

AR 29

**PROPOSALS FOR THE DEVELOPMENT OF
THE CAPE OF GOOD HOPE NATURE RESERVE**

**Annexure to Thesis for the Degree of Master
of Urban and Regional Planning entitled :
"A Development Plan for the Amenities of the
Cape Town Metropolitan Region".**

**GRAEME D. BINCKES
University of Cape Town : Department
of Urban and Regional Planning. 1969.**

The copyright of this thesis vests in the author. No quotation from it or information derived from it is to be published without full acknowledgement of the source. The thesis is to be used for private study or non-commercial research purposes only.

Published by the University of Cape Town (UCT) in terms of the non-exclusive license granted to UCT by the author.

C O N T E N T S

Preliminary Note

1.0 SURVEY

- 1.1 Introduction**
- 1.2 Geology**
- 1.3 Climate**
- 1.4 Vegetation and Animal Life**
- 1.5 History**
- 1.6 Existing Development Policy**
- 1.7 Physical Survey**

2.0 EVALUATION

- 2.1 The Place of the Reserve in the Region**
- 2.2. Carrying, Recreational and Service Capacities**
- 2.3. Standards of Recreational Capacity**
- 2.4 Standards of Service Capacity**
- 2.5 Existing Capacities and Future Demand**

- 3.0 DEVELOPMENT PROPOSALS
- 3.1 The Development of Recreational Capacities
- 3.2 The Development of Service Capacity
- 3.3 The Proposed Carrying Capacity of the Reserve
- 3.4 Programme for Development

- 4. APPENDIX
- 4.1 Graph of Future Demand
- 4.2 Existing and Proposed Recreational and Service Capacities
- 4.3 Programme for Development

- 5.0 MAPS
- 5.1 Driving Time to the Reserve
- 5.2 The Reserve as Existing
- 5.3 Proposed Development of the Reserve
- 5.4 Development of the North-West Portion of the Reserve

BIBLIOGRAPHY

PRELIMINARY NOTE :

As stated on the title page, this paper forms an annexure to the general study of the amenities of the Region¹ and is intended as a detailed investigation of the development of the Cape of Good Hope Nature Reserve in the light of the recommendations there made for the Region as a whole. The period under consideration is that from the present time to the year 2000 A.D.

The main part of the present work consists of survey, evaluation and future development proposals in respect of the "carrying capacity" of the Reserve. This term, together with the associated terms "recreational capacity" and "service capacity" are proposed as a basis for a quantitative approach to the study of natural amenities within the general classification system previously described.

These terms are derived from an article by Francis Weal in the "Architects' Journal"² in which they were used but not clearly defined. They are defined, at least for purposes of this study, in Section 2.2.

In order to arrive at a quantitative assessment of these capacities it was necessary to investigate acceptable standards of density for the use of beaches, picnic areas and other amenities in relation to the Reserve and to make a physical survey of amenities as existing and of development potentials.

1. Graeme D. Binckes : A Development Plan for the Amenities of the Cape Town Metropolitan Region. U.C.T. Department of Urban and Regional Planning, 1968.
2. Francis Weal : Traffic in the Country - a strategy for protection of the Lake District. Architects' Journal, Vol. 148 No. 35 (28 August 1968), pp. 358 - 371. London : The Architectural Press Ltd.

1.0 SURVEY

1.1 Introduction

The Cape of Good Hope Nature Reserve occupies the southern end of the Cape Peninsula and thus of the Southern Peninsula Subregion referred to in the general study (photographs 2 and 29).¹

The Reserve² has an area of nearly 29½ square miles;³ its coastline is some 24 miles in length.⁴ It is used both as a Nature Reserve and as a recreation area, the latter function being concentrated, in the main, within restricted coastal sites; apart from these, Cape Point is a considerable tourist attraction as is the drive through the Reserve.

Existing access routes and travelling times to the Reserve are shown on Map No. 5.1, together with current proposals.

1.2 Geology

The central area of the Reserve consists of a plateau upwards of 200 feet above sea level; on the East coast this rises to a series of peaks with altitudes of up to 1200 feet and on the West forms a low escarpment or more gentle slope.

The T.M.S. formation of the Peninsula reaches the waterline in the Southern Peninsula, as previously noted. Around Cape Point cliffs have been formed reaching a maximum height of some 500 feet. In general the coastline consists of rock shelves, with restricted areas of beach.

1. Graeme D. Binckes : Ibid p. 38.
2. In this study the word "Reserve", if unqualified, refers to the Cape of Good Hope Nature Reserve.
3. F.W.J. Opie : The Ecology and Geographical Development of Cape Point. (Unpublished Thesis). August, 1967.
4. Cape Divisional Council : Notes on the C. of G.H.N.R. 1968. (Sections 1.2 to 1.4 are largely based on the two latter works).

The soil of the Reserve is generally thin and contains little organic matter.

Apart from springs behind the homestead and at Buffels Bay, the water supplies of the area are very restricted. Boreholes have been sunk but this source of supply has almost reached its maximum. The streams are mainly seasonal apart from the Krom River which usually is perennial. This river is about 5 miles long and the longest in the Reserve; it flows into a lagoon called "Die Mond" on the North-West coastline formed by a strip of sand (parts of which are quicksand). Close by is the attractive Sirkelsvlei, fed by a small spring.

1.3 Climate

In summer the prevailing south-easterly wind blows almost continuously at speeds generally of 10 to 25 m.p.h. but reaching up to 75 m.p.h. in gusts. In winter the north-westerly wind brings light rain and continuous drizzle. Annual rainfall varies between 35 cm. at Cape Point and 69 cm. at Smitswinkel Bay.

The maximum temperature at Cape Point is 26°C and minimum 6°C; average temperatures are 20.3°C in summer and 15.5°C in winter.

In summer the sea temperature on the West coast is 6°C colder than in False Bay.

1.4 Vegetation and Animal Life (Map No. 5.2)

The variety of plant species is much greater than is at first apparent; altogether some 1,800 species have been noted. A great many of these occur in the marshlands of which the largest area is in the vicinity of the Houtrivier-Klaasjagersrivier-Kromrivier system in the Northern portion of the Reserve.

Initial difficulties were experienced in acclimatising game to conditions in the Reserve; in particular the numbers of Vaal Rhebok and Grysbok declined rapidly and have only in the last year or so begun to increase. The game census at the end of 1968 was as follows (all figures approximate) -

Bontebok	80
Eland	35
Blue Wildebees	20
Black "	1
Springbok	16
Vaal Rhebok	50 (200 in 1953)
Grysbok	20 (200 in 1953)
Zebra	11
Ostriches	12

There are 4 tribes of baboons totalling some 150 to 200 in number and about 100 species of birds together with tortoises, snakes and lizards. There are some rare Cape Terrapin at Sirkelsvlei.

Pasture grasses have been planted in five places to supplement natural grazing, alien vegetation has been cut back and earth dams have been built and diet concentrates provided. The latter are often placed in hidden feeding cribs near the road in order to attract the animals to areas in which they may be seen by visitors and planting and clearing have also been arranged, as far as possible, with this in mind.

The seas around the coasts of the Reserve provide excellent opportunities for fishing. The Cape Provincial Administration's Planning Report No. 5¹ describes the conditions in respect of rock angling, skin diving and game fishing so clearly that it is not proposed to repeat this information here beyond indicating the relevant areas on Map No. 5.2.

1. Cape Provincial Administration : Greater Cape Town Region Planning Report No. 5 : Recreation and Tourism, pp. 8 - 10 and figs. 7 - 9. 1968.

1.5 History

A Stone Age site in a cave at Dassiefontein on the slopes of the Bonteberg has been excavated by archaeologists.

Bartholomew Diaz is said to have erected a padrão on the beach known as Diaz Beach next to the Cape of Good Hope; he is more likely to have landed at Buffels Bay where the anchorage is considerably more sheltered and water is generally available from a spring. Monuments in the form of enlarged padrões have been erected to Diaz near Platboom and to Vasco de Gama near Bordjiesrif.

Farms were established near Simonstown (including within the area of the present Reserve) to supply ships calling at Simons Bay from the time that a winter anchorage was established there in 1742.¹

The Cape of Good Hope Nature Reserve was established in 1938. Attempts had been made in 1928 and 1934 by the Smith family to subdivide their farm (the most southerly in the Reserve) and only persistent efforts by Dr. S.H. Skaife and other interested persons prevented this occurrence. The Smiths' farm was finally bought by the Cape Divisional Council; Mr. W. Hare then presented his farm, Bloubergvlei, to the Council, subject to certain conditions (including that his family should continue to own a small area at Brightwaters and that no roads be constructed across what had been his land). The purchase of further land brought the Reserve to its present extent; the total cost of establishing the Reserve was approximately R127,000-00.

A lighthouse was established about a century ago on the peak adjacent to Cape Point at a height of some 900 feet above sea level. It was found however to be ineffective as a result of the thick mist that frequently gathers at this level and was replaced early in the present century with a new structure located on the end of the narrow promontory and considerably lower.

1. Eric A. Walker : A History of Southern Africa p. 87. London : Longmans, Green & Co. Ltd. 1962.

1.6 Existing Development Policy

The Reserve is owned and managed by the Cape Divisional Council:

whose Sub-Committee on Amenities shows an intense interest in all that is done and planned in the Reserve, with the advice of an Advisory Board on which scientists and laymen are represented and to which members are nominated by the Provincial Administration, the Government, the Municipalities of Cape Town and Simonstown, the Hare family, and this Council.¹

The Council's Policy in developing the Reserve has in general been as follows:-

- (a) The original area of the Reserve bounded in the North by the fence erected between Hestersdam on the Atlantic coast and Christinasgang on the False Bay Coast (shown on Maps Nos. 5.2 and 5.3 as the South fence) to be developed "as a natural Reserve for animals and also for indigenous flora". The area between this fence and that along the present boundary further to the North (The North fence) to be "essentially a floral reserve".²
- (b) The restriction of recreational development to defined areas mostly on the coast (as shown on Map 5.2).

Some indication has been given of present conditions in respect of aspect (a), the development of vegetation and animal life. Apart from the planting of pasturage and the clearing of alien vegetation the "balance of nature" has not been interfered with; it may be argued that the introduction of game has merely re-established previously-existing conditions.

1. Report from Cape Divisional Council to Director of Local Government, 15th August, 1967.

2. Ibid.

In respect of aspect (b), the development of recreational facilities, the function of the Reserve has been confined to the following :-

- (i) Bathing, picnicking, fishing and boating at restricted coastal areas.
- (ii) Visiting Cape Point and adjacent view sites.
- (iii) Driving for pleasure.

Numbers of visitors to the Reserve are shown on the graph in Appendix 4.1.

Charges for admission are as follows :-¹

- Car or motorcycle and driver: 20 cents plus 10 cents for each passenger;
- Boats (including inflatable types): R1.00;
- Lorries, buses: R2.00 plus 10 cents for each passenger;
- Caravans: R2.00;
- Horse and rider: 20 cents;
- (No charge is made for children under 10).

1.7 Physical Survey

A physical survey of the Reserve has been made in the course of which all existing developments were visited together with those localities which appeared to have development potential, so far as these are at present accessible. Measurements and estimates were made on site and checked against aerial survey photographs and the 1 : 18,000 Topographical Survey Sheets prepared by the Trigonometrical Survey Office (which were used as base maps for this work). In the case of areas which were not accessible data was obtained from the above sources supplemented by further photographs² and by information from the Cape Divisional Council.

- 1. Pamphlet issued by Cape Divisional Council.
- 2. The trigonometrical Survey Office provided numerous photographs for this purpose.

This survey covered the following -

- Topography and vegetation of development areas (existing and potential);
- Quality and size of beaches;
- Quality and size of areas adjacent to beaches and their present development, including picnic areas;
- Facilities provided in existing development areas;
- Particular features;
- Accessibility of existing developments;
- Existing parking facilities and possibilities for extension.

The results of the survey are shown in Appendix 4.2 where they are related to the density factors provided in Section 2.3 in order to calculate the present "carrying capacity" of the Reserve.

The survey was carried out on Monday, 16th December, 1968 (public holiday), on Saturday, 25th January, 1969, and on Saturday, 22nd February, 1969.

2.0 EVALUATION

2.1 The Place of the Reserve in the Region

In the main portion of this study the O.R.R.R.C. system of classification of amenities according to intensity of use was adopted and related to the Region.¹ The development of quantitative criteria for the system was considered to be beyond the scope of the study in the time available and the descriptive criteria of the O.R.R.R.C. were therefore employed in slightly modified form. On this basis the establishment of a Cape Peninsula Reserve of Class IV was recommended;² the existing Cape of Good Hope Nature Reserve would form the southern portion of this area. (In section 2.3 following some attempt will now be made to define use-density criteria for certain amenities as related to the Reserve; it is in fact probable that such criteria can never be quantitatively related in an absolute manner to classes of amenity).

The classification system drew particular attention to the need for integrating the various classes of amenity with one another so that each would be used for the purposes to which it was best suited and would thereby protect amenities of subsequent classes from over-intensive use. For this reason it was recommended, inter alia, that "filter" areas mainly of Class III be established at strategic positions around the proposed Cape Peninsula Reserve.

The Divisional Council has already established four such developments that act as "filters" to the Cape of Good Hope Nature Reserve in the manner here proposed. These are at Witsand, Millers Point, Scarborough and Perdekloof. Equally important in the Reserve with its many natural amenities is their further policy (already mentioned in Section 1.6) of concentrating recreational areas in "enclaves" mainly on the coast.

1. Graeme D. Binckes : Ibid, pp. 38 - 45, 50 - 58, 83 - 99.

2. Ibid. p. 87.

For the purposes of this study the present policies of the Divisional Council as outlined are accepted as being generally in accord with the policies recommended previously for the development of the Region. The implications for these policies of the future increase in public demand will be examined in Section 3.

2.2 Carrying, Recreational and Service Capacities

Having evaluated the Reserve externally in relation to the development of the Cape Town Metropolitan Region as a whole, it is now necessary to investigate its internal potentialities.

The term "carrying capacity" as used here refers to the maximum number of people the Reserve can accommodate on any one day consistent with the policy of maintaining a balance between its two functions of nature conservation and of recreation.

The term "recreational capacity" refers to the maximum number of people any recreational facility can accommodate. The total recreational capacity of a locality will be the sum of the capacities of all its recreational facilities - beaches, picnic areas, etc. If possible the latter values should take account of daily turnover - i.e. of reuse by different people at different times of day.

These two terms may ideally be expressed as follows -

Carrying capacity of Reserve = Sum of recreational capacities of all localities
(modified as necessary in order not to interfere
unduly with nature conservation).

Recreational capacity of a locality = Sum of recreational capacities of all its
facilities
= Sum of (extent of facility x maximum density
of use x daily turnover factor) for all
facilities.

It is clear that no area can reach its maximum degree of development unless supported by adequate service facilities - roads, parking areas, sanitary facilities, water supplies, etc. The term "service capacity" is therefore used here to indicate the extent of the services existing or required to support the recreational capacities of the various localities and the overall carrying capacity of the Reserve. Ideally, Service capacity of Reserve/locality = Carrying/Recreational capacity of Reserve/locality.

The extent of the facilities, both developed and potential, of the Reserve have been measured by physical survey (see Section 1.7). Standards of use (i.e. density factors) are derived in Section 2.3 below.

2.3 Standards of Recreational Capacity

In estimating the recreational capacities of the various facilities it is necessary to relate values to the particular conditions of the Reserve, especially:-

- (a) The distance of the Reserve from the most densely inhabited areas of the Region and the time consequently required in travelling; this probably results in longer periods being spent there than would otherwise be the case. (In view of this consideration and of the impossibility, within the limitations of this study, of calculating daily turnover figures for the various facilities, the latter aspect has been ignored in arriving at the values shown except in the case of Cape Point).
- (b) The location of most of the recreational facilities around the coastline of the Reserve in sloping, broken terrain (in order to interfere as little as possible with nature conservation).

The main types of recreational facility available in the Reserve are as follows :-

- (a) Beaches. The aerial survey of beach attendance referred to in the Report previously mentioned¹ would indicate, according to the present writer's calculations, a maximum density of some 52 sq.ft. per person on Muizenburg beach on the day upon which it was carried out (Sunday, 17th December, 1967). This figure makes allowance for 25% of the total being in the sea at any one time².

American standards³ vary from 50 to 100 sq.ft. of beach per person; the writer's own estimates made at Clifton would indicate 50 sq.ft. per person to be about the maximum desirable intensity of use. Such a density is probably less undesirable in the case of small beaches than of very large; hence it is suggested here that the main beach on the False Bay coast of the Reserve, Buffels Bay, which apart from having warmer water than those of the Atlantic coast is restricted in area, might be developed to this level as also might Bordjiesrif. Subsidiary developments such as a restaurant and changing rooms could be provided and these two localities (which actually adjoin one another) could then be classified as Class II amenities.

A standard for less intensive use is not easily obtained and a measure of subjective judgment is unavoidable. The writer's observations at Sunrise Beach would however suggest that the lower American standard of 100 sq.ft. per person is higher than would be desirable over the larger beaches on the Atlantic side of the Reserve and might also be a somewhat unrealistic basis upon which to

1. Cape Provincial Administration: Ibid. Table IV.
2. U.S. Dept. of the Interior: Outdoor Recreation Space Standards, Washington - U.S. Government Printing Office, 1967. pp. 33 - 34.
3. - ditto - : Ibid. pp. 34 -35.

estimate the possible capacity of these beaches where bathing conditions are often far from ideal. It is therefore suggested that the figure of 150 sq.ft. per person be applied in these areas.

Rock platforms, being generally very uneven, are excluded from capacity calculations.

- (b) Areas adjacent to beaches. Slopes behind the two False Bay beaches have been grassed; these are very necessary in view of the restricted area of sand and in effect form extensions of the latter, being used for much the same purposes. It is thus proposed that the same standards be applied to these areas as to the beaches (as (a) above).
- (c) Tidal pools. American standards¹ indicate about 30 sq.ft. of water per swimmer. This appears to be very high and is probably more applicable to fresh-water pools in built-up areas than to the tidal pools of the Reserve; the Bordjiesrif pool of some 10,000 sq.ft. appeared reasonably full when at the time of the writer's visit (during a Coloured Sunday-school picnic) it was occupied by about 100 children. This average of 100 sq.ft. per person is therefore suggested.
- (d) Picnic areas. The standard suggested by the O.R.R.R.C. (upon whose system for the classification of natural and historical amenities the general study of the amenities of the Region was based) is 20 persons per acre² - i.e. 2,178 sq.ft. per person. Other American standards³ vary from this level up to densities some three times as great. If the former figure were to be applied to the existing Perdekloof picnic site it would indicate a capacity of some 600 persons.

- 1. U.S. Department of the Interior: Ibid. pp. 31 - 33.
- 2. : Ibid. p. 42.
- 3. : Ibid. pp. 41 - 46.

The writer estimates that with certain additional planting a total of up to 150 picnic sites could be provided within the present fences¹; each site could enjoy a reasonable degree of privacy. The average size of a picnic party is said² to vary from 3.5 to 8 persons with several findings of 4 or 5 persons. The standard therefore appears to be acceptable and a figure of 2000 sq.ft. per person is here proposed; with the proviso that where Perdekloof consists almost entirely of level ground, much of it grassed and shaded by oaks, most of the coastal areas of the Reserve consist of windswept dunes and scrub and are not very attractive for picnicking purposes. Besides constructing access roads or paths it will be necessary to level picnic areas and to provide planting. *

Measurements made at Perdekloof indicate that some $\frac{3}{4}$ of the above figure consists of open (recreation) space. Where this exists outside the picnic area (e.g. if the latter is adjacent to a beach) the allowance could thus be increased to (say) 500 sq.ft. per person.

(e) Camping. Camping is not at present allowed in the Reserve but is investigated here in order to provide for any possible change of policy. O.R.R.R.C. standards³ are as follows - *

Campgrounds	:	4356 sq. ft. per person
Trailer camps	:	3350 sq. ft. per person
Cabins	:	5445 sq. ft. per person.

Sites of all three types visited by the present writer vary so considerably in area allowed per person as to provide little or no indication of optimal

1. There are 50 picnic sites at Perdekloof at present.
2. U.S. Department of the Interior : Ibid. pp. 42 - 46.
3. : Ibid. p. 48 (Quoting Report No. 1 of the O.R.R.R.C. which according to the U.S. Govt. Printing Office is out of print).

allowances consistent with both pleasant camping conditions and the efficient use of space. By a process of measuring the overall size of areas containing the various elements connected with each type of camping together with minimum circulation space it was concluded that each type of camping could take place in reasonable comfort in an area of some 5,000 sq.ft. per party (of 4 persons) including road access and a minimal amount of screening provided by trees and bushes. The main elements in each type (car and tent, car and trailer and car and cabin) do not vary greatly in overall area and for the purposes of this study there would appear to be little point in suggesting different space requirements for the three types. (The origins of the areas suggested by the O.R.R.R.C. are unfortunately unobtainable). An allowance should be made for communal facilities (ablution block, etc.) and for the broken and frequently sloping terrain of the coastal areas of the Reserve; also for open space and planting. Thus the minimum of 5,000 sq.ft. per party of 4 could be doubled to 10,000 sq.ft. which would provide an approximate allowance of 2,500 sq.ft. per person. This figure is probably more appropriate to the relatively confined space of the coastal areas of the Reserve than the figures suggested by the O.R.R.R.C. and in fact represents an approximately median value amongst standards applied elsewhere in America which range from 750 to 4,350 sq.ft. per person¹.

- (f) Fishing and Boating. It is not possible to suggest space standards for fishing from the coastline, but boats - whether for fishing purposes or merely for pleasure - require launching facilities. At present only one ramp exists (at Buffels Bay) while boats are launched from the beach here and at Platboom and Olifantsbosbaai.

1. U.S. Department of the Interior : Ibid. pp. 47 - 50.

American standards¹ show an average of 40 boats launched from trailers per ramp per day. Nothing like this intensity of use has as yet been reached at Buffels Bay nor at any other launching ramp known to the writer and this figure is therefore accepted.

2.4. Standards of Service Capacity

- (a) Vehicular. To some extent certain service facilities may become recreational facilities; thus in the present context roads are used not only for purposes of transport but also to a rapidly increasing extent for "driving for pleasure".

No figures are available regarding the volume of traffic using the present main road of the Reserve at any one time. Neither does it appear that any study has been made of the effect of traffic density on animals apart from the concern voiced by certain persons regarding conditions resulting from the great increase in the number of visitors to the Kruger National Park.

In the absence of data it is possible only to point out that in all probability the maximum density of traffic occurs immediately before the main gate is closed in the evening and that future developments likely to generate traffic should take account of an increasing concentration of traffic at this time.

- (b) Water Supplies. As noted in Section 1.2, the natural fresh-water supplies of the Reserve are poor. A 50,000 gallon brick reservoir has been constructed behind the Homestead; this is filled by springs. Water for the public lavatories at Cape Point is conveyed by tanker from the Homestead reservoir while the Lighthouse station is served by tankers drawing water at Simonstown.

1. U.S. Department of the Interior: Ibid. pp. 24 - 28.

Some localities - such as Olifantsbos - are not provided with water supplies at all.

While there are further possible drilling points that have not yet been exploited (including at Olifantsbos) it is obvious that the present system is approaching its maximum capacity. It is not proposed in this study to investigate the matter of water supply and consumption in any detail and it is assumed that the maximum daily total to date of 8,000 visitors consumes almost all the existing daily supply.

(c) Sanitary Facilities. Toilet blocks have been provided at four of the recreational localities and earth closets at others and adjacent to the gate in the South fence¹. Flush sanitation should be a standard item at all localities and the water supply system should cover such provision together with that of draw-off points. The number of fittings provided in the existing blocks appears to be quite adequate for present demand; even at Cape Point where considerable numbers of visitors often arrive together by charabanc and up to 300 Whites may be present at a time, the fittings provided consist of one 5'-0" urinal, one W.C. and one wash basin for men and two W.C.'s and one wash basin for women. These facilities are duplicated for Whites and Coloureds.

(d) Refreshment Facilities. The Homestead has been converted into a restaurant and kiosks have been provided at Cape Point and Bordjiesrif. The writer has known the Homestead restaurant to be crowded at lunchtime and in the afternoon on a Sunday but beyond this brief peak period its

1. Physical survey by the writer.

facilities are more than adequate to meet the present demand. It is also well situated in relation to Cape Point and most of the other recreational localities. The kiosk at Cape Point is kept busy, especially at week-ends, but that at Bordjiesrif was closed when the writer visited the locality¹. Nevertheless it appeared that an adequate demand would have existed among the 300-odd persons then present.

It would thus appear that while restaurant facilities are at present adequate on most days they would be considerably strained by the requirement of 8,000 visitors (which is the maximum for the Reserve on any one day to date) and would probably be quite inadequate were this demand to be sustained for several days on end. A demand also seems to exist at week-ends and on public holidays for refreshment kiosks at Platboom and Buffels Bay. J*

2.5 Existing Capacities and Future Demand

It will be seen from Summary I in Appendix 4.2 that the existing carrying capacity of the Reserve so far as it is accessible to the public (which may at present be equated with the total of the recreational capacities of the various localities) is estimated at some 8,300 persons per day. This figure is, at worst, not in conflict with the known maximum daily demand of 8,000 persons per day. The service capacity of the roads and parking areas estimated at some 6,000 persons, appears however to be inadequate even for the latter demand and we must therefore assume that one of the following possibilities apply -

- (a) the operation of an overall turnover factor of 1.38 (maximum). This would be in addition to the factor of 7 already applied in the case of Cape Point.
- (b) More non-demarcated parking space exists than has been taken into account.

1. On Saturday, 25th January, 1969.

(c) A maximum of (say) 340 cars and 15 buses are using the roads at any one time.

It is not possible with the facilities available for this study to determine the influence of these factors and it is probable that all three are operative. Future increases in the density of road traffic in the Region are likely to reduce the turnover factor and increased use of the Reserve will reduce non-demarcated parking facilities. Accordingly the effect of all three influences will be excluded from calculations and will be assumed to provide a safety margin between demand and supply.

The possibility of a considerable concentration of traffic leaving the Reserve in the evening has been indicated in Section 2.4 above and alternative routes and exits will have to be considered - sited, if possible, in such a way as not to disturb the animals unduly.

In Appendix 4.1 the anticipated demand on the Reserve up to the year 2000 A.D. is indicated graphically and summarised in tabular form.

3.0 DEVELOPMENT PROPOSALS

3.1 The Development of Recreational Capacities

The estimated maximum daily demand in 2000 AD is 30,000 persons¹. To meet this demand while at the same time safeguarding the animal life as far as possible the following developments are proposed² :-

- (a) The development of "filter" areas to reduce the demand on the Reserve proper.
- (b) The development of a bird sanctuary at Die Mond.
- (c) The further development of existing recreational localities.
- (d) The development of additional recreational localities.
- (e) Certain minor developments.

These developments may be described briefly as follows -

- (a) "Filter" areas. While areas outside the Reserve such as Witsands should be considerably further developed (as Class II amenities) it is also proposed that the north-west corner of the Reserve adjacent to the existing Perdekloof picnic area (the Bonteborg-Perdekloof area) be developed for picnicking and camping³. The proposed road over the mountain from Imhoffs Gift to Witsands⁴ will bring this area within a shorter driving time from the City (some 60 minutes) than any other, and by the most pleasant route. Being already the most distant portion of the Reserve from that frequented by animals and not particularly rich in flora it forms a natural "filter". It is estimated that

1. Appendix 4.1.
2. Map No. 5.3.
3. Appendix 4.2, Sheet No. 16.
4. Map No. 5.1.

if the area shown on Maps Nos. 5.3 and 5.4 be developed as described in the Appendix approximately 6,600 persons could be accommodated. It is suggested that while remaining a part of the Reserve it be fenced off and that no toll charge be made. The new fence should run along the southern slope of the Bonteberg-Theeberg ridge, the gate being situated in the nek between these two hills. It will be noted that camping facilities are proposed in this area; as it will be sealed off from the Reserve and as it is close to the existing staff houses supervision should not be difficult.

As the proposed developments will utilise only about 300 acres from the total area of some 1,000 acres, it will be possible to divide up the camping and picnic sites into small groups while yet maintaining a considerable stretch of open space.

The Theefontein Homestead, now largely in ruins but set in pleasant surroundings sheltered by oaks, should be developed as a restaurant¹. A visitors' information centre² should be located adjacent to this area and to the point at which the road to the East coast leads off; such a Centre would describe the animal and plant life of the Reserve with the object of educating the public in the value of conserving natural resources and would incorporate a wild flower garden which could be quite extensive.

- (b) Bird Sanctuary. The area of Die Mond and the adjacent dense growth along the Kromrivier is at present difficult to reach and is rich in bird life. It is proposed that this become a bird sanctuary, to be fenced all around and with strict control over the admission of the public. This area should

1. Appendix 4.2, Sheet No. 17.

2. Graeme D. Binckes : Ibid. p. 85.

include as much as possible of the Kromrivier marshland which is one of the areas particularly rich in indigenous flora.

- (c) The further development of existing recreational localities is described in Appendix 4.2. It will be noted that Bordjiesrif and Buffels Bay are shown as Class II amenities, the remaining localities remaining as Class III.
- (d) It is proposed that the additional localities also shown in Appendix 4.2 be developed as there described, as a result of which a total with (c) above of some 36,000 persons could, it is there estimated, be accommodated in the Reserve (see Summary II). These additional localities would be classified as Class III.
- (e) Minor developments. The following proposals are made with the object of increasing the variety of facilities offered by the Reserve -
 - (i) Horses should be made available for hire, possibly from the Visitor Centre. Tracks should be developed which in the main could follow the routes of the roads but with detours into areas not served by roads. These tracks could link with others continuing through the whole Cape Peninsula Reserve.
 - (ii) Footpaths should be developed leading to areas of interest and particularly to areas not accessible by other means such as the peaks and steep slopes of the False Bay coast. These should link to one another and to convenient road-access points.

- (iii) Footpaths should also be developed from road-access points to localities where animals are likely to be seen. In conjunction with African guides hired at the Visitor Centre and possibly with safari-type vehicles a considerable tourist attraction could be achieved.

3.2 The Development of Service Capacities

- (a) Vehicular. A circular drive is proposed¹ of which the existing main road through the Reserve to Cape Point forms one section, the other being a new road to be built along the West coast. Besides serving as an alternative route (thereby lessening traffic density on the existing road and increasing the pleasure to be derived from driving in the Reserve) this new road would link the recreational localities, existing and proposed, on the West coast and open to the public this at present largely inaccessible portion of the Reserve. (It is anticipated that the pressure on the Reserve will be such in years to come that the privately-owned areas will have to become public property and the present restraints on the development of these areas will be removed). It is proposed that this road be taken below the 200 ft. contour in order to interfere as little as possible with the animal life of the plateau and the breeding area above Blouberg. It should be linked to the main road by development of the existing S.E.-N.W. road to Olifantsbos. This circular road system would be some 23 miles in total length. If the north-west corner of the Reserve is developed in the manner indicated in Appendix 4.2, then of the maximum number of the 6,700-odd vehicles expected to enter the Reserve on a peak day in 2000 AD nearly 2,000 may be expected

1. Map No. 5.3.

to remain in this area¹ leaving 4,700 to enter the Reserve proper. It is imperative that the Bonteberg-Perdekloof and Theefontein areas be developed in time to prevent the inundation of the Reserve with traffic, with consequent adverse effects upon the animal life.

It is proposed to extend parking facilities parallel with the development of recreational capacity.

(b) Water Supply. It is not proposed in the present study to investigate the potential water supply in detail. It was pointed out in Section 2.4 that the present supplies will not cope with much increase in demand; a 3.75-fold increase² in maximum demand would certainly overtax these and alternatives must be investigated. These might be through the erection of dams in the Smitswinkel-Schusters Bay mountain system or by linking to the Simonstown or Cape Town water supply systems. Alternatively, it is possible that methods of desalination will within a few years have improved to an economic level.

(c) Sanitary facilities. While it was found, in Section 2.4, that existing sanitary facilities are more than adequate to meet the demand in localities where these exist, it is doubtful whether the requirements of 30,000 persons (as estimated for 2000 AD) can be met by septic tanks and soakaways, especially in the thin soil of the Reserve. The installation of conservancy tanks and of a small-scale sewage farm may be necessary and it is suggested that if this proves to be the case it could be located in the northern part of the Reserve, possibly North of the link road, where the surrounding area

1. Appendix 4.2, Summary II (Localities 16, 16 and 17).

2. Appendix 4.1.

could be intensively developed as a wild-flower garden (as suggested for Theefontein in Section 3.1 above).

3.3 The Proposed Carrying Capacity of the Reserve

The number of cars using the Reserve is shown in Summary II to increase relative to the number of buses. This is probably a more realistic appraisal of the situation than would be shown by direct extrapolation in Appendix 4.1, in view of the increasing affluence of the Coloured sector.

The recreational capacities of the various localities arrived at in Appendix 4.2 have in each case been related to the nature of the locality concerned and have been subject to the general requirement that the Reserve continue to function as a Reserve for flora and fauna and shall not become a purely recreational area. For this reason the total of the various recreational capacities may be regarded as the carrying capacity of the Reserve as a whole.

A programme for the development of the various localities and facilities in five-year stages in order to match the carrying capacity with the demand is shown in Appendix 4.3.

4 . 0

A p p e n d i x

4.0 APPENDIX

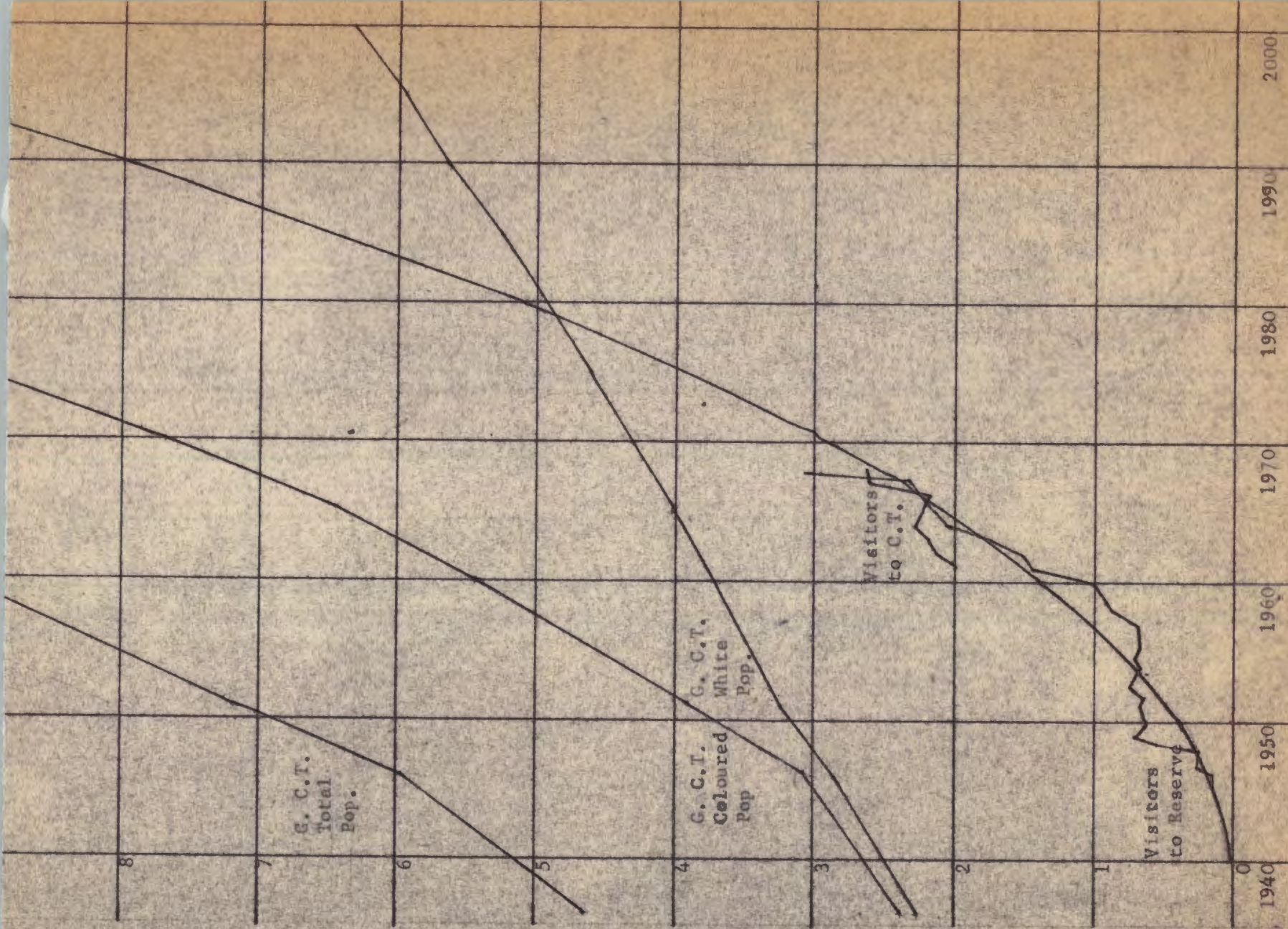
4.1 Graph of Future Demand

Figures were provided by the Divisional Council showing the numbers of persons visiting the Reserve annually from 1940 to 1968. These are shown graphically in Appendix 4.1. No breakdown either by place or origin (e.g. local, South Africa, overseas) or by race was however available. Without these main components it was necessary to devise a method of projecting the annual numbers as a whole.

Some indication of the general direction of such a projection may be provided by the forecasts for the population of the Greater Cape Town Region¹; these were graphed, together with estimates of the annual numbers of visitors to Cape Town provided by the Cape Peninsula Publicity Association. All show an unmistakable upward tendency, that of the Coloured population being especially strong. From this it was assumed that the annual number of visitors to the Reserve would also increase in the future, possibly quite rapidly as the Coloured sector becomes more affluent.

Regression or "trend" lines were then fitted to the graph showing visitors to the Reserve and from these an equation was deduced in order to provide a curve. This equation was also used to extrapolate the values to the year 2000 AD; the curve is shown on the graph. On this basis it is estimated that the annual number of visitors to the Reserve will reach some 1,135,800 by this date. This compares with the subjective estimate of Mr. E. Grant Dalton (the officer of the Divisional Council in charge of amenities) who has suggested the figure of 1,000,000 persons per annum.

1. Cape Provincial Administration : Greater Cape Town Region Planning Report No. 2 : Population. pp. 4 and 51. 1968.



G. C.T.
Total
Pop.

G. C.T.
Coloured
Pop.

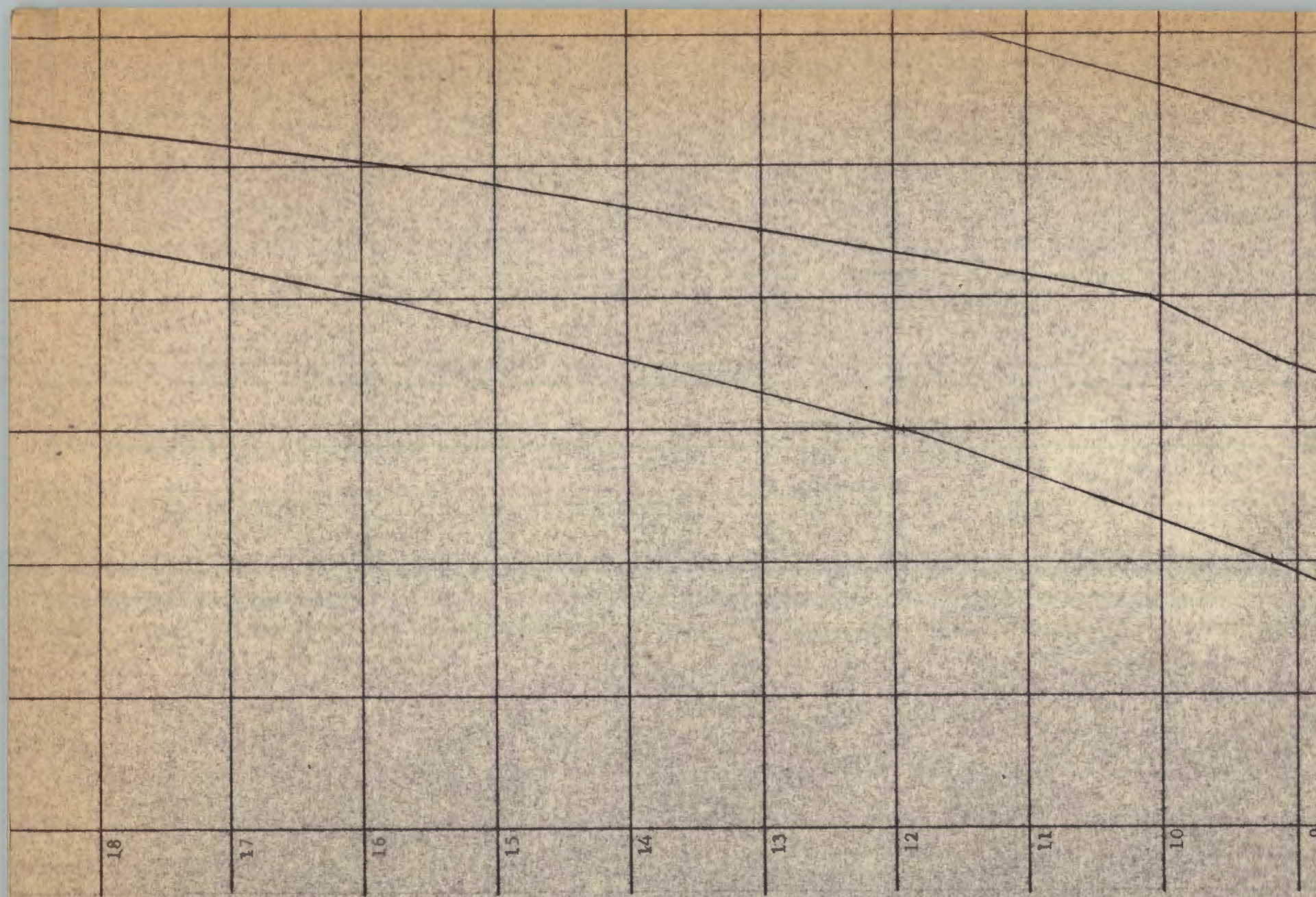
G. C.T.
White
Pop.

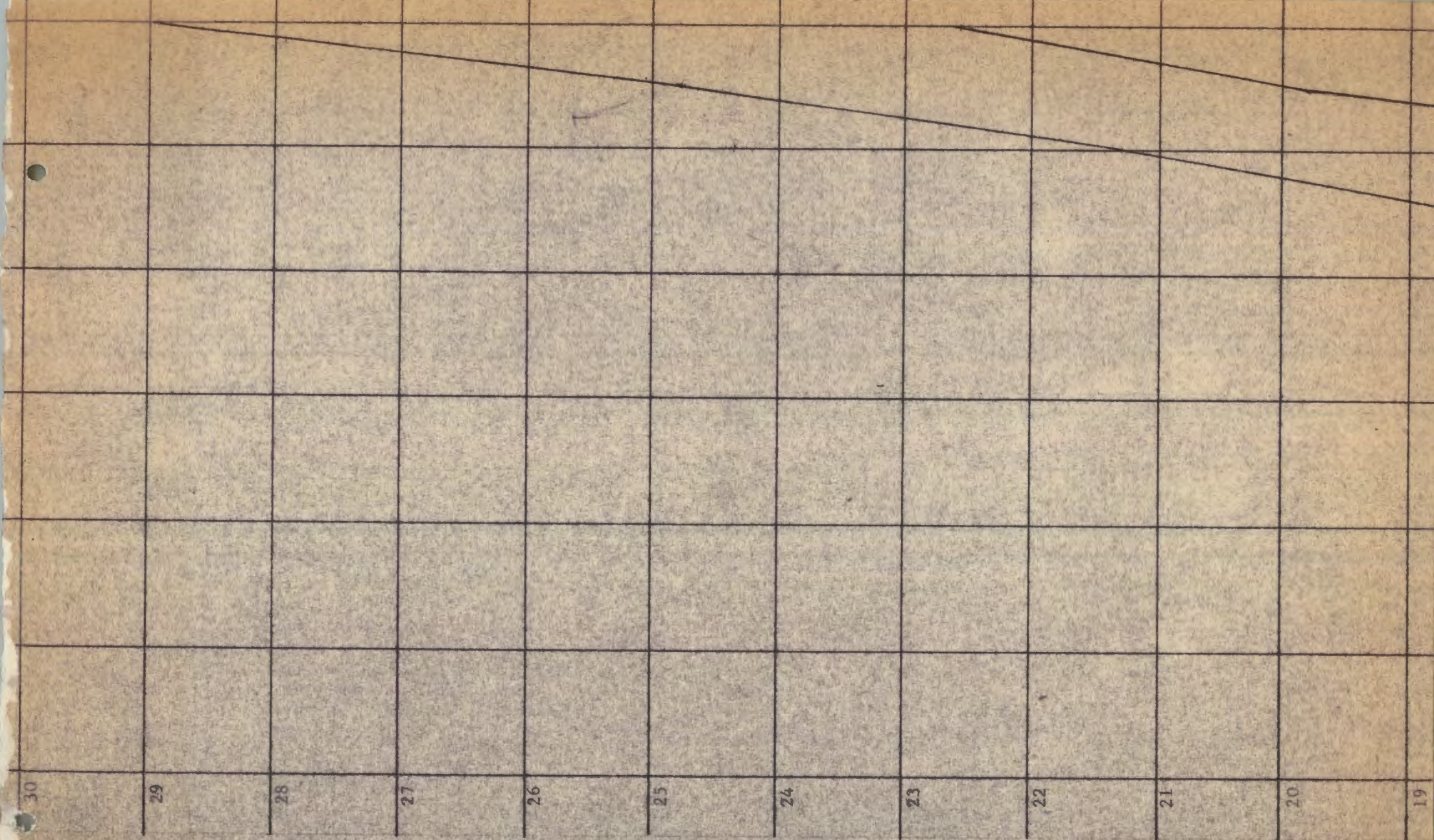
Visitors
to C.T.

Visitors
to Reserve

Units of
100,000

1940 1950 1960 1970 1980 1990 2000





30

29

28

27

26

25

24

23

22

21

20

19

The maximum number of visitors to the Reserve on any one day to date has been 8,000¹. This was in December 1968. The total for the year 1968 was 302,368. Assuming that the month-to-month ratios of visitors remain constant, simple proportion indicates the maximum demand per day for each five-year period up to 2000 AD to be as follows -

<u>Year</u>	<u>Annual Visitors</u>	<u>Daily Visitors</u>
1970	310,000	8,250
1975	400,000	10,600
1980	510,000	13,500
1985	650,000	17,200
1990	795,000	21,000
1995	965,000	25,500
2000	1,135,000	30,000

No attempt is made to extrapolate vehicular demand as this will be related to the development of each locality; the figures shown on the survey sheets are thus more accurate than any values derived from the minimal information at present available.

4.2 Existing and Proposed Recreational and Service Capacities

The survey sheets (numbered 1 to 17) following deal with the existing and proposed development of various localities, consistent with the two objects of the policy for the Reserve as a whole. The following points should be noted -

1. The localities are numbered as shown on Maps 5.2 and 5.3.
2. Density factors are expressed in square feet per person except where otherwise indicated.

1. Figures provided by Cape Divisional Council. (Mr. E. Grant Dalton)

3. Recreational capacities of facilities (totalled for each locality) are expressed in numbers of persons.
4. It is not intended that the densities shown be maintained by regulation; they are mainly indications of desirable conditions in relation to the physical nature of the locality concerned and the expected demand.
5. Estimated sizes of beaches are taken above the high water mark.
6. Beaches on the Atlantic coast are subject to kelp and it will be necessary to clear this, possibly with four-wheel-drive vehicles of the "Snocat" variety (used on snow).
7. It is estimated that the existing private properties of Brightwater and Matroosdam will be requisitioned by the Divisional Council as pressure on available localities increases.
8. Summary sheets are included at the end of this Section. These sheets compare total recreational capacities with total service (vehicular parking) capacities - Summary I showing the position as existing and Summary II as at 2000 AD. It is apparent that at present the total recreational capacity exceeds the total service capacity; this is discussed in Section 2.5 above. In Summary II the totals are equalised.
9. The proposed carrying capacity of the Reserve in 2000 AD is, at 36,241 persons, in excess of the estimated demand of 30,000. This is intended partly as an additional safety margin between supply and demand and partly in order to supply visitors with a degree of choice of locality.

1. BOOISESKERM	Existing Condition and Extent	Existing Class: III	Density Factor	Recreational Capacity	
<p>Topography and vegetation:</p> <p>Picnic Area</p> <p>Special Features</p> <p>Access:</p>	<p>Steeply sloping mountainside covered with bush and scrub, with rock outcrops; coastline with reasonably level rock platforms.</p> <p>Area of approx. 120,000 sq. ft. cleared of bush.</p> <p>Old lime kiln next road from Black Rocks.</p> <p>Gravelled road.</p> <p>Demarcated parking : 40 cars (on gravel)</p>		<p>Estimated</p> <p>500</p>	<p>150</p> <p>240</p>	
<p>Proposed Class : III</p>	<p>Proposed Development</p>	<p>Total Existing Recreational Capacity :</p>		<p>390</p>	
<p>Tidal pool</p> <p>Areas adjacent to pool</p> <p>Picnic Area</p> <p>Service Area</p>	<p>Area 10,000 sq. ft.</p> <p>Levelled and grassed area of approximately 40,000 sq. ft. (Density factor increased 500 - 150)</p> <p>80,000 sq. ft. remaining; to be developed with planting. (Density factor remains)</p> <p>Access: Existing (but should be tarmacked)</p> <p>Parking: 40 (exg.) + 110 (prop.) = 150 cars total</p>		<p>100</p> <p>350</p> <p>-</p>	<p>100</p> <p>110</p> <p>-</p>	
<p>Total Existing & Add. Recreational Capacity:</p>		<p>600</p>	<p>Total Additional Recreational Capacity :</p>		<p>210</p>

2. BLACK ROCKS	Existing Condition and Extent	Existing Class ; III	Density Factor	Recreational Capacity	
Topography and vegetation:	Steeply sloping mountainside covered with bush and scrub, with rock outcrops; coastline with reasonably level rock platforms		Estimated	200	
Picnic Area	Area of approx. 180,000 sq. ft. cleared of bush		500	360	
Access:	Gravelled road. Demarcated parking : 40 cars (on gravel)				
Proposed Class : III	Proposed Development	Total Existing Recreational Capacity :		560	
Tidal pool	Area approx. 10,000 sq. ft.		100	100	
Areas adjacent to pool	Levelled and grassed area of approx. 40,000 sq. ft. (Density factor increase 500 -150)		350	110	
Picnic Areas:	140,000 sq. ft. remaining : to be developed with planting. (Capacity unchanged)		-	-	
Service Areas:	Access: Existing (but should be tarmacked) Parking: 40 (exg.) + 152 (prop.) = 192 cars total				
Total Existing & Add. Recreational Capacity:		770	Total Additional Recreational Capacity :		210

3. BORDJIESRIF	Existing Condition and Extent	Existing Class ; III	Density Factor	Recreational Capacity	
<p>Topography and vegetation:</p> <p>Beach</p> <p>Adjoining pool etc.</p> <p>Tidal pool</p> <p>Picnic Area</p> <p>Fishing</p> <p>Service facilities</p>	<p>Steeply sloping mountainside with scrub and thick bush. Rocky coastline.</p> <p>Insignificant area of sand.</p> <p>Grassed terraces and banks; approx. area 15,000 sq. ft.</p> <p>Approx. area 10,000 sq. ft.</p> <p>Area cleared of bush to North of pool; approx. area 62,500</p> <p>Angling, skindiving, game fishing.</p> <p>Access: Tarmac road.</p> <p>Demarcated parking : 77 cars and 16 buses (on tarmac)</p> <p>Toilets. Fresh water points. Refreshment kiosk.</p>		<p>Estimated</p> <p>150</p> <p>100</p> <p>500</p>	<p>200</p> <p>100</p> <p>100</p> <p>125</p>	
<p>Proposed Class : II</p>	<p>Proposed Development</p>	<p>Total Existing Recreational Capacity :</p>		<p>525</p>	
<p>Adjoining pool</p> <p>Picnic area</p> <p>Service Facilities</p>	<p>The proposed reclassification of this locality as a Class II amenity results from an intensification of use. . . 15,000 sq. ft. (Density factor increase 150 - 50)</p> <p>Extension of the developed area very necessary. Suggested that 100,000 sq. ft. of mountainside be developed for picnicking.</p> <p>Access: Existing</p> <p>Parking: 77 cars and 16 buses (exg) is more than adequate. Changerooms.</p> <p>Restaurants: to be erected adjacent to parking place and grassed area; for (say) 100 persons</p>		<p>100</p> <p>500</p> <p>-</p>	<p>150</p> <p>200</p> <p>100</p>	
<p>Total Existing & Add. Recreational Capacity:</p>		<p>975</p>	<p>Total Additional Recreational Capacity :</p>		<p>450</p>

4. BUFFELS BAY	Existing Condition and Extent	Existing Class ; III	Density Factor	Recreational Capacity	
<p>Topography and vegetations</p> <p>Beach</p> <p>Adjoining beach</p> <p>Tidal Pool</p> <p>Picnic areas</p> <p>Fishing & Boating</p> <p>Service Facilities</p>	<p>Variable but not steep slope down to coastline with three stretches of beach, rocks between and beyond to South</p> <p>Total area approx. 125,000 sq. ft.</p> <p>Grassed areas behind portion of beachfront; approx. area 10,000 sq. ft. Reasonable surfing.</p> <p>Approx. area 10,000 sq. ft.</p> <p>1. Areas to South behind rocks, cleared of bush; total available area approx. 125,000 sq. ft.</p> <p>2. Areas with Melkbos trees and bush adjoining roads; approx. 200,000 sq. ft. (Density factor for camping is the most appropriate).</p> <p>Angling, skindiving, game fishing, trekking, launching ramp.</p> <p>Access: Tarmac road. Demarcated parking: 81 cars (on tarmac) + approx. 4 cars and trailers (on tarmac). Non-demarcated parkings: approx. 50 cars. Toilets. Fresh water points.</p>		<p>-</p> <p>150</p> <p>150</p> <p>100</p> <p>500</p> <p>2,500</p>	<p>-</p> <p>835</p> <p>65</p> <p>100</p> <p>250</p> <p>80</p>	
<p>Proposed Class : II</p>	<p>Proposed Development</p>	<p>Total Existing Recreational Capacity :</p>		<p>1,330</p>	
<p>Beach</p> <p>Adjoining beach</p> <p>Picnic Areas</p> <p>Service Facilities</p>	<p>The proposed reclassification of this locality as a Class II amenity results from an intensification of use.</p> <p>125,000 sq. ft. (Density factor increase 150 -50)</p> <p>10,000 sq. ft. (Density factor increase 150 -50)</p> <p>Extension and improvement of picnic areas to provide additional 100,000 sq. ft.</p> <p>Access: Existing. Parking: 85 (exg) + 635 (prop) = 720 cars total, (including 90 with boats on trailers) Changerooms</p>		<p>100</p> <p>100</p> <p>500</p>	<p>1,250</p> <p>100</p> <p>200</p>	
<p>Total Existing & Add. Recreational Capacity:</p>		<p>2,880</p>	<p>Total Additional Recreational Capacity :</p>		<p>1,550</p>

5. HOMESTEAD	Existing Condition and Extent	Existing Class : III	Density Factor	Recreational Capacity	
<p>Topography and vegetation</p> <p>Developed areas</p> <p>Service Facilities</p>	<p>Attractive area; gentle slopes, lawns, pond, trees. Enclosures in which buck or zebra are sometimes kept. Wild flower garden being developed in sheltered valley in front of building. Numerous birds.</p> <p>Not used for picnicking (probably discouraged by lessee of restaurant).</p> <p>Access: Tarmac road.</p> <p>Demarcated parking : 44 cars and 3 buses (on tarmac)</p> <p>Toilets. Fresh water points.</p> <p>Restaurant : House converted to restaurant and living quarters for lessee. Lunch and teas served.</p>		-	100	
<p>Proposed Class : III</p>	<p>Proposed Development</p>	<p>Total Existing Recreational Capacity :</p>		100	
<p>Garden</p> <p>Service Facilities</p>	<p>It is proposed that the existing wild flower garden be considerably developed. It is not suggested that this locality be used for picnicking as this would probably spoil its character.</p> <p>Restaurant: to be extended to cater for (say) 400 persons (i.e. 300 additional)</p> <p>Access: Existing.</p> <p>Parkings: 44 cars and 3 buses (exg) + 38 cars and 3 buses (prop) = 82 cars and 6 buses total.</p>		-	200	
<p>Total Existing & Add. Recreational Capacity:</p>		600	<p>Total Additional Recreational Capacity :</p>		500

6. ROOIKRANTZ	Existing Condition and Extent	Existing Class ; III	Density Factor	Recreational Capacity	
<p>Topography and vegetation</p> <p>Picnic Area</p> <p>Fishing</p> <p>Service Facilities</p>	<p>Cliffs and rock platforms; even slope above approx. parallel to coastline, covered with scrub. (Note existence of gravel quarry adjacent to approach road).</p> <p>Very restricted; no development.</p> <p>Excellent area for angling from rocks; also skindiving and spear fishing.</p> <p>Access: Tarmac road to parking area, footpaths beyond.</p> <p>Demarcated parkings: 38 cars (on tarmac).</p> <p>Toilets.</p> <p>Estimated existing recreational capacity based on parking facilities at 2 persons per car.</p>			76	
Proposed Class : III	Proposed Development	Total Existing Recreational Capacity :		76	
Fishing:	<p>The total number of anglers that the area could accommodate is impossible to estimate. It is suggested that four times the number shown above is not unreasonable and this increase is therefore shown. (say)</p>		-	224	
Service Facilities	<p>Access: Existing.</p> <p>Parking (at 2 persons per car): 38 (exg) + 112 (prop) = 150 cars total</p>				
Total Existing & Add. Recreational Capacity:		300	Total Additional Recreational Capacity :		224

7. CAPE POINT	Existing Condition and Extent	Existing Class : III	Density Factor	Recreational Capacity	
<p>Topography and vegetation</p> <p>Picnic area</p> <p>Scenic Attraction</p> <p>Service Facilities</p>	<p>Parking area on "nek" between peaks with excellent views to N. and S. Scrub and some wattle.</p> <p>Not very attractive, area overgrown with tall bushes; few people appear to use it and the capacity of the parking area probably indicates the recreational capacity of the locality.</p> <p>As most visitors do not appear to stay for more than an hour (and many for much less) a turnover factor of 7 is assumed. (At 3.5 persons per car and 45 persons per bus).</p> <p>Access: Tarmac road to parking area. Steep concrete road to lighthouse station open only to pedestrians.</p> <p>Demarcated parking: 54 cars and 3 buses (on tarmac) (Turnover factor of 7 gives 378 cars and 21 buses daily).</p> <p>Toilets. Fresh water points. Kiosk for refreshments and souvenirs.</p>			2,300	
<p>Proposed Class : III</p>	<p>Proposed Development</p>	<p>Total Existing Recreational Capacity :</p>		2,300	
<p>Scenic Attraction</p> <p>Service Facilities</p>	<p>The attraction of Cape Point is not likely to decrease and it is suggested that the number of visitors will be considerably affected by increases in numbers of tourists visiting the Region. Suggested daily maximum in 2000 AD. (additional to existing).</p> <p>Conveyance to the Point, possibly by funicular railway, would be popular amongst visitors.</p> <p>Access: Existing, also new circular drive.</p> <p>Parking: With turnover factor of 7 remaining; 54 cars and 3 buses (exg) + 171 cars and 9 buses (prop) = 225 cars and 12 buses total.</p>			7,000	
<p>Total Existing & Add. Recreational Capacity:</p>		9,300	<p>Total Additional Recreational Capacity :</p>		7,000

8. DIASSTRAND	Existing Condition and Extent	Existing Class ;	Density Factor	Recreational Capacity
<p>Topography and vegetation</p> <p>Beach</p> <p>Fishing</p> <p>Service Facilities</p>	<p>Cove enclosed by rocky cliffs of Cape Point to East and buttress of Cape Maclear/Cape of Good Hope to West. Ground behind slopes steeply to 200 ft. contour, with sparse scrub.</p> <p>Approx. 14,000 sq. ft., relatively clear of kelp. Very exposed to S.E. wind and overshadowed by cliffs; scenically interesting.</p> <p>Angling, skin diving, game fishing.</p> <p>Access: Footpath only.</p> <p>(Note that two small beaches nearer the Point have been omitted from the above calculation as being difficult of access and very much enclosed by cliffs. These are however very dramatic scenically).</p>		150	93
<p>Proposed Class : III</p>	<p>Proposed Development</p>	<p>Total Existing Recreational Capacity : 93 Not Accessible</p>		
<p>Adjoining beach</p> <p>Picnic Areas</p> <p>Service Facilities</p>	<p>As the beach is not very attractive on account of wind it is not proposed that adjacent areas be developed.</p> <p>Possible sites are very restricted and no further development is suggested.</p> <p>Access: Footpath from new circular drive.</p> <p>Parkings: Parking adjacent to road for 25 cars total.</p>			
<p>Total Existing & Add. Recreational Capacity:</p>		93	<p>Total Additional Recreational Capacity :</p>	

9. MACLEAR BEACH	Existing Condition and Extent	Existing Class :	Density Factor	Recreational Capacity	
<p>Topography and vegetation</p> <p>Beach</p> <p>Fishing</p> <p>Service Facilities</p>	<p>Large open area of dunes and gently sloping ground with bush and scrub behind beach.</p> <p>Long and narrow, fronted and broken by rock platforms and outcrops. Subject to kelp. Possible usable area of beach approx. 240,000 sq. ft.</p> <p>Angling and game fishing.</p> <p>Access: Footpath only.</p>	-	150	835	
<p>Proposed Class : III</p>	<p>Proposed Development</p>	<p>Total Existing Recreational Capacity : Not Accessible</p>		835	
<p>Adjoining Beach</p> <p>Picnic Areas</p> <p>Service Facilities</p>	<p>As the beach is not very attractive due to wind, kelp and rocks it is not suggested that adjacent areas be developed.</p> <p>Occasional picnic areas could be located near to the road spread out along the coastline all the way to Platbeem. Possible number of sites: 12</p> <p>Access: New circular drive. Parking: 221 cars total.</p>		-	48	
<p>Total Existing & Add. Recreational Capacity:</p>		883	<p>Total Additional Recreational Capacity :</p>		48

10. PLATBOOM	Existing Condition and Extent	Existing Class : III	Density Factor	Recreational Capacity	
<p>Topography and Vegetation</p> <p>Beach</p> <p>Picnic Areas</p> <p>Fishing and Boating</p> <p>Service Facilities</p>	<p>Gently sloping ground with bush and scrub.</p> <p>Approx. 250,000 sq. ft. of excellent beach sloping to sea and continuing behind rocks and across promontory. Not much kelp.</p> <p>1. Small lawn next parking area.) 2. Area inland partially cleared.) (These areas obviously not much used because of extent) of beach and therefore not well developed))</p> <p>Angling, skin diving, game fishing. Boats are launched from the beach.</p> <p>Access: Tarmac road.</p> <p>Demarcated Parking: 93 cars and 6 buses (on tarmac)</p> <p>Toilets. Fresh water points.</p>		<p>150</p> <p>Estimated</p>	<p>1,670</p> <p>50</p>	
<p>Proposed Class : III</p>	<p>Proposed Development</p>	<p>Total Existing Recreational Capacity :</p>		<p>1,720</p>	
<p>Adjoining Beach</p> <p>Picnic Areas</p> <p>Fishing and Boating</p> <p>Service Facilities</p>	<p>Grassed areas should be provided for full length of beach - Approx. 1,000 ft. long and 50 ft. wide.</p> <p>Clearing of scrub required together with grassing and planting. Proposed area: 250,000 sq. ft.</p> <p>Launching ramp required.</p> <p>Access: Existing Parkings: 93 cars and 6 buses (exg) + 415 cars and 6 buses (prop) = 508 cars and 12 buses total</p>		<p>150</p> <p>500</p>	<p>350</p> <p>500</p>	
<p>Total Existing & Add. Recreational Capacity :</p>		<p>2,570</p>	<p>Total Additional Recreational Capacity :</p>		<p>850</p>

11. HOEK v. BOBBEJAAN to BOOISKRAAL	Existing Condition and Extent	Existing Class ; -	Density Factor	Recreational Capacity	
<p>Topography and Vegetation</p> <p>Beaches</p> <p>Service Facilities</p> <p>Fishing</p>	<p>Generally open, gently sloping ground with small dunes in some places, covered with scrub. Largely private property.</p> <p>Long stretch of beach; approx. 250,000 sq. ft. - fronted by sea and approx. 750,000 sq. ft. fronted and occasionally broken by rocks.</p> <p>Access: Gravel Road to Brightwater (closed to public) Gravel road to top of slope at Gifkommetjie. Otherwise footpath only.</p> <p>Skin diving, game fishing.</p>		150	6,700	
<p>Proposed Class : III</p>	<p>Proposed Development</p>	<p>Total Existing Recreational Capacity : Not</p>		<p>6,700 Accessible</p>	
<p>Adjoining Beach</p> <p>Picnic Areas</p> <p>Service Facilities</p>	<p>On account of the size of the beach the development of extensions is redundant.</p> <p>Occasional picnic areas should be located next to the road spread out along the coastline. Possible number of sites: 50.</p> <p>Also at Hoek v. Bobbejaan where beach is of especially good quality and picnic area should be developed. Proposed area: 50,000 sq. ft.</p> <p>Access: New circular drive Parking: 250 cars at Hoek v. Bobbejaan and 4 further areas of 355 = 1750 cars total</p>		<p>-</p> <p>300</p>	<p>200</p> <p>100</p>	
<p>Total Existing & Add. Recreational Capacity:</p>		<p>7,000</p>	<p>Total Additional Recreational Capacity :</p>		<p>300</p>

12. Sirkelsvlei	Existing Condition and Extent	Existing Class	Density Factor	Recreational Capacity
<p>Topography and Vegetation</p> <p>Service Facilities</p>	<p>Attractive vlei with marshy areas at both ends containing wild flowers. Rare Cape Terrapin in vlei. Generally flat terrain with scrub. (Area of vlei approx. 350,000 sq. ft.)</p> <p>Access: Footpath only (nearest point is Olifantsbos).</p>	-		
<p>Proposed Class : III</p>	<p>Proposed Development</p>	<p>Total Existing Recreational Capacity : Not Accessible</p>		
<p>Picnic Areas</p> <p>Service Facilities</p>	<p>Should be developed near vlei with planting to screen it as much as possible from surroundings and should be of limited area; parking should be especially well obscured. Proposed area: 100,000 sq. ft.</p> <p>Access: Branch from new circular drive.</p> <p>Parkings: 50 cars total</p>		500	200
<p>Total Existing & Add. Recreational Capacity:</p>		200	<p>Total Additional Recreational Capacity : 200</p>	

13. SIMONSBANK	Existing Condition and Extent	Existing Class : III	Density Factor	Recreational Capacity	
<p>Topography and Vegetation</p> <p>Beach</p> <p>Picnic Area</p> <p>Fishing</p> <p>Service Facilities</p>	<p>Small dunes with scrub and bush. Escarpment forms "amphitheatre" behind beach. Attractive area.</p> <p>Cove with rock platforms each end; area approx. 130,000 sq.ft. Not much kelp.</p> <p>No development for picnicking, probably because of existence to private property adjacent.</p> <p>Skin diving, game fishing.</p> <p>Access: Gravel road from Olifantsbos. Demarcated Parking: 54 cars (on tarmac)</p>		150	865	
<p>Proposed Class : III</p>	<p>Proposed Development</p>	<p>Total Existing Recreational Capacity :</p>		865	
<p>Adjoining Beach</p> <p>Picnic Areas</p> <p>Service facilities</p>	<p>As this beach is of good quality and reasonable area it is not thought necessary to extend it at this stage.</p> <p>Attractive site for picnicking; proposed that area of approx. 750 ft. x 750 ft. be developed for low-intensity use; planting required.</p> <p>Access: From new circular drive. Parkings: 54 (exg) + 232 (prop) = 286 cars total</p>		2,000	280	
<p>Total Existing & Add. Recreational Capacity:</p>		1,145	<p>Total Additional Recreational Capacity :</p>		280

14. OLIFANTSBOS and BAY	Existing Condition and Extent	Existing Class : III	Density Factor	Recreational Capacity	
Topography and Vegetation	Dunes with relatively level areas with scrub and bushes; poplar plantation next road. Escarpment parallel to coastline and approx. 1,500 ft. back rising to 200 ft. above sea level.				
Beach	Small cove with rock platforms each end; beach covered with decaying kelp when visited 16/12/68. Area approx. 5000 sq.ft.		150	35	
Picnic Areas	Many pleasant sites slightly inland with some shelter. Space for estimated 50 parties (say 200 persons) without further development.		-	200	
Fishing	Skin Diving, Game Fishing.				
Service Facilities	Access: Road approx. 7 miles long from turnoff on main road; gravelled apart from short length poor quality tarmac. Demarcated parking: 32 cars (on tarmac) Non-demarcated parking: 50 cars.				
Proposed Class : III	Proposed Development	Total Existing Recreational Capacity :		235	
Adjoining Beach	It is proposed that a grassed area be established for the full length of this small beach and approx. 100 ft. wide.		150	530	
Picnic Areas	Additional development with planting should provide a further estimated 100 sites		-	400	
Parking	Access: From new circular drive. Parking: 82 (exg) + 210 (prop) = 292 cars total.				
Total Existing & Add. Recreational Capacity:		1,165	Total Additional Recreational Capacity :		930

15. DIE MOND	Existing Condition and Extent	Existing Class :	Density Factor	Recreational Capacity
<p>Topography and Vegetation</p> <p>Service Facilities</p>	<p>Lagoon formed by long, narrow tongue of sand (with quicksand near tip) in flat terrain. Scrub with bush and small trees further inland. Numerous birds especially waterfowl.</p> <p>Access: Roads suitable only for four wheel drive vehicles; otherwise on foot.</p>	-		
<p>Proposed Class : IV</p>	<p>Proposed Development</p>	<p>Total Existing Recreational Capacity :</p>		<p>- Not Accessible</p>
<p>Bird Sanctuary</p> <p>Service Facilities</p>	<p>It is proposed to develop this locality as a bird sanctuary. Apart from roads little development for visitors is therefore indicated; fencing is required.</p> <p>Access: It is proposed that the existing track from Theefontein be rebuilt as far as the coast with a branch crossing the river, passing Groot Rondevlei and extending to the South end of the lagoon.</p> <p>Parking: Parking areas, at the ends of the roads should be provided for a suggested 25 cars each.</p>		-	200
<p>Total Existing & Add. Recreational Capacity:</p>		200	<p>Total Additional Recreational Capacity :</p>	
			200	

16. BONTEBERG-PERDEKLOOF	Existing Condition and Extant	Existing Class I (Perdekloof)	III Density Factor	Recreational Capacity	
<p>Topography and Vegetation</p> <p>Picnic Area</p> <p>Service Facilities</p>	<p>Varied area with three peaks (Bonteberg 745 ft., Teeberg 512 ft. and Tuinkop 384 ft.). Perdekloof (at present fenced off from Reserve) almost level, with oaks and other trees and areas of grass. Coastline rocky with narrow beaches very broken by rock outcrops.</p> <p>Developed area in Perdekloof of approx. 29 acres with 50 picnic sites (concrete table, stools and fireplace).</p> <p>Access: To Perdekloof from tarmac roads adjoining Reserve. To remainder of area by footpath only apart from unmade coastal road (4 wheel drive vehicles only)</p> <p>Non-demarcated parking: 50 cars.</p> <p>At Perdekloof: Toilets, Fresh water points.</p>		4 persons per site	200	
<p>Proposed Class : III</p>	<p>Proposed Development</p>	<p>Total Existing Recreational Capacity :</p>		200	
<p>Picnic Area</p> <p>Camping Area</p> <p>Tidal Pool</p> <p>Service Facilities</p>	<p>An area of some 150 acres as an extension of Perdekloof</p> <p>An area of some 150 acres on the North-facing lower slopes of the Bonteberg</p> <p>10,000 sq. ft. plus grassed area of 100,000 sq. ft.</p> <p>Access: From new circular drive</p> <p>Parking: 50 (exp) + 1600 (prop) = 1650 cars total</p>		<p>2,000</p> <p>2,500</p> <p>100 plus 150</p>	<p>3,200</p> <p>2,500</p> <p>700</p>	
<p>Total Existing & Add. Recreational Capacity :</p>		6,600	<p>Total Additional Recreational Capacity :</p>		6,400

17. THEEFONTEIN	Existing Condition and Extent	Existing Class ; -	Density Factor	Recreational Capacity
<p>Topography and Vegetation</p> <p>Service Facilities</p>	<p>Overgrown and sometimes marshy ground along Kromrivier; fairly level terrain. Existing house in ruins but interesting setting with oaks.</p> <p>Access: House accessible along unmade road leading off Olifantsbos road; at present closed to private vehicles.</p>			
<p>Proposed Class : III</p>	<p>Proposed Development</p>	<p>Total Existing Recreational Capacity ; Not Accessible</p>		
<p>Picnic Area</p> <p>Restaurant</p> <p>Visitors' Information Centre</p> <p>Service Facilities</p>	<p>To be developed adjoining house, making use of existing trees, etc. in portion of area. Approx. 7½ acres in extent.</p> <p>To cater for (say) 300 at a time</p> <p>Including wild flower garden, to cater for (say) 500 at a time.</p> <p>Access: From new circular drive. Parkings: 250 cars total</p>		<p>2,000</p> <p>-</p> <p>-</p>	<p>160</p> <p>300</p> <p>500</p>
<p>Total Existing & Add. Recreational Capacity:</p>		<p>960</p>	<p>Total Additional Recreational Capacity : 960</p>	

SUMMARY I: EXISTING CARRYING CAPACITY OF RESERVE (1968)

Locality	Recreational Capacity (Persons per day)	Service Capacity (Vehicular)			Total (Persons per day)
		Cars at 4 persons	Buses at 45 persons		
1. Booiseskerm	390	(40)	160	-	160
2. Black Rocks	560	(40)	160	-	160
3. Bordjiesrif	525	(77)	308	(16) 720	1,028
4. Buffels Bay	*1,330	(135)	540	-	540
5. Homestead	100	(44)	176	(3) 135	311
6. Rooikrantz	76	(38)	76 ¹	-	76
7. Cape Point	2,300	(54)	1,320 ²	(3) 950 ³	2,270
8. Diasstrand	Not accessible	-	-	-	-
9. Maclear Beach	Not accessible	-	-	-	-
10. Platboom	1,720	(93)	372	(6) 270	642
11. Hoek v. Bobbejaan to Booisekraal	Not accessible	-	-	-	-
12. Sirkelsvlei	Not accessible	-	-	-	-
13. Simonsbank	865	(54)	216	-	216
14. Olifantsbos and Bay	235	(82)	328	-	328
15. Die Mond	Not accessible	-	-	-	-
16. Bonteberg-Perdekloof	200	(50)	200	-	200
17. Theefontein	Not accessible	-	-	-	-
TOTALS:	<u>8,301</u>	(707)	3,856	(28) 2,075	<u>5,931</u>

1. At 2 persons per car.
2. At 3.5 persons per car with turnover factor of 7.
3. At 45 persons per bus with turnover factor of 7.

SUMMARY II: PROPOSED CARRYING CAPACITY OF RESERVE

Locality	Recreational Capacity (Persons per day)	Service Capacity (Vehicular)			
		Cars at 4 persons	Buses at 45 persons	Total (Persons per day)	
1. Booiseskerm	600	(150)	600	-	600
2. Black Rocks	770	(192)	768	-	768
3. Bordjiesrif	975	(77)	308	(16) 720	1,028
4. Buffels Bay	2,880	(720)	2,880	-	2,880
5. Homestead	600	(82)	328	(6) 270	598
6. Rooikrantz	300	(150)	300 ¹	-	300
7. Cape Point	9,300	(225)	5,500 ²	(12) 3,780 ³	9,280
8. Diasstrand	93	(25)	100	-	100
9. Maclear Beach	883	(221)	884	-	884
10. Platboom	2,570	(508)	2,032	(12) 540	2,572
11. Hoek v. Bobbejaan to Booisekraal	7,000	(1,750)	7,000	-	7,000
12. Sirkelsvlei	200	(50)	200	-	200
13. Simonsbank	1,145	(286)	1,144	-	1,144
14. Olifantsbos and Bay	1,165	(292)	1,168	--	1,168
15. Die Mond	200	(25)	100	-	100
16. Bonteberg-Perdekloof	6,600	(1,650)	6,600	-	6,600
17. Theefontein	960	(250)	1,000	-	1,000
TOTALS:	36,241	(6,653)	30,912	(46) 5,310	36,222

1. At 2 persons per car.
2. At 3.5 persons per car with turnover factor of 7.
3. At 45 persons per bus with turnover factor of 7.


4.3

Programme for Development

The programme sheets following are each based upon a five-year period. The estimated demand at the end of each period (see table in 4.1 above) is shown together with the developments proposed to meet this demand. The carrying capacity of the whole Reserve at the end of each period is carried forward and the programme totals are shown.

It is suggested that the carrying capacity be developed more rapidly than the estimated rise in demand in order to provide visitors with a reasonable degree of choice of locality and to cover any extraordinary increase in demand. For similar reasons as described in 4.2 above the proposed carrying capacity in 2000 AD is higher than the estimated demand.

Estimated maximum daily demand upon the Reserve		Period 1969/1970	PROPOSED DEVELOPMENTS	
Year	Carrying Capacity	Locality	DEVELOPMENT	Recreational Capacity
1970	8,250	Whole Reserve	b/f Carrying Capacity 1968	8,301
General developments suggested to commence immediately are as follows:		16. Bonteberg-Perdekloof	It is recommended that a start be made immediately with the development of this locality including the construction of roads in and through it and also with the erection of the fence dividing it from the Reserve proper, with a view to opening portions to the public during 1971-75.	
1. Investigations regarding possible sources of water supply.				
2. Installation of water-borne sanitation as soon as possible in all localities not yet served.				
3. Operation of Kiosk at Bordjiesrif and opening of Kiosk at Buffels Bay.			No further developments proposed as existing carrying capacity adequate to meet estimated demand.	
4. Transportation from parking area at Cape Point to the top of the promontory (possibly bus service until demand is sufficient to support funicular or chair-lift.)				
		Whole Reserve	c/f Carrying Capacity 1970	8,301

Estimated maximum daily demand upon the Reserve		Period 1971/1975	PROPOSED DEVELOPMENTS		
Year	Carrying Capacity	Locality	DEVELOPMENT		Recreational Capacity
1975	10,600	Whole Reserve	b/f Carrying Capacity 1970		8,301
<p>It is proposed that the False Bay resorts, having warmer seas than the Atlantic, should in general be developed before the latter.</p> <p>The bird sanctuary at Die Mond (Locality 15) should be fenced off during this period and preliminary work carried out in establishing it as a conservation centre prior to opening it to the public during 1976/80.</p>		1. Booiseskerm	All proposed developments completed		210
		2. Black Rocks	- ditto -		210
		4. Buffels Bay	Development of adjoining beach area and picnic area by 50% of amount recommended		150
		16. Bonteberg-Perdekloof	Development of 25% of picnic area, completion of new road, fence and entrance gate.		800
		17. Theefontein	Information centre and restaurant constructed.		800
		Whole Reserve	c/f Carrying Capacity 1975		10,471

Estimated maximum daily demand upon the Reserve		Period 1976/1980	PROPOSED DEVELOPMENTS	
Year	Carrying Capacity	Locality	DEVELOPMENT	Recreational Capacity
1980	13,500	Whole Reserve	b/f Carrying Capacity 1975	10,471
<p>The "filter area" in the North-West corner of the Reserve is intended to be very largely developed by 1980 in order to reduce pressure on the localities in the Reserve proper and upon its road system. At the same time some development of the latter areas is also included (especially Cape Point, the major tourist attraction) in order to provide some degree of choice - even though this results in the creation of a carrying capacity well in excess of the estimated demand.</p>		5.Homestead	Wild flower garden fully developed, restaurant extended.	350
		6.Rooikrantz	Additional parking provided	40
		7.Cape Point	- ditto -	2,500
		10.Platboom	Adjoining beach and picnic areas 25% developed	210
		14.Olifantsbos and Bay	- ditto -	230
		15.Die Mond	Opened to public; all proposed developments completed	200
		16.Bonteberg-Perdekloof	Further 50% of picnic area developed.	1,600
		17.Theefontein	All proposed developments completed	160
		Whole Reserve	c/f Carrying Capacity 1980	15,761



Estimated maximum daily demand upon the Reserve		Period 1981/1985	PROPOSED DEVELOPMENTS		
Year	Carrying Capacity	Locality	DEVELOPMENT		Recreational Capacity
1985	17,200	Whole Reserve	b/f Carrying Capacity 1980		15,761
<p>The Western portion of the proposed circular road should be constructed during this period in order to reduce the density of traffic on the roads of the Reserve. It is not thought necessary to develop sites along this road however except at Localities 8 and 9 which are associated with Cape Point and where necessary to prevent bush fires caused by picnickers.</p>		4. Buffels Bay	Development of adjoining-beach area and picnic area completed		150
		6. Rooikrantz	Additional parking provided		40
		8. Diasstrand	All proposed developments completed		93
		9. Maclear Beach	- ditto -		883
		11. Hoek v. Bobbejaan	Beaches, etc. made available by new circular road; no immediate developments proposed		6,700
		16. Bonteberg-Perdekloof	Picnic area fully developed, tidal pool built and 50% of camping area developed.		2,750
		Whole Reserve	c/f Carrying Capacity 1985		26,377

Estimated maximum daily demand upon the Reserve		Period 1986/1990	PROPOSED DEVELOPMENTS	
Year	Carrying Capacity	Locality	DEVELOPMENT	Recreational Capacity
1990	21,000	Whole Reserve	b/f Carrying Capacity 1985	26,377
		3. Bordjiesrif	All proposed developments completed	450
		5. Homestead	- ditto -	150
		6. Rooikrantz	Additional parking provided	40
		7. Cape Point	- ditto -	2,500
		10. Platboom	Adjoining-beach and picnic areas developed by further 50%	425
		16. Bonteberg-Perdekloof	All proposed developments completed	1,250
		Whole Reserve	c/f Carrying Capacity 1990	31,192

Estimated maximum daily demand upon the Reserve		Period 1991/1995	PROPOSED DEVELOPMENTS	
Year	Carrying Capacity	Locality	DEVELOPMENT	Recreational Capacity
1995	25,500	Whole Reserve	b/f Carrying Capacity 1990	31,192
		4. Buffels Bay	Intensity of use of beach increasing	625
		6. Rooikrantz	Additional Parking provided	50
		10. Platboom	All proposed developments completed	215
		14. Olifantsbos and Bay	- ditto -	700
		Whole Reserve	c/f Carrying Capacity 1995	32,782

Estimated maximum daily demand upon the Reserve		Period 1996/2000	PROPOSED DEVELOPMENTS	
Year	Carrying Capacity	Locality	DEVELOPMENT	Recreational Capacity
2000	30,000	Whole Reserve	b/f Carrying Capacity 1995	32,782
		4. Buffels Bay	Intensity of use reaches proposed maximum	625
		6. Rooikrantz	Provision of all proposed parking space completed	54
		7. Cape Point	All proposed developments completed	2,000
		11. Hoek v. Bobbejaan	- ditto -	300
		12. Sirkelsvlei	- ditto -	200
		13. Simonsbank	- ditto -	280
		Whole Reserve	c/f Carrying Capacity 2000	36,241

5 . 0 M a p s

5.1 Driving Time to the Reserve

This map shows the driving time in minutes to the existing gate of the Reserve by the shortest route and under summer week-end driving conditions. These times will be reduced in the future by the construction of the two roads shown dotted on the map, that at A being a road across the mountain behind Witsands proposed by the Divisional Council while that at B is the proposed freeway through Constantia and above Boyes Drive which will tunnel through the mountain behind Kalk Bay to emerge at Clovelly.

KAAPSTAD

Northern Peninsula

5.1

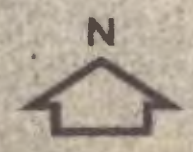
Southern Peninsula

Cape Flats

V A L S B A A I

F A L S E B A Y

1:250,000



IA
B

75

60

60

75

90

75

45

45

60

75

45

30

30

90

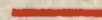
15

15

5.2. The Reserve as Existing

This map indicates the existing North and South fences of the Reserve, the extent of its natural amenities and the localities developed to date for public recreation. The latter are numbered as on the survey and programme sheets in Sections 4.2 and 4.3 above.

Existing main road of Reserve



Existing branch roads of Reserve



Developed localities:

- | | | |
|----------------|---------------|-------------------------|
| 1. Booieskern | 5. Homestead | 13. Simonsbank |
| 2. Black Rocks | 6. Rooikrantz | 14. Olifantsbos and Bay |
| 3. Bordjiesrif | 7. Cape Point | 16. Perdekloof |
| 4. Buffels Bay | 10. Platboom | |

Areas rich in indigenous flora



Areas most frequented by game



Areas most frequented by baboons



Sites for rock-angling



Area for game-fishing



Area for skin-diving



Area for surfing





5.3 Proposed Development of the Reserve

The development of the Reserve to 2000 AD is shown on this map.

Circular drive 

Developed localities:-

- | | | |
|----------------|-----------------------|--------------------------|
| 1. Booieskerm | 7. Cape Point | 13. Simonsbank |
| 2. Black Rocks | 8. Diasstrand | 14. Olifantsbos and Bay |
| 3. Bordjiesrif | 9. Maclear Beach | 15. Die Mond |
| 4. Buffels Bay | 10. Platboom | 16. Bonteberg-Perdekloof |
| 5. Homestead | 11. Hoek v. Bobbejaan | 17. Theefontein |
| 6. Rooikrantz | 12. Sirkelsvlei | |

Areas most frequented by game



Areas most frequented by baboons



New toll-free entrance

A

Toll entrance

B

Entrance to Bird Sanctuary

C

Visitors' Information Centre





Existing boundary of Reserve

Proposed fences



Picnic Areas



Camping Areas



Tracks for horse-riding



Toll-free entrance

A

Toll entrance

B

Entrance to Bird Sanctuary

C

Circular drive

D-D

Tidal pool

E

Visitors' Information Centre

F

Thee fontein

G

Additional planting



5.4



BIBLIOGRAPHY

- Binckes, G.D. : A Development Plan for the Amenities of the Cape Town Metropolitan Region. U.C.T. Department of Urban and Regional Planning. 1968.
- Cape Divisional Council : Notes on the Cape of Good Hope Nature Reserve. Departmental. 1968.
- Cape Divisional Council : The Cape of Good Hope Nature Reserve. Pamphlet supplied at entrance gate. Undated.
- Cape Provincial Administration : Greater Cape Town Planning Report No. 2. Population. Cape Town. 1968.
- Cape Provincial Administration : Greater Cape Town Planning Report No. 5. Recreation and Tourism. Cape Town. 1968.
- Opie, F.W.J. : The Ecology and Geographical Development of Cape Point. August 1967. (Unpublished Thesis - no address stated).
- U.S. Department of the Interior : Outdoor Recreation Space Standards. Washington. U.S. Government Printing Office. 1967.
- Walker, Eric A. : A History of Southern Africa. London. Longmans, Green & Co. Ltd. 1962.
- Weal, Francis : Traffic in the Country - a strategy for protection of the Lake District. Architects' Journal, Vol. 148 No. 35 (28 August 1968). London. The Architectural Press Ltd.