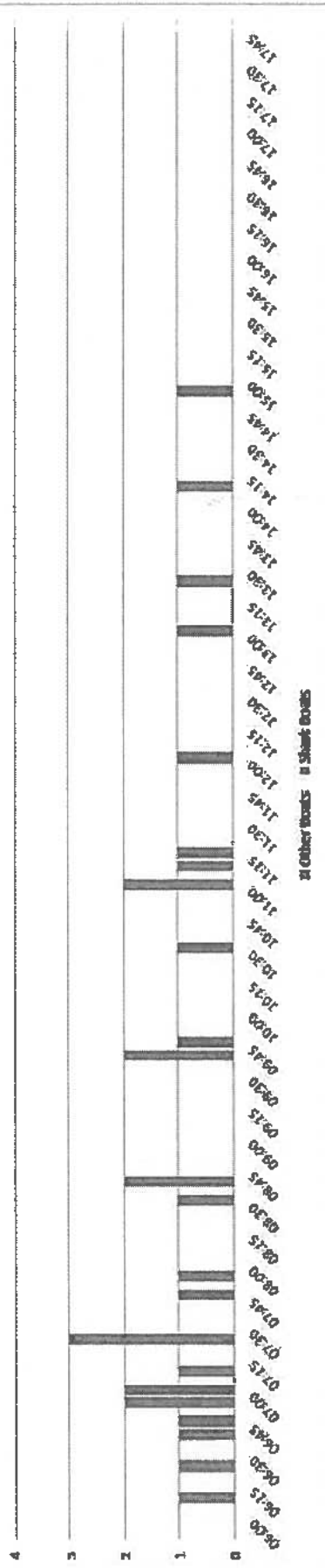
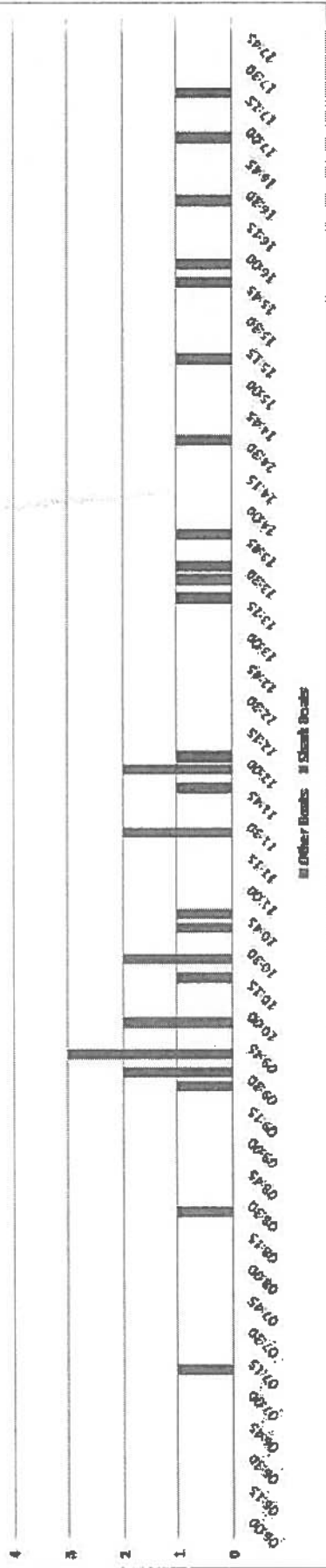


Boat Launches



13 hour totals:
 Shark Boats: 12
 Other Boats: 18

Boat Returns



12 hour totals:
 Shark Boats: 12
 Other Boats: 20

SHARK BOAT	SHARK TEAM	BARRACUDA	APEX PREDATOR	MEGALODON	THE WHITE SHARK	SHARK LADY	TOTAL	AVERAGE
NO. OF TRIPS	2	2	1	2	2	3	12	2
AVE TIME AT SEA PER TRIP (hh:mm)	04:02	02:46	07:40	02:39	02:37	02:25	21:50	03:38
AVE LAUNCH TIME (hh:mm)	00:03	00:03	06:02	00:06	00:07	00:06	00:27	00:04

BOAT LAUNCHES AT KLEINBAAI HARBOUR

FIGURE 7



FIGURE 8

EXISTING LAYOUT OF KLEINBAAI HARBOUR



PO Box 1773
 Hemelens 7200
 7 Pletskop Street
 Hemelens 7200
 Tel : 029 312 2292
 Faks / Fax : 029 312 2205
 E-pos / Mail : info@deca.co.za

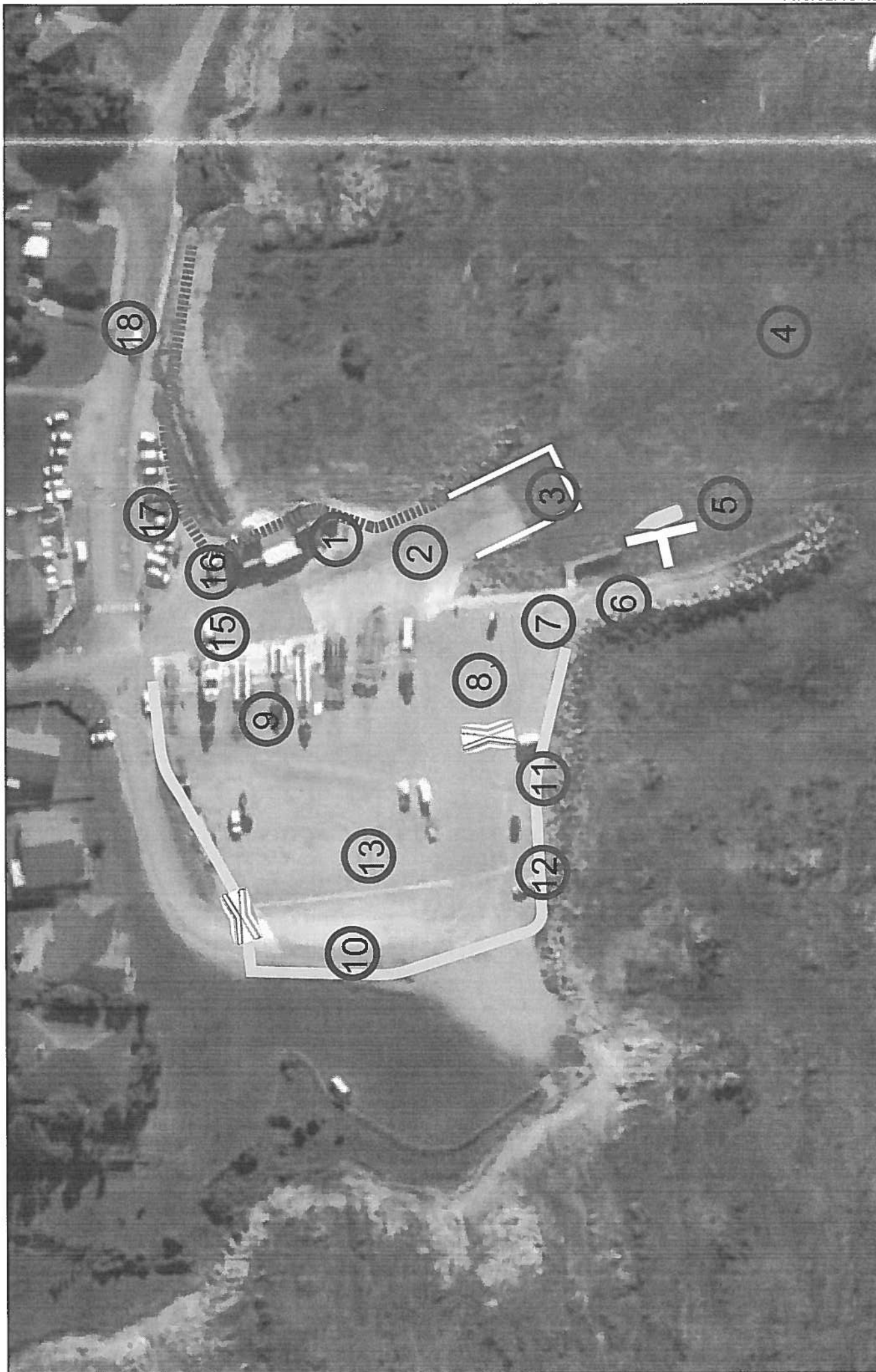


FIGURE 9

SHORT TERM IMPROVEMENT PROPOSALS FOR KLEINBAAI HARBOUR



Office: Park Street
PO Box 1073
Hendrikus 7500
Tel: 029 312 2282
Fax: 029 312 2205
E-mail: Info@deca.co.za



FIGURE 10

PROPOSED EXTENT OF KLEINBAAI BUSINESS AREA

deca
 CONSULTING BUSINESS
 Office Park
 7 Robinson Street
 1710 Midway
 Midway 1710
 Midway 1710
 Midway 1710

Tel: 021 312 2207
 Fax: 021 312 2205
 Email: info@deca.co.za
 Website: www.deca.co.za



FIGURE 11

ENGINEERING CONCEPT OF LANDSCAPED PARKING AT THE ENTRANCE TO KLEINBAAI



PO Box 1273
Hermannus 7200
7 Paterson Street

Hermannus 7200
Tel : 021 - 312 2202
Fax : 021 - 312 2202
E-mail: info@deca.co.za

KLEINBAAI NODAL DEVELOPMENT STUDY

PART B URBAN DESIGN REPORT

Kleinbaai Village Centre A tourism Node Urban Design Framework

Prepared for



Prepared By

CSM consulting Services



In association with

Deca Consulting Engineers



Controlled Document No: S14.03.D.65152

Kleinbaai Tourism Node			
CONTROL PAGE			
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2.1 Conceptual Framework	
2.2 Urban Design Framework	
2.3 Implementation: Identification of projects and phasing	
2.4 Neighbourhood structure	
2.5 Non-Motorised transport village	
3 General Design guidelines	

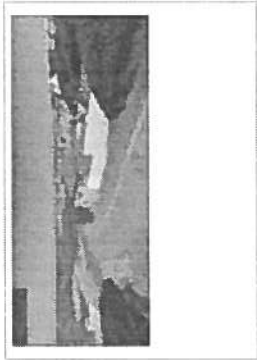
Existing Built environment

The approach from R43 along Rd is lined by a thick edge of indigenous vegetation

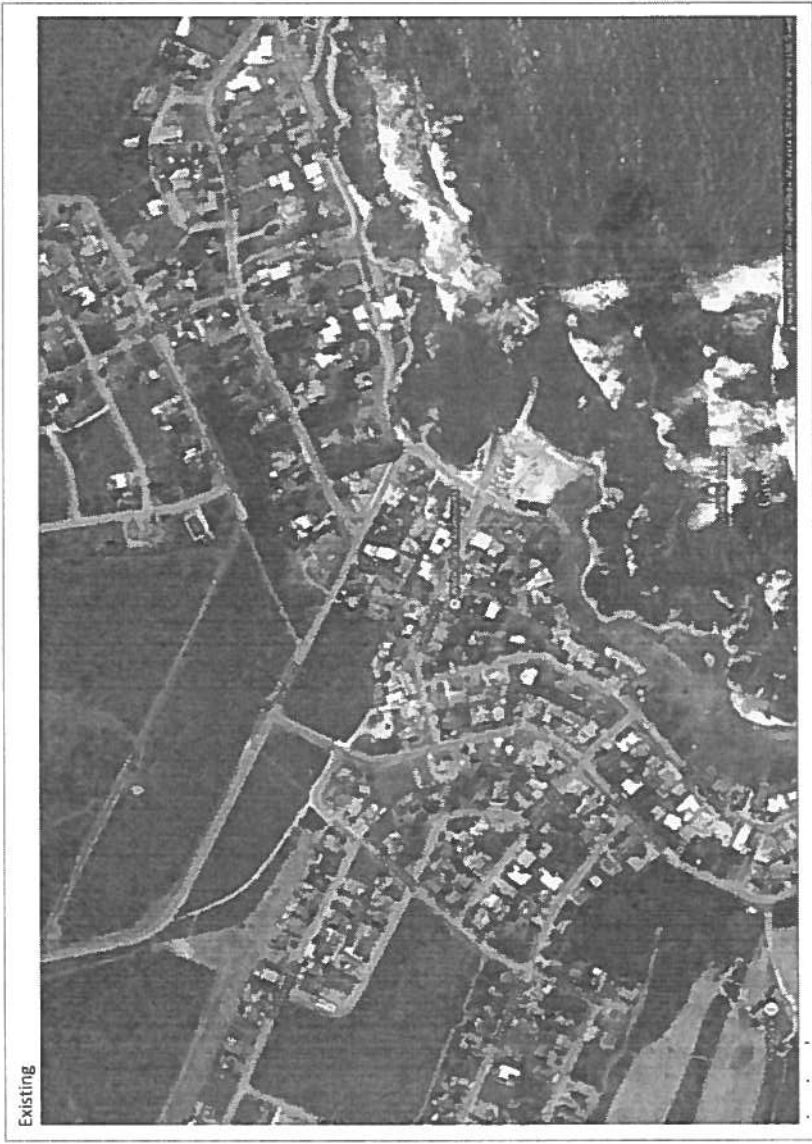
Open space edge

Open space edge

Existing Residential Neighbourhood



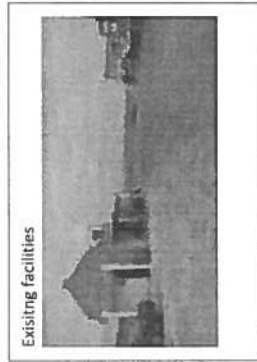
Area with commercial activities in residential zoned properties.



Existing



Harbour Existing parking boats and trailers



Existing facilities



Existing Residential neighbourhood



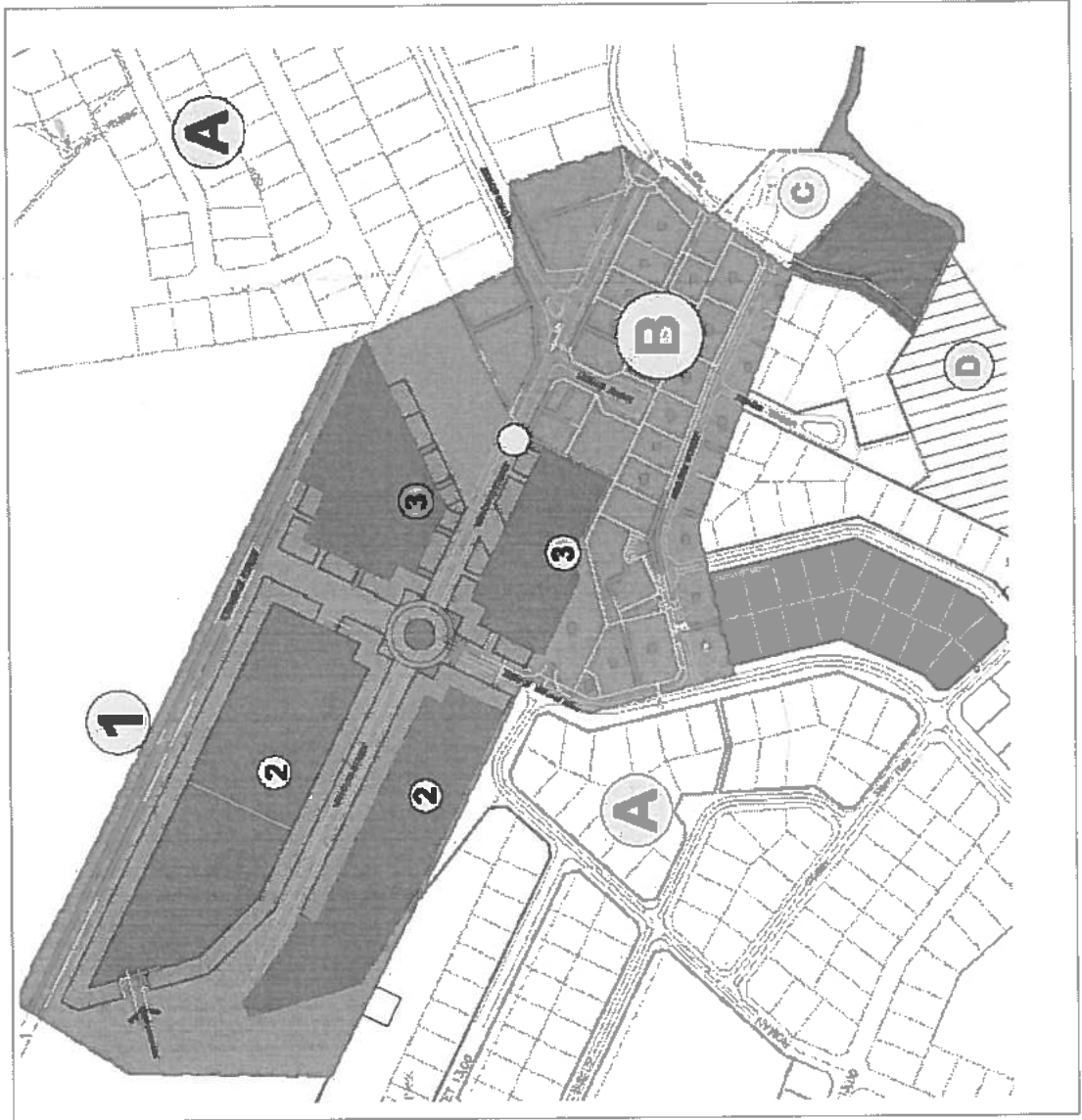
Conceptual Framework
Synthesis of existing situation

A Existing residential neighbourhood:

B Existing residential neighbourhood with tourism related commercial activities in residential dwellings. Area in transition. Threat of increase volume of vehicular traffic / development pressure/ loss of village character

C Existing Harbour
Intruded upon by vehicular traffic - parking and in need for improvement of quality and sense of place

D Existing open space.
Threat of intrusion by increased tourism related commercial activities.



Conceptual Framework
Strategic Actions

A Existing residential Neighbourhoods
Provide independent access roads
Protect sense of place and scale
Prepare a design guideline document

B Formalise a new village Centre neighbourhood.
Based on New Urbanism and Non-motorised transport principles.

C Harbour
Remove all parking
Allow limited stand by area for a few boats-trailers
Improve finishes, surfaces, furniture

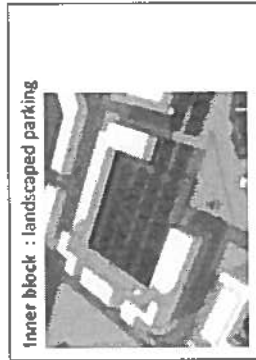
D Existing open space.
Protect against intrusion by increased tourism related commercial activities.

1 Area identified as future commercial:
Potential long term perimeter block development.

2 Inner block parking for boats, trailers and tourism related visitors (public)

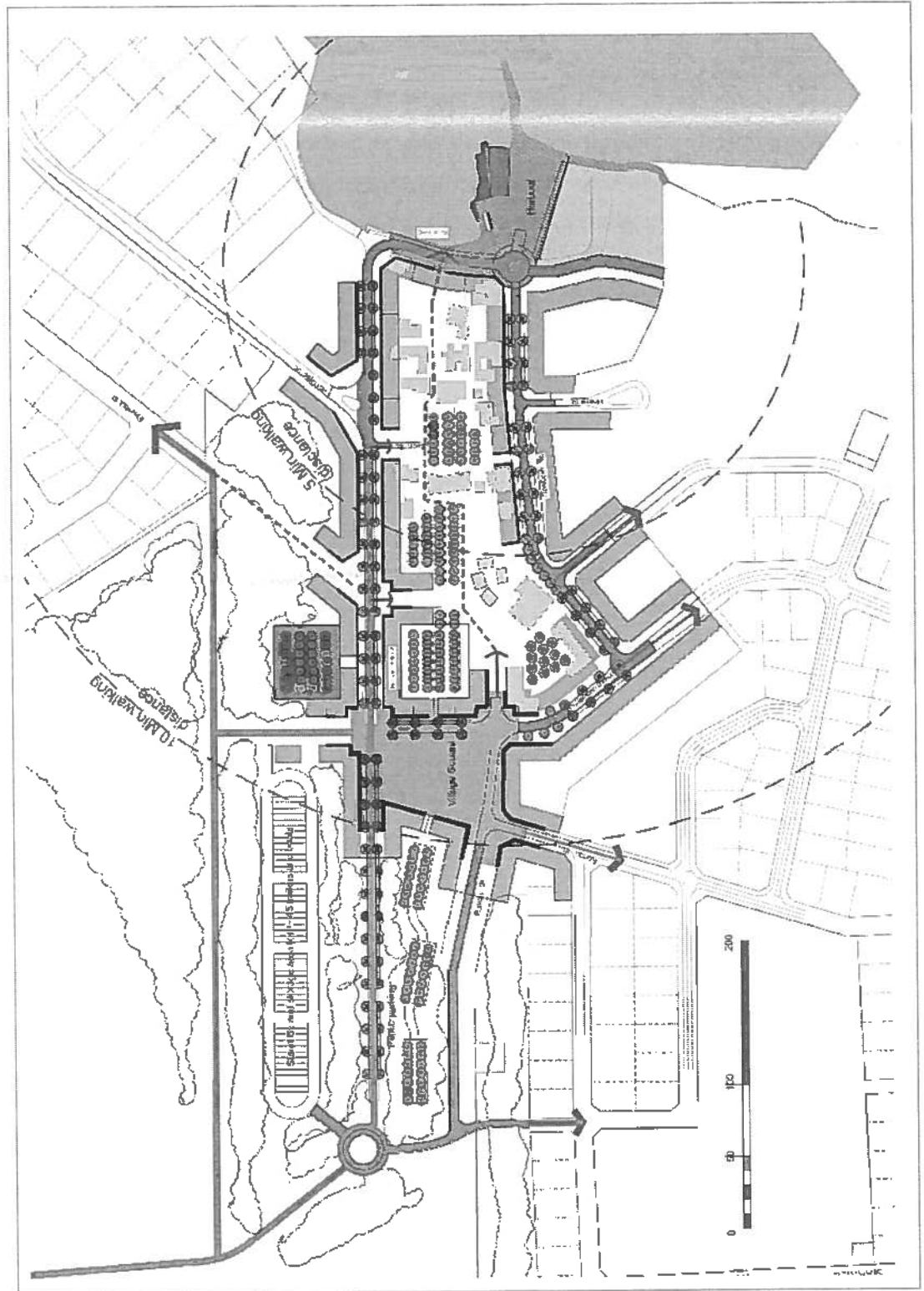
3 Inner block parking for uses on perimeter block buildings

Mixed uses neighbourhood:
Commercial, tourism, guest houses, boutique hotels. Low rise, maximum two storeys.



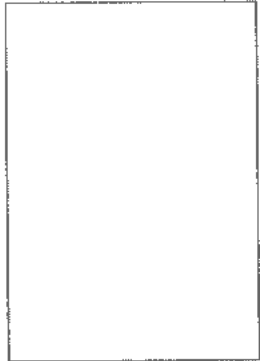
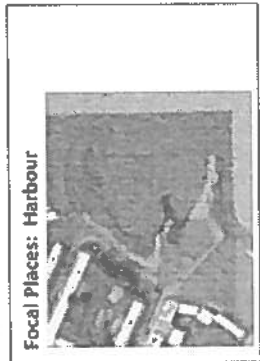
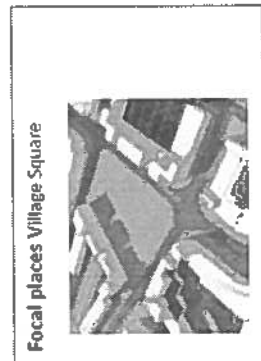
Pedestrian Promenade

Perimeter block form:
Primary built form response
Buildings are placed on the street boundary. Only controlled recesses are permitted. Few vehicular entrances. Many pedestrian entrances



Kleinbaai Village centre Urban Design Framework

Place Structure: Neighbourhoods
Existing residential neighbourhoods: Single residential dwellings.
Mixed uses neighbourhood: Commercial, tourism, guest houses, boutique hotels. Community facilities



**Implementation:
Projects**

- Boat trailer parking and storage
- Public parking
- Non- motorised transport streetscape design and improvement

- Village Square:
- Community and tourist facilities. Small shops, coffee shops, restaurants. Tourist accommodation above (apartments)

- Harbour improvement
- Pedestrian promenade
- Furniture
- Extend facilities (minimal)

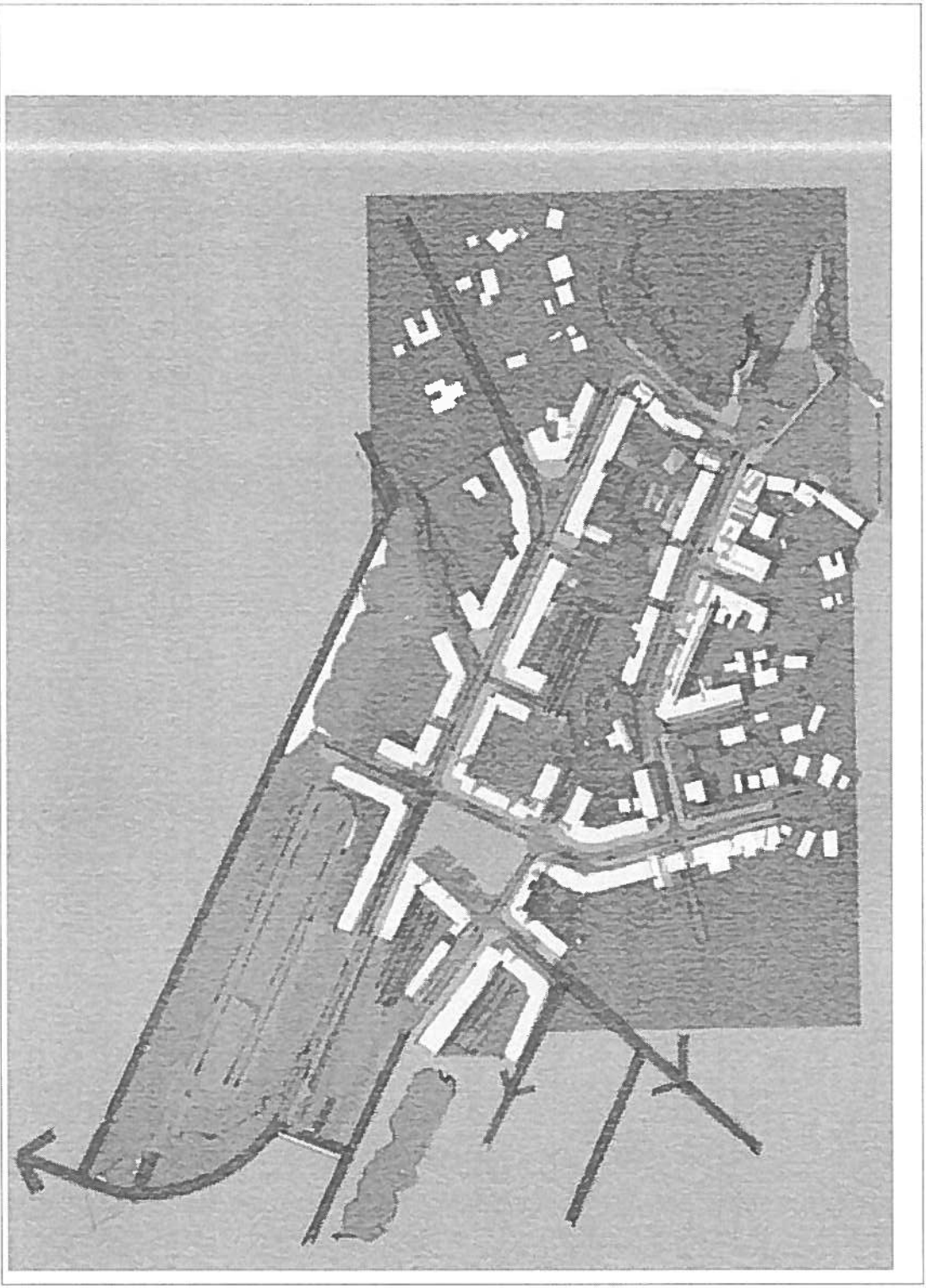
- Village centre Transportation management plan including harbour.
- Additional links into existing residential neighbourhoods. Street design

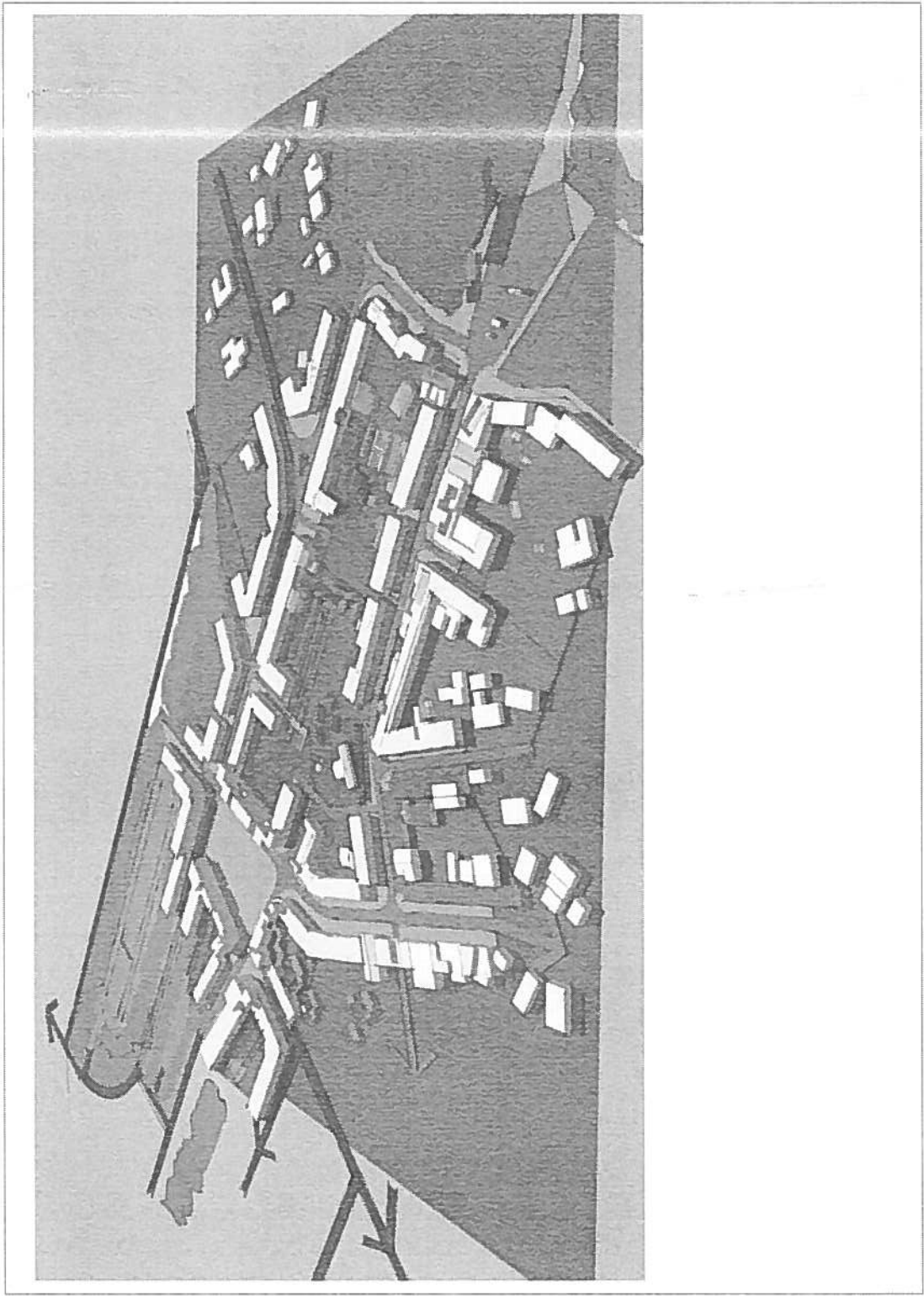
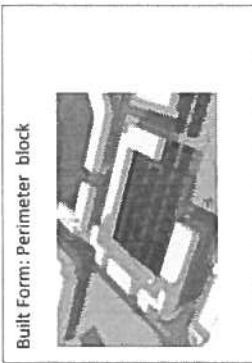
**Implementation:
Phasing**
To be discussed in detail

Short term
Public realm improvements
Detail Urban Design plan and Landscape masterplan, Transportation MP. Statutory applications.

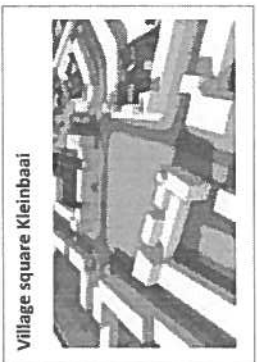
Medium term - Incremental
Perimeter block and mixed uses village neighbourhood
Parking clusters

Long term
Potential upgrade of pier or additional jetty (To be thoroughly investigated)





Neighbourhood Structure



Kleinbaai :

A Non- Motorised Transport Village

The transportation network is management based. Interventions in the public realm will be focused on adding quality, legibility and sense of place. Streets will be treated to depict a village centre scale and character

Public parking to be arranged in pockets inside perimeter blocks

Street Parallel parking on both sides of all streets.

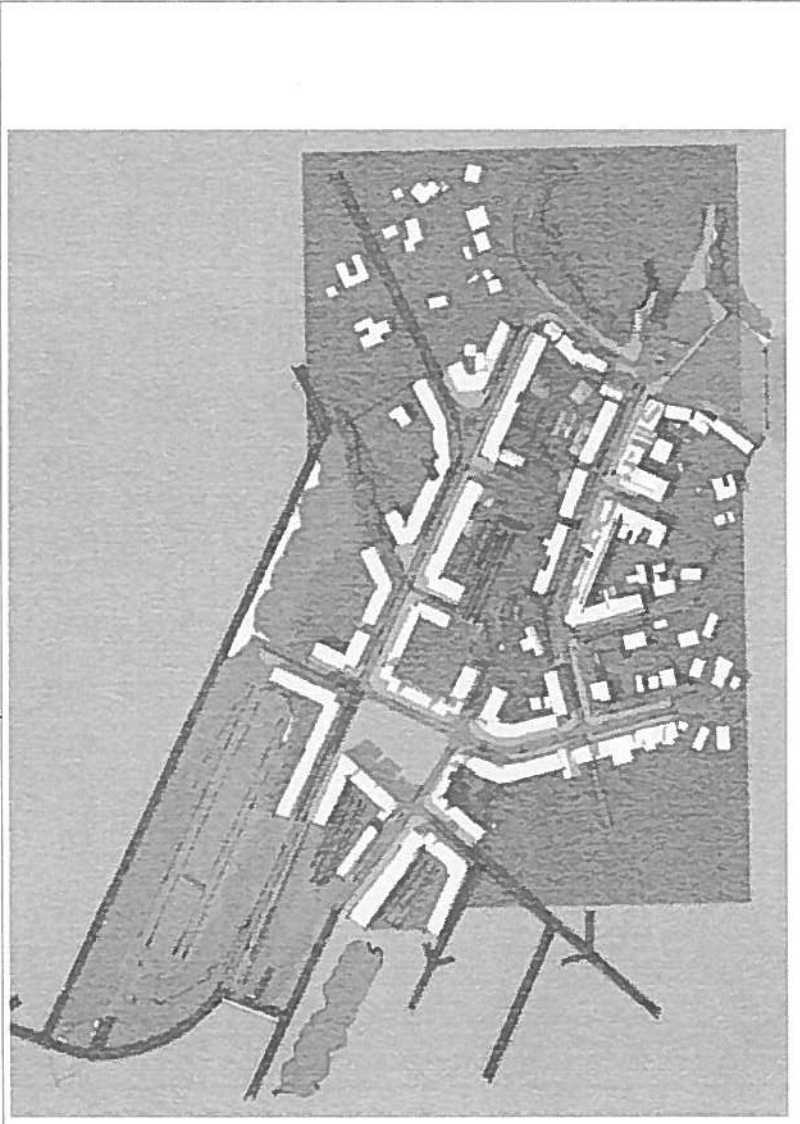
"Park and ride" and "park and walk" enables the village sense of place to be protected, preventing the creation of large parking lots and a volume of vehicular circulation inconsistent with the character and scale of the village.

The compromise is for visitors to walk and / or use non- motorised transport from the parking to the harbour. This creates an opportunity for exploring the village centre.

All parking to be removed from the harbour except for boats to launch

Parking and storage of Boats and trailers in a cluster with controlled entrance, exit and circulation. Visually concealed from the public realm by a thick edge of indigenous vegetation

Circulation of trailers to the harbour from the parking and storage centre and back: restricted to a specific lane. (Red dotted line)



Parking and storage for bicycles,



rollerblades



tricycles and wheelchairs

Golf cart "trains" as a local tourist service (Similar to CT Airport)



Walk

As people walk from the public parking to the harbour they enjoy the amenities that the village centre has to offer. People's presence adds vitality and an increased variety of economic activity.