

# Chapter 6: Economic and Spatial Development Framework for the City's Coast

## 1. Introduction

The City's coastline is arguably its greatest economic and social asset. Historically, the various municipalities that now form the City of Cape Town invested in the coastline in the development of amenities, facilities and public access points. These investments were localised and driven primarily by local interests without consideration for the fact that the coast is a linked space, socially, environmentally and economically. In addition, focus on coastal dynamics and environmental factors was historically limited, resulting in poor coastal development decisions resulting in a legacy of numerous failed, problematic and under-utilised public assets.

Since the late 1980's, there has been very little public investment by local government in the coastline and as a result many of the facilities are outdated and in poor condition; few new opportunities have been created.

The coastline has significant potential to leverage greater economic and social opportunity for Cape Town through a single strategic coastal plan that identifies and promotes appropriate coastal public development within the context of a dynamic and sensitive coastal environment.

## 2. Opportunity

Increased focus and investment by the City into its coastline will undoubtedly release significant untapped social and economic opportunities and the associated virtuous cycles of benefit related to private investment, job creation and economic stimulation.

However, in addition to the motivated increased focus by the City into its coastal asset, opportunity currently exists for the City to link into broader provincial and national initiatives related to, amongst others, the small boat harbours in the Western Cape. Secondly, through its SDF the City has prioritised development at a number of coastal nodes such as Monwabisi. This presents an ideal opportunity to integrate these important nodal developments into a broader coastal plan to ensure that the linked and linear opportunities are realised.

## 3. Cost Benefit: Lack of planning costs the City

Poor coastal development ultimately costs the City in many different ways:

- (a) Ongoing daily maintenance costs of public infrastructure inappropriately situated in a harsh environment
- (b) The cost of ultimately removing poorly located infrastructure
- (c) The cost of protecting, restoring, rehabilitating or fixing problems as a result of inappropriate development
- (d) Loss of opportunity; poor quality environments reduce social and economic opportunity
- (e) Lack of integration of functions increases cost and duplication across City line departments
- (f) Lost opportunities of associated activities for example spin-off benefits associated with marine eco-tourism
- (g) Lost income to the City through correct and organised tariffs, permit fees and contributions by commercial activities
- (h) Loss of private investment in the coastline due to a lack of a coherent development plan

## **4. Spatial and Economic Development Plan for the Coast**

As part of implementing its Integrated Coastal Management Policy the City will, in conjunction with stakeholders, undertake the development of a coherent and integrated Spatial and Economic Development Plan for its coastline that will:

- (a) Assess the coast economically and spatially as a single linear connected space
- (b) Identify public development opportunities and linked private sector economic opportunities
- (c) Identify appropriate integration opportunities (e.g. locating multi-agency law enforcement stations/hubs at slipways, beach nodal points etc.)
- (d) Integrate Coastal Resort development plans as part of a broader economic development approach
- (e) Assess and make recommendations with regards to marine access points, marine development opportunities and related national delegations of commercial fishing, small boat harbours and aquaculture
- (f) Develop a focused approach to integrating the three fishing harbours into Cape Town's economy and developing all associated opportunities
- (g) Identify new public access opportunities, walkways and cycle paths with a focus on linking the coast linearly
- (h) Link public transport plans to beach and amenity nodal development
- (i) Assess and make recommendations with regards to formalising the marine and coastal eco-tourism industry as a core part of the tourist experience and the spin-off economic potential of eco-tourism hubs
- (j) Review and consider the yacht and boat building industry potential with regards to infrastructure needs and as stimulus to broader recreational and economic opportunities
- (k) Assess opportunities for the development of new small boat harbours
- (l) Identify coastal infrastructure that the City should no longer invest in and remove

## **5. Process and Management**

The proposed Coastal Spatial and Economic Development Plan (CSEDP) will be a single approach supported, financed and integrated across a number of City departments business planning and implementation. The CSEDP will be led by the Spatial Planning and Urban Design Department including:

- (a) Formal representation and input by all relevant City Departments and City leadership
- (b) Structured and coordinated input by the private sector, business and industry throughout the process
- (c) Structured and coordinated input from national and provincial governments
- (d) Availability of the report for public and stakeholder comment prior to finalisation

## **6. Outputs**

The final CSEDP will:

- (a) Provide a clear long term plan and vision for the City's coastline
- (b) Be integrated into the SDF, District Plans, IDP and relevant departments budgets and business plans
- (c) Direct future public investment into the coastline
- (d) Direct private investment into the coastline
- (e) Unlock linked and associated economic and social opportunities
- (f) Ensure future development does not create coastal risk or erode the coastal value which is central to Cape Town's identity and economy

## **7. Timeframes**

It is expected that the development of the CSEDP will commence in the 2014/2015 financial year and will be completed within 24 months.