

*KLEINBAAI NODAL DEVELOPMENT STUDY*

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# ANNEXURE A

## RECORDS OF MEETINGS WITH ROLE PLAYERS

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1. Interview with Harbour Controller (Christine), 17 September 2013

- Shark boats operate throughout the season; fishing boats are more seasonal;
- Shark boats trailers are moved to and from the slipway with a tractor. Two tractors serve all eight boats parked in the harbour area;
- Shark boats are not serviced in the harbour, only very small reparations may be done. Boats are taken off-site for major services or repairs;
- Returning vessels call in to notify the harbour controller, who in turn tells the skipper whether it is clear to approach and who also calls up the tractor with that boat's trailer;
- Boats sometimes first dock at the small jetty to offload passengers before being taken out of the water;
- Provision of concrete slabs where the shark boats are parked, has helped a lot;
- Requests that remainder of roadway and manoeuvring space should also be provided with concrete surface;
- Shows where road signs at harbour entrance are lacking and ignored;
- Indicates that permanent surface with road marking will help in managing the movement of vehicles;
- Confirms that a shark boat and a smaller boat can be launched or retrieved simultaneously;
- Request that ablution facilities should be improved and that showers should be provided.

2. Meeting with Mr. Wilfred Chivell, 14 March 2014

- Mr. Chivell explains how the shark cage diving business works:
  - Majority is overseas visitors;
  - Interested in ecology and nature. Not just there to do shark dive, but to learn;
  - Tourists stay in Cape Town and come to Kleinbaai for one day only. Need has not been expressed for accommodation in Kleinbaai, as other "must see" tourist destinations are in and around Cape Town;
  - Tourists come by shuttle or sometimes by hired vehicles;
  - Bookings are done online long in advance;
  - Boats go out twice a day. When visitors arrive they are briefed and issued with gear. Boat then goes out to sea for about three hours. Upon return boat is cleaned and restocked before afternoon group goes out;
- Impractical to expect shark boats to park their trailers anywhere else. Mentions speed humps on Geelbek Street and short corner at Swart / Kus Drive as limiting factors. Also that all trailers are not roadworthy to go on public roads and even those who are, must be treated as "abnormal loads" with traffic officers escorting. This is only done when boats go for big services.
- Would have been ideal if boats could dock in harbour and did not need to be retrieved from sea every time, but harbour too shallow and small. Notes that studies were done to investigate possibility of deepening and enlarging the harbour, but this has a big environmental impact.
- Deca engineers walk to harbour with Mr. Chivell, who points out which residential properties are used for shark boat operations and lack of parking at some of these properties.
- Concept of remote parking – where the Municipality develops a central parking area and where non-compliant businesses can "buy out" additionally required bays – is discussed.

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- In harbour, Mr. Chivell shows where slipway has been extended in recent past and says that the slipway is still not founded on bed rock, which means that sand still gets washed out at slipway footing, causing a drop off.
- Shows where gravel fill has been washed away underneath concrete boardwalk and where this gravel lands next to jetty, making it too shallow for boats.
- Shows that jetties are inundated during high tide.
- Asks that Municipality should consider the provision of electrical points at each shark boat parking bay. Water points have already been provided.
- Wooden boardwalk / walkway along Kus Drive and down to jetty, as proposed in previous study and as approved by Council, should be implemented.
- Mr. Chivell says that he intends to develop an interpretation centre on the vacant Erf 109 that belongs to him. Deca engineers walk with Mr. Chivell to Erf 109 where he points out Milkwood trees that are protected and should be incorporated into design of parking area.
- In response to a question on the maximum sustainable number of shark boat operators, Mr. Chivell says that studies on shark behaviour, habitat and ecology have shown that 10 boats are the maximum. Adds that Dept of Fisheries may choose to differ and that they may add additional permits, but that Kleinbaai harbour is also reaching capacity in terms of time and space for launching.
- Mr. Chivell tells Deca engineers of the number of commercial ventures that started up only to close down again during the last number of years. This is because tourism / visitor numbers are seasonal and businesses that may be very viable in peak season, will no longer be feasible in the off-season.

3. Meeting with Mr. Kat Myburgh, 17 March 2014

Mr. Myburgh is the Gansbaai Town Manager for Overstrand Municipality. He is also a member of the Kleinbaai Slipway Management Committee (KSMC).

- Mr. Myburgh says that shark boat operators, boat clubs, kelp collectors, rate payers and Cape Nature are represented on the KSMC.
- Informs Deca of the following studies:
  - Ulwazi Engineers have done a design for the boardwalk that will run from Kus Drive, behind the ablution facilities at the harbour down to the jetty. The concept has been approved by Council, but the ROD lapses in July 2014 and the process will have to go through public participation again before project is implemented. Ulwazi study also said that slipway should be extended.
  - Origin report of 2004 also made proposals for harbour development.
- Confirms that shark boats cannot leave the harbour and that docks should be considered as permanent solution.
- Where sufficient parking cannot be provided on commercial / shark operators' properties, they should buy parking at an alternative location. Parking bays shown on site plans should be practically workable and not just lines on drawing. Also, buildings should not be expanded after initial approval.
- Is aware of remote parking concept and supports this for casual or business parking, but not for boats.

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4. Meeting with Kleinbaai Slipway Management Committee, 16 May 2014

- Most people present were happy with the short term proposals for the upgrading of the harbour area.
- Most people present were not happy with long term proposals like the removing of parking from the harbour. Concern was raised for the size of some of the boats and trailers that would need to be towed in and out of the harbour up steep gradients etc.
- The issuing of licenses for the shark diving industry was questioned as these licenses are issued on a National level and the limitations of the harbour and environment are not kept in mind.
- More information regarding the capacity of the harbour in terms of Shark boat parking and licensing was requested.
- The provision of parking to the south of the harbour was proposed to be investigated to increase the harbour capacity in terms of parking.
- Proposes that Erf 114 should be acquired for potential parking provision, subject to budgetary provision being made.

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# ANNEXURE B ENGINEERING REPORT DRAWINGS



FIGURE 1

KLEINBAAI ROADS



PO Box 1273  
 Hermanus 7200  
 P. Pieterse Street  
 Hermanus 7200  
 Tel. : 0052 312 2292  
 Fax / Fw. : 0052 312 2235  
 E-mail : Mail Us@deca.co.za



FIGURE 2

ERF 11 HOUSE STRUCTURE EXCEEDING BUILDING LINE

PO Box 1273  
 Normand 7200

1 Pieteron Street  
 Normand 7200

deca  
 CONSULTING ENGINEERS

Tel : 051 312 2282  
 Fax / Fw : 051 313 2325  
 E-mail : info@deca.co.za



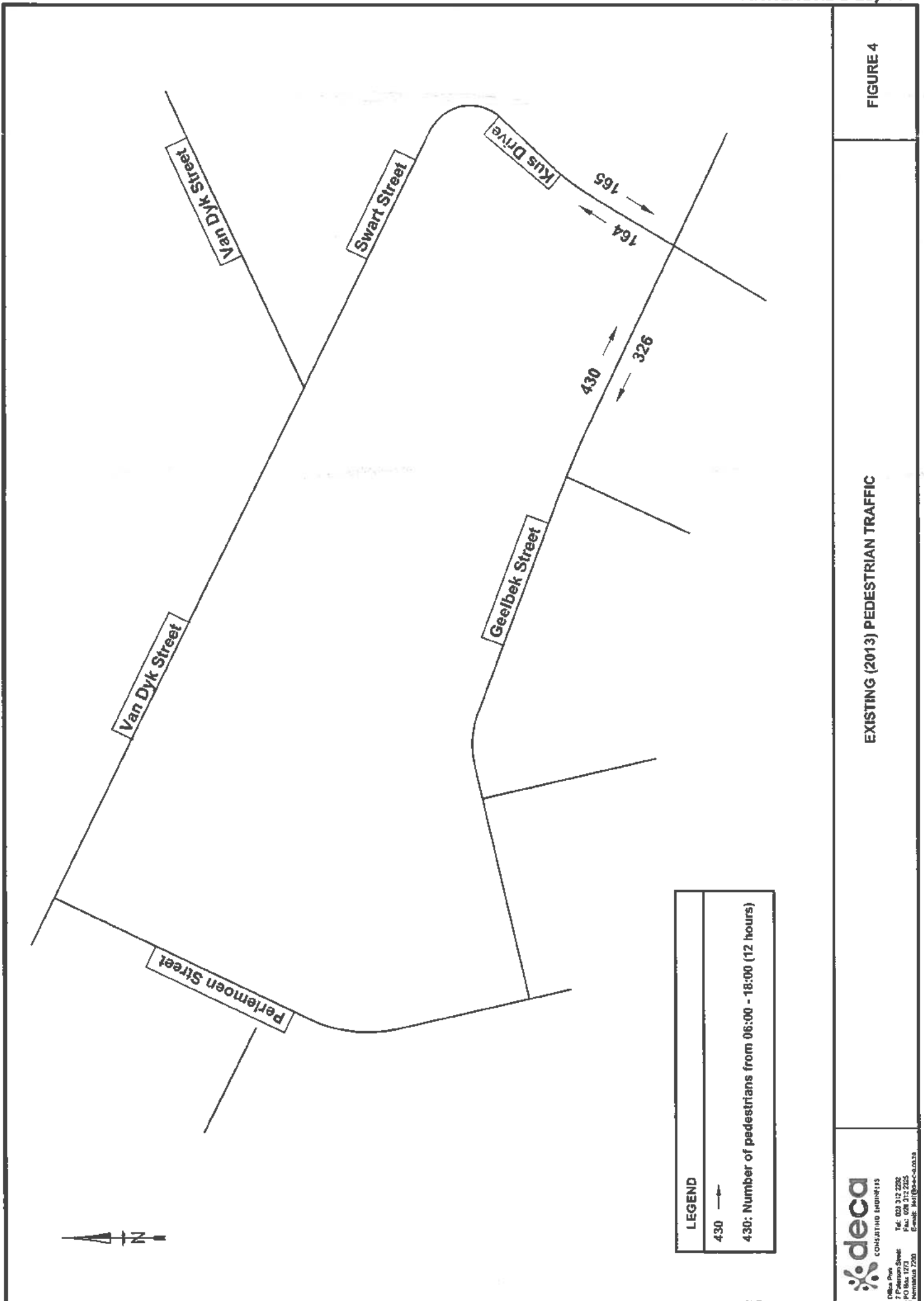


FIGURE 4

EXISTING (2013) PEDESTRIAN TRAFFIC



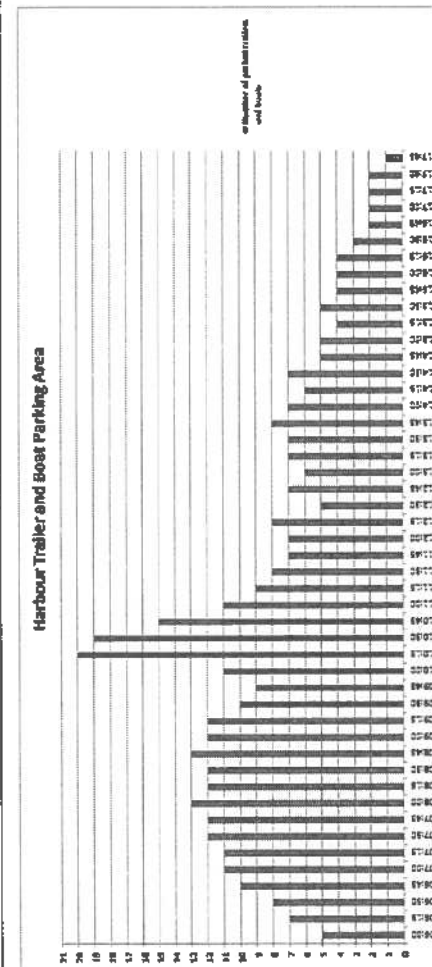
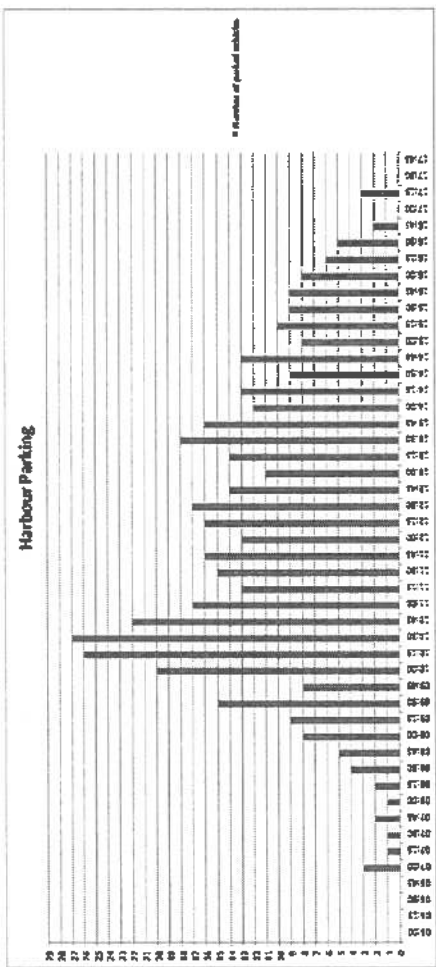
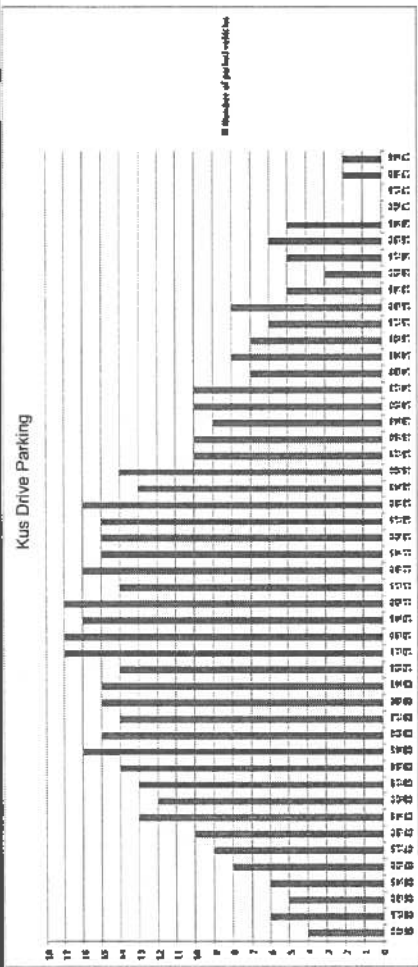
Available parking bays (approximate): 24  
Number of bays utilised during peak period: 17



Available parking bays (approximate): 60  
Number of bays utilised during peak period: 27



Available parking bays: 26  
Number of bays utilised during peak period: 20



PARKING UTILISATION IN AND AROUND KLEINBAAI HARBOUR

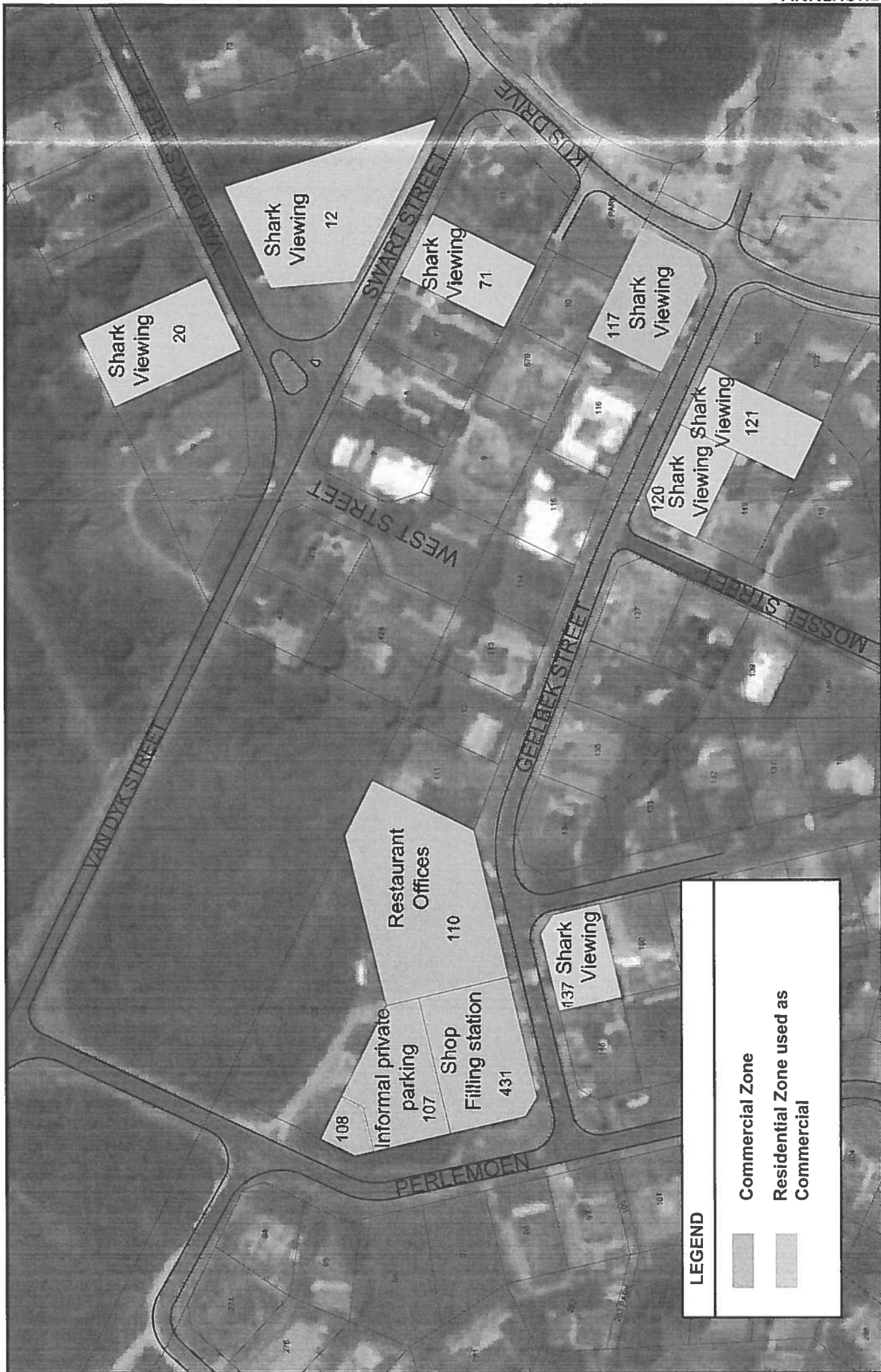


FIGURE 6

LAND USE IN CENTRAL KLEINBAAI

**LEGEND**

- Commercial Zone
- Residential Zone used as Commercial