

Pre-Scoping Meeting:

Proposed small-boat harbour and associated developments on surrounding land



Application

- Small boat harbour and development:
 - residential and retail components, restaurants and a boutique hotel
- NEMA EIA Regulations (2010)
 - GNR 544 - 546: Scoping and EIA
 - Application submitted (16/3/1/2/D1/13/0004/12)
- NEM: Waste Act
 - Category B (treatment of effluent)
 - Application pending
- NEM: ICMA
 - Section 27(6) application: reclamation of land

Project history

- **1988:** Deep Sea Ski Boat Association ceded a lease for a small piece of state land at the corner of Robberg to Stocks and Stocks
 - small boat harbour proposed for Robberg
 - Proposal approved by Council
 - However opposed by a number of individuals
 - Decided not to construct
- **1991:** Council appointed coastal engineer to review using Central Beach
 - Recommended slipway to be located south of the Beacon Isle Hotel
 - Robberg proposed as an alternative
- **1995:** Council proposed small-boat harbour to alleviate congestion at Central Beach a.r.o fishing boats
 - Consultants appointed to do a feasibility study
 - Public meeting (~400): for and against
 - To get consensus: held workshop (80)
 - 25 person steering committee formed to guide Council on decision
- **1998:** Council called for proposals
 - Western Cape Marina Developments selected
- **2002:** original EIA commenced
- **2012:** second EIA (current)

Project Rationale

- Bitou Municipality tender
- Identified need to investigate the establishment of a Small Boat Harbour Facility to achieve, *inter alia*, the following priorities:
 - Clearance of all boating facilities on Central beach to return this beach to vacationers and tourists for safe and unpolluted swimming.
 - Regulation of the fishing industry activities in the bay that provides employment opportunities to the community.
 - Enhancement of the year round ecotourism potential of Plettenberg Bay as a premier leisure resort destination

Project Team

- Quantity Surveyors: QS Bureau
- Civil Engineers: BSM Baker
- Coastal Engineers: WSP Africa Coastal Engineers
- Town Planners: PJ Le Roux
- Architects: Bartsch Architects
- Environmental Consultants: CEN IEM Unit

Specialist Studies

- Terrestrial fauna and flora
- Coastal and estuarine ecology
- Avifauna
- Sediment dynamics (coastal engineers)
- Services (Peter Becker)
- Traffic Impact Assessment (Peter Becker and others)
- Heritage (built environment) and archaeological
- Palaeontological
- Visual impact assessment
- Social impact assessment
- Economic impact assessment

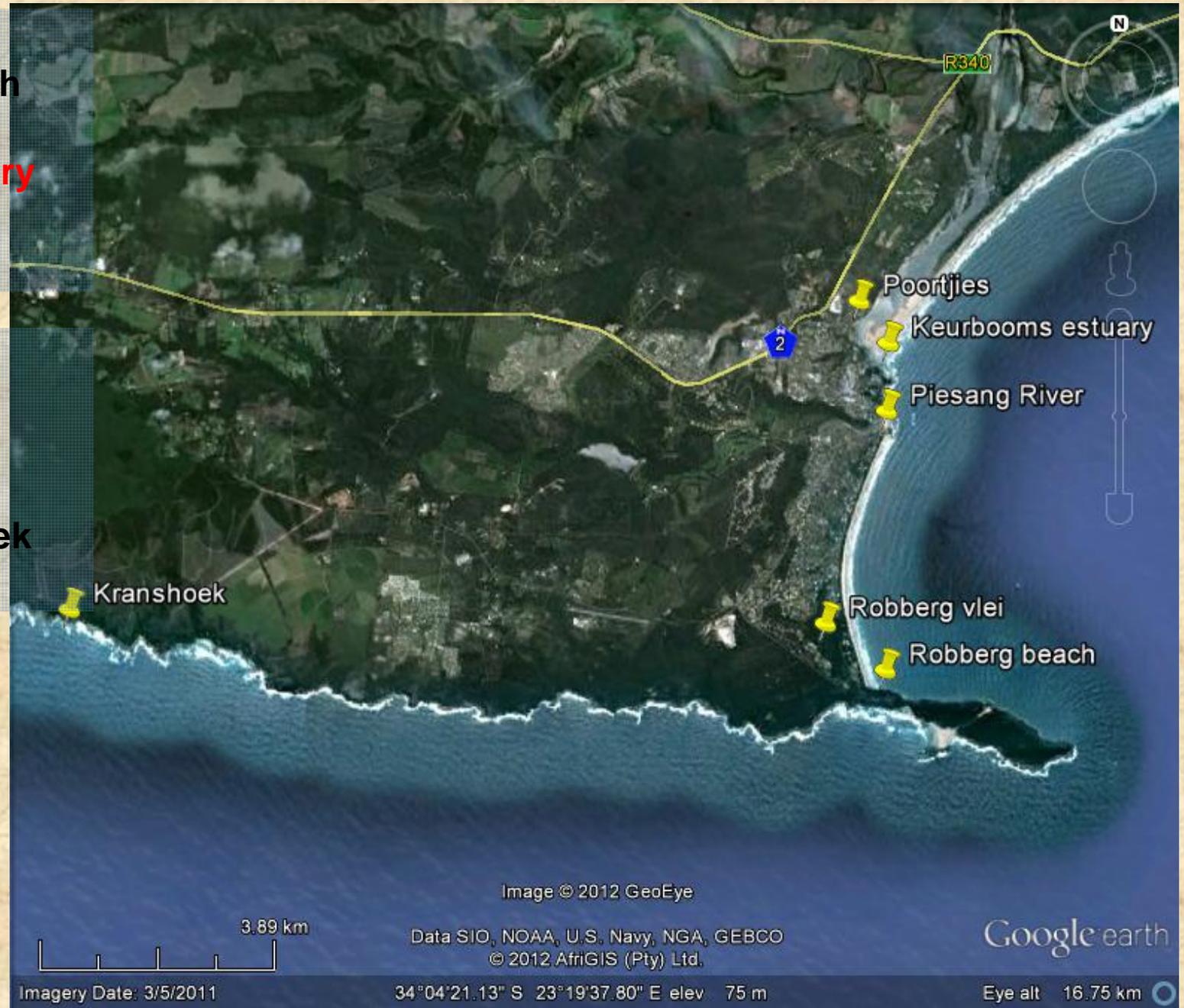
Site alternatives

2000:

- Robberg beach
- Robberg vlei
- **Piesang estuary**
- Keurbooms estuary

2012:

- Updated comparative assessment
- Plus Kranshoek and Poortjies



1) Central beach entrance (N of Beacon Isle)

Pros

1. Breakwaters:
 - Shallow water – less volume needed
 - Design wave height lower – less armouring needed
 - Part of rock at Beacon Isle – used to reduce length of main breakwater
2. Dredging:
 - Unlikely that rock will be dredged
 - Maintenance dredging sig lower
3. Navigability
 - Easier
4. Beaches:
 - Small spending beach – reduce wave penetration AND provide better facility for Beacon Isle

Cons

1. Breakwaters:
 - Total length ~20 m longer than Robberg entrance
2. Beaches:
 - Small section of Central beach will be effected
 - Part forfeited for entrance channel
 - BUT local accretion immediately N of secondary breakwater – provide small extra beach

2) Robberg beach entrance (S of Beacon Isle)

Pros

1. Breakwaters:
 - Rock off Beacon Isle: secondary breakwater
2. Beaches:
 - Only affects small ptn of Robberg beach

Cons

1. Breakwaters:
 - Sections in deeper water – larger volumes
 - Design wave height higher – required armouring is larger
2. Dredging
 - Rock have to be dredged from entrance
 - Maintenance dredging significantly higher
3. Navigation:
 - Difficult and dangerous
4. Layout:
 - Impacts on parking and access to Beacon Isle
 - May affect plots to SW of entrance channel

Development proposal

- **Small Boat Harbour:**

- 357 moorings for yachts, catamarans and chokka boats
- structured to facilitate different categories for moorings

- **A Working Commercial Harbour:**

- to launch boats, refuelling station and chokka boat moorings.
- Fish handling plant and fish market: attract tourist interest

- **A Boutique Hotel:**

- focal point of the development
- complimentary to the Beacon Isle Hotel
- ground floor + 5 floors with penthouses on top

- **The Commercial And Residential Hub**

- just west of the harbour entrance
- retail space mainly on ground floor, a few office units and residential units on 1st and 2nd floors.

- **A Yacht Club:**

- focal point of a public plaza
- will provide access to all facilities within the hub, to parking garages in a semi-basement and on 3 floors behind the retail facilities.

- **Residential Units:**

- strung out along the W-N boardwalk of the harbour
- Units to be constructed over ground to four and 6 floors.

- **Residential Units:**

- south bank
- broken up in sizable building blocks, low rising incorporating “private” moorings along a boardwalk, ranging from ground plus 3 floors to ground plus 4 and penthouses atop.
- Parking: basement and surface

- NE water front: **bungalow style residences**
- **Current NSRI building:**
 - Will be replaced in a suitable and accessible position closer to the chokka harbour complete with boat launching facility.
- **A Bridge** across the harbour throat will connect the hub with the existing hotel
- Summary:
 - Total development area: 87 000 m²
 - Total parking including beach parking: 1504 bays
 - Residential units: 507 units can be accommodated varying in sizes (ave: 140 m²).

PBH DEVELOPMENT

SI COMPLEX PLAN - Rev 03 (2010/01/13)

NO.	DESCRIPTION	UNIT	QTY	AMOUNT
1	GRAVEL	m ³	1000	1000
2	CONCRETE	m ³	500	500
3	STEEL	kg	10000	10000
4	BRICK	m ²	10000	10000
5	PAVING	m ²	5000	5000
6	LANDSCAPING	ha	10	10
7	WATER SUPPLY	m ³	100000	100000
8	SEWERAGE	m ³	100000	100000
9	ELECTRICITY	kWh	1000000	1000000
10	TELEPHONE	lines	100	100
11	ROADS	m	1000	1000
12	BRIDGES	m	100	100
13	RAILWAYS	m	100	100
14	PORTALS	m	100	100
15	WATERWAYS	m	100	100
16	SEWERAGE	m	100	100
17	ELECTRICITY	m	100	100
18	TELEPHONE	m	100	100
19	ROADS	m	100	100
20	BRIDGES	m	100	100
21	RAILWAYS	m	100	100
22	PORTALS	m	100	100
23	WATERWAYS	m	100	100
24	SEWERAGE	m	100	100
25	ELECTRICITY	m	100	100
26	TELEPHONE	m	100	100
27	ROADS	m	100	100
28	BRIDGES	m	100	100
29	RAILWAYS	m	100	100
30	PORTALS	m	100	100
31	WATERWAYS	m	100	100
32	SEWERAGE	m	100	100
33	ELECTRICITY	m	100	100
34	TELEPHONE	m	100	100
35	ROADS	m	100	100
36	BRIDGES	m	100	100
37	RAILWAYS	m	100	100
38	PORTALS	m	100	100
39	WATERWAYS	m	100	100
40	SEWERAGE	m	100	100
41	ELECTRICITY	m	100	100
42	TELEPHONE	m	100	100
43	ROADS	m	100	100
44	BRIDGES	m	100	100
45	RAILWAYS	m	100	100
46	PORTALS	m	100	100
47	WATERWAYS	m	100	100
48	SEWERAGE	m	100	100
49	ELECTRICITY	m	100	100
50	TELEPHONE	m	100	100



PLETTENBERG BAY HARBOUR DEVELOPMENT

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1	GRAVEL	m ³	1000	1000
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3	STEEL	kg	10000	10000
4	BRICK	m ²	10000	10000
5	PAVING	m ²	5000	5000
6	LANDSCAPING	ha	10	10
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Services

- Sewerage:
 - Discharge to existing WWTW
 - Analysis and upgrading of existing link rising mains and pump stations, and gravity outfalls
 - Supplementation of existing systems will be required
- Water source options:
 - current water supply capacity of the Bitou Municipality is under stress.
 - Approval of additional water licence rights from the DWA is in progress (Aurecon Engineers)
 - Expected end 2012

Serviced cont...

- Further expansion of water rights through the purchase of existing agricultural rights and the transfer thereof to the Municipality is under investigation
- expansion of the desalination plant is not considered economically viable
 - Location: within development area
 - Considering options

Where are we in the process

- Application forms submitted – reference number issues
- Initial round of public participation done
 - Site notices
 - Media adverts
 - BID distribution
- Focus-group meetings with key bodies
- Comparative assessment underway
- Draft Scoping: end of September

Discussion

