
Description	Functional structure (5m x 7m) with pitched roof and partially covered front stoep (gun poles and corrugated iron) Central barn-type opening to front façade with solid sliding shutter. Drying shed, with roofing structure, to the west.
Guideline	Minimal additions as structure is largely unaltered and is a good and representative example of a functional and distinctive Bokkomlaan typology. Due to its simple relatively unaltered form and its authenticity, and the close spatial relationship with the attached drying shelter, it is not advisable to permit any further additions to the front and side facades. A small addition (lean-to structure) could be considered to the rear.

## 8. "Ubuntu Visserye"



Number	8. "Ubuntu Visserge"
Typology	C
Present leaseholder	M.H. Marais
Size	281.5m2
Existing use	Fishing industry/factory
Description	Simple rectangular structure (8m x 25m) with pitched roof. Barn like door to front and west facade. The front facade is located on the street edge.
Guideline	Due to its stark and functional character and one of the few structures with no additions to the street façade, and its location on the street boundary, it is recommended this be maintained and that no additions be permitted to the front and side facades. Small additions could be considered to the rear but should not exceed one third of the width of the rear elevation.



## 9."Columbine Coffee"



Number	9 "Columbine Coffee"
Typology	B
Present leaseholder	W.I. De Villiers
Size	88.7m <sup>2</sup>
Existing use	Coffee shop
Description	Simple rectangular structure (8m x 25m) with pitched roof. 2 doors and window to front facade. Partially covered front stoep. Informal seating with umbrellas on western portion of the facade.
Guideline	Maintain existing form to as large an extent as possible. The existing stoep could be extended along the front façade but must not exceed the present depth as the structure is close to the street boundary.

## 10. "Mappie Brand"



Number	10. "Mappie Brand"
Typology	A
Present leaseholder	W. Brand
Size	27m <sup>2</sup>
Existing use	Bokkomlaan fishing industry storage.
Description	Authentic, unaltered block home structure (3m x 6m) with single door to the west, small high level window to street facade. Highly representative of Bokkomlaan typology (Type A). Drying shed structure to the west. Pedestrian pathway to the residential area to the north.
Guideline	Minimal additions as structure is unaltered and highly representative of a distinctive typology (Type A). Due to the relatively flat nature of the site a small lean-to addition could be considered to the rear but should be set back from the west facade and should not exceed one third of the rear facade.

## 11. "Die Vishuis restaurant"



Number	11. "Die Vishuis restaurant"
Typology	B
Present leaseholder	G. Anziska
Size	175m <sup>2</sup>
Existing use	Restaurant
Description	Rectangular structure (5m x 17m) with pitched roof, and covered verandah along full length of the front facade. Intensely planted strip at street interface. Pedestrian walkway with raised boardwalk to the west.
Guideline	The footprint indicates that the structure has been built to the full capacity of the site. The front facade is built up to the street edge, and the relatively steep nature of the slope limits the opportunities for any extensions on to the rear facade. No further additions should thus be considered.

## 12. "Le Bokkom Cafe"/"Bergrivier"



Number	12. "Le Bokkom Cafe"/"Bergrivier"
Typology	C
Present leaseholder	M.H. Marais
Size	286.9m <sup>2</sup>
Existing use	Restaurant
Description	Rectangular structure (8m x 18m) with pitched roof. Main entrance with barn-like door and solid shutter on eastern facade. Strategic location at eastern end of Bokkomlaan.
Guideline	Due to its particular 'stand alone' condition and orientation, and the relatively flat nature of the site, a degree of flexibility could be permitted with regard to potential additions, particularly to the front, eastern elevations and to the north. It could form the pivotal point of the proposed tourism node proposed along Vye Street.

APPENDIX 6:  
Alternative Road Surfacing Treatments

## **ALTERNATIVES FOR ROAD SURFACING TREATMENT**

A key issue raised during the targeted discussion sessions was the problem of dust caused by vehicular traffic and the need for some form of treatment to the road surface to mitigate reduce this impact.

While the CMP recognises the need to investigate appropriate alternatives for road surfacing treatment, it highlights a number of related issues as follows:

- The need to avoid 'hard engineering' solutions.
- The need for the road surface treatment to be sympathetic to place character and the environmentally sensitive riverine edge conditions in terms of colour and texture.
- Vehicular parking should be restricted to the periphery of the precinct and in small pockets within the precinct.
- Vehicular movement through the precinct should mostly limited to servicing, launching of boats etc, with a strong emphasis on pedestrian access where the road is seen as an extension of the public realm.
- The issue of ongoing maintenance needs to be factored into the consideration of alternatives.

In this regard, the following surfacing treatments have been considered in consultation with Dennis Betler (Gadomski Consulting Engineers):

- A local material stockpiled at Saldanha Steel, but which is black in colour and therefore not suitable.
- Laterite (reddish clayey material) is possible while recognising that it does not perform well in wet conditions.
- Limestone blocks or pavers as used at Arniston.
- Dust suppressant agents. Options include a natural 'green' binding agent combined with a bituminous product to create a durable gravel road sealant, e.g. GreenBit. This option including a lime or cement type dust suppressant creates a 'hard' surface layer which is difficult to maintain on an ongoing basis. Another option is Chemco's Road Builder (<http://www.88chemco.com/roadbinder.html>) which includes an array of spray on chemicals to act as a dust suppressant. This option would need to be carefully considered in terms of possible seepage of chemicals into the riverine embankment.