



CITY OF CAPE TOWN
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DEVELOPMENT OF HOUT BAY HARBOUR SUB COUNCIL 16

April 2021

Making progress possible. **Together.**

History and background

Importance of small boat harbours

- The City of Cape Town has three designated small boat harbours operating within its geographical borders, namely Hout Bay, Kalk Bay and Gordons Bay Harbours
- All harbours have played, and continue to play, an integral role in the economy, social landscape and localised identity of the City and its communities
- However, historically the City has had no role in the management, decision making process, infrastructure maintenance or future planning of these harbours
- This governance exclusion extends jurisdictionally from the simple (e.g. City bylaws relating to issues such as “no alcohol on beaches” or other social order issues) to the complex such as the exclusion of harbours from forming part of the detailed planning of the City through its Spatial Development Framework and IDP as well as building and landuse control and management
- This has resulted in the following:
 - Lost economic and social opportunity
 - Inability to effectively manage economies and activities (legal and illegal) that occur across jurisdictional boundaries
 - Lack of recognition of shared risk
 - Loss of private investment

General key points and legislative history of the Harbours

- Constitution as the basis for the bylaw as the constitutional mandate of municipalities is to administer harbours, ferries and pontoons and jetties within their jurisdiction
- All registered Small Boat Harbours (12) are in the Western Cape
- Harbour Steering Committee
- Harbours – are DPWI assets
- Managed by DAFF now DEFF
- DPWI initiated and prepared Harbour Spatial Development Plans in 2013 for All Small Boat Harbours that have not yet been realised or unlocked



 **CESA**
 GREEN BUILDING COUNCIL
MEMBER ORGANISATION

LEGEND:

- TRANSPORT AND ACCESS
- PEDESTRIAN AREA
- OPEN SPACE
- URBAN EDGE
- BEACH
- OCEAN
- ABLUTIONS
- CRANE
- NAVIGATION
- WHEELCHAIR ACCESS
- ACCESS CONTROL GATE
- FENCE
- RAILING
- BOLLARDS
- PEDESTRIAN WALKWAY
- STAIRS
- FEATURE OR LANDMARK
- WINCH ROOM
- PROVISION FOR FUEL
- VEHICLE MOVEMENT
- RESTRICTED VEHICLE MOVEMENT
- PEDESTRIAN MOVEMENT
- RESTRICTED PEDESTRIAN MOVEMENT
- PUBLIC TRANSPORT
- BUSTAXI STOP

MARINE INFRASTRUCTURE:

- BREAKWATER
- SLIPWAY
- RAMP
- JETTIES (FIXED AND FLOATING)
- QUAY
- REVETMENTS/FORMAL EDGES

FACILITIES:

- HARBOUR ADMINISTRATION
- SEAFOOD PROCESSING
- BOAT BUILDING AND MARINE SERVICES
- SMALL SCALE FISHING
- AQUACULTURE
- MIXED COMMERCIAL
- MUSEUM OR INTERPRETATION CENTRE
- YACHT OR BOAT CLUB
- PUBLIC SERVICES

NOTE:
 THESE DRAWINGS ARE TO BE USED FOR CONCEPT PURPOSES ONLY

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Project Description: **WESTERN CAPE HARBOURS SDF**

Drawing Title: **HOUT BAY HARBOUR DRAFT SDF MASTER PLAN LAYOUT UPPER LEVELS**

Scale: NOT TO SCALE Date: OCTOBER 2013
 Drawing No: P104_02_ML_2013

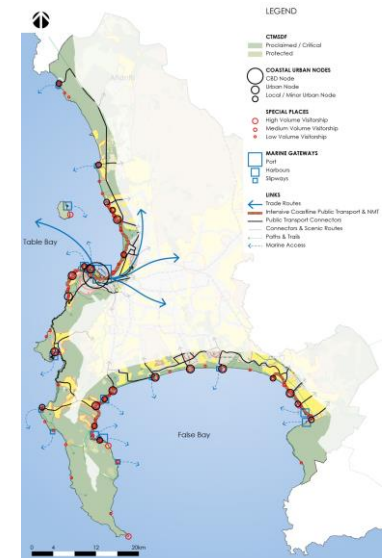
In terms of harbour development: Key considerations

- City has started a process to Draft and adopt a Harbour Bylaw
- The harbour bylaw would allow the City to **REGULATE** harbours not **MANAGE** harbours
- Harbour regulation/management are key components of any intention with regards development
- Any proposed development of the Hout Bay Harbour must consider the very complex environment of the harbour and surrounding communities. Specifically the Hanberg community and their history with the harbour
- Development of Hout Bay Harbour will only be successful if there is a partnership and cooperation between the City and the relevant national departments, specifically DPWI
- A report is planned to serve at the SPE PC in May proposing the establishment of a task team to lead pre-consultations with key government departments on the proposed Harbour Bylaw

Harbour development links to Planning Policy formulation

- City busy with review of 2012 approved Southern District Plan:
 - draft Southern District Spatial Development Framework (SDF) currently being advertised for comment (till 6 June 2021)
 - which is an opportunity to include / refine proposed development guidelines for the harbour and adjacent areas (weblink: <http://bit.do/SDFReview>).

- City also preparing a Coastal Economic and Spatial Framework (CESF) for the City's coastline.
 - a 1st draft is currently being advertised for comment (till 6 June 2021)
 - also an opportunity to include / refine proposed development guidelines for the harbour and adjacent areas (weblink: <http://bit.do/SDFReview>).



Recommendations as to way forward

Proposed Way Forward

- The Terms of reference of the Task Team proposed in the SPE PC report in May on the Harbour Bylaw be extended to include specific engagements by the Task Team with the key government stakeholders on the proposed development of the Hout Bay Harbour and how that can be unlocked and given effect
- These key stakeholders include the following:
 - National Department of Environment, Forestry and Fisheries
 - National Department of Public Works and Infrastructure
 - Treasury
 - South Africa Maritime Safety Authority
 - South African National Parks
 - Provincial Government of the Western Cape
- That the Task Team established by the SPE PC consider inclusion of representatives from Sub Council 16 onto the Task Team
- That the Task Team report back not only on the proposed bylaw but also on the way forward for how cooperative governance agreements can be reached on realising and unlocking the social and economic development potential of the Hout Bay Harbour through a structured development plan and programme



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