

APPLICATION FOR DEPROCLAMATION

**MINOR ROAD 97
ARNISTON/WAENHUISKRANS**

WAENHUISKRANS NATURE RESERVE

October 2004

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EXECUTIVE SUMMARY

CapeNature is the managing authority of the Waenhuiskrans State Forest (267ha), situated west of the town Arniston/Waenhuiskrans. Minor Road 97 transverses the Waenhuiskrans Nature Reserve from the end of Hawe street to the Beacon.

The Waenhuiskrans Nature Reserve has many ecological, historical and archaeological treasures, which CapeNature undertake to protect for future generations. The reserve preserves the historical fish traps (visvyfers), Waenhuiskrans cave, beacon, archaeological shell middens and the fauna and flora on the reserve. The Waenhuiskrans Nature Reserve is an important breeding site for black oystercatchers and crowned cormorants.

The proclaimed road through the reserve however results in CapeNature being legally unable to fence off and control access to this important nature reserve. This results in lack of control in the area, abalone poaching, damage to the sensitive dune vegetation, intensive utilization over season (which coincides with the breeding season of endangered bird species), damage to middens, over fishing, firewood collecting, vandalism, uncontrolled bait collection, poaching of small game, illegal flower picking, illegal camping, illegal fires and others. These problems are escalating each year as more and more visitors enter this small nature reserve.

A public participation process was initiated in 1997 in order to obtain public support to deproclaim the Minor Road 97. A total of 17 meetings were held between 1997 and March 2003. The National Environmental Management Act, 1998 (Act No. 107 of 1998): Control of Vehicles in the Coastal Zone (Government Notice No. 1399, 21 December 2001) (“ORV Regulations”) banned off-road vehicles from driving on the beaches. This resulted in the Arniston/Waenhuiskrans community no longer offering their support for the deproclamation of Minor Road 97, as Waenhuiskrans Nature Reserve was the only place where off-road vehicles could legally drive on the beach. When a signboard was erected at the Waenhuiskrans Nature Reserve to advertise road closure a meeting was request by the community and on 26 June 2003 and CapeNature decided to engage in further consultation with the community before application was made for the deproclamation of Minor Road 97.

In an attempt to find a solution to this problem numerous consultation sessions were held with local residents from the Arniston/ Waenhuiskrans and Kassiesbaai communities. Various public meetings were held and a committee was elected from the Arniston/Waenhuiskrans Rate Payers Association, the Kassiesbaai community and the Waenhuiskrans Conservation Association to try to come to an agreement between CapeNature and the community regarding access to the reserve, before deproclamation of the road could commence.

The public requested CapeNature to provide proof of the sustainability of a controlled access gate. As a result CapeNature erected a wooden gatehouse at the entrance of the reserve, which became operational on 5 December 2003. The gate services were outsourced to a local Black empowerment enterprise, Two Oceans at a cost of R7500-00 per month, employing 2 people from the local Kassiesbaai community. No vehicles were stopped at the entrance gate, however statistics were collected. From the data collected (Dec-Sept), a total of 11 660 vehicles entered the reserve and a total of 63 991 pedestrians entered the reserve.

From this information it was calculated that the Waenhuiskrans Nature Reserve could potentially generate an income of R1 500 000-00 per year. This income would be generated from a fee for the use of vehicles in the reserve. The estimated budget to manage the Waenhuiskrans Nature Reserve effectively with a permanent staff compliment to carry out access control, law enforcement, monitoring and management is R1 058 761-00. This budget would include the costs to establish a new circular route to Galjoen Gat, boardwalks, hiking trails and the much need upgrading of signage and pathways. Approximately 50% of the expenditure on the budget would be used for job creation, 3 permanent staff and service providers for various tasks on the reserve.

It was decided by CapeNature to allow fee access to pedestrians, which is a loss of potential income of R955 935-00 per annum. The decision by CapeNature to allow free access on foot is a compromise reached with the community.

A tourism development plan has been drafted in consultation with the community. The community have indicated that an agreement should be signed with a legal entity (Cape Agulhas Municipality – Ward) to ensure that CapeNature cannot change the tourism plan once the road has been deproclaimed, without consultation and agreement of the local community.

Furthermore, Cape Nature commissioned two specialist studies, a Proposed Management Strategy for the Waenhuiskrans Nature Reserve (Badenhorst and Heydorn, 2003), a botanical survey (Euston-Brown, 2003) to inform decision-making regarding tourism activities that could take place on the reserve and acceptable areas where these activities could be allowed. A Specialist Study on the current Conservation Status of Archaeological Sites near Struispunt, Waenhuiskrans Nature Reserve (Yates, 1999) was also used to inform decision-making.

It is clear from these reports that the Waenhuiskrans Nature Reserve is a sensitive area and requires adequate protection, currently lacking. CapeNature believes that vehicles can be allowed into the sensitive area near the beacon where the middens are found, if it is done in a controlled and limited form. The public felt strongly that access to the Beacon should be allowed, but agreed that it should be controlled. For this reason CapeNature is consulting with Marine and Coastal Management (MCM) and South African Heritage and Resources Agency (SAHRA) to determine if 30 vehicles could be allowed at the Beacon at any one time, on a trial period. Monitoring will be implemented and support future decision-making.

CapeNature is currently unable to effectively manage the Waenhuiskrans Nature Reserve without proper access control. Through public participation it was determined that the local communities of Kassiesbaai, Arniston/Waenhuiskrans, agree that the continued decline of the environment in the reserve cannot be allowed to continue. Agreement was also reached that through effective tourism management this reserve will be able to generate sufficient income to appoint the necessary field rangers, gate guards, cleaning staff and tour guides (from the local Kassiesbaai community), thus contributing towards job creation in the area.

CapeNature has gone out of their way to accommodate the public in drafting the tourism plan for the reserve and to ensure as many of the current activities enjoyed by all visitors were included. A comprehensive public participation process was followed and hopefully agreement can finally be reached with the local communities support to commence with the application for the deproclamation of Minor Road 97.

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1. INTRODUCTION

CapeNature is the management agency for the Waenhuiskrans Nature Reserve. The reserve, (267 ha) is situated due west from the town of Arniston/Waenhuiskrans (See Figure 1). This document details surrounding the vision for the future management of the reserve, its environmental and historical assets, and the way process followed regarding consultation with the surrounding communities regarding the proposed deproclamation of minor road 97 that traverses the reserve. It is our belief that the benefits of the road deproclamation, thus ensuring proper access control, is clear to all role-players. Through income generation from tourism on reserve, effective management will be able to be implemented and also provide job creation for the surrounding communities.

Minor Road 97, a public gravel road traverses the reserve, commencing at the end of Harbor road and finishing at the Beacon. This road is approximately 1.5 kilometers long. The road provides access to a well-known angling spot at Otterbaai and gives further beach access to Galjoen gat and other fishing areas. In the past, dune sand was removed to allow vehicular access on top of the Waenhuiskrans cave, but since dune de-vegetation (to provide sand for adjacent beaches) moving sand dunes have invaded the road to such an extent that scraping and maintaining this road has become impossible. Presently this road is accessible by off-road vehicles only.

Figure 1: Locality of the Waenhuiskrans Nature Reserve

There are currently numerous problems, effecting the conservation of this reserve, many as a direct result of a lack of access control and staff:

- Lack of control in the reserve area
- Bad trail markers to the Waenhuiskrans Cave
- Inadequate signage
- Uncontrolled utilization of marine resources
- Firewood gathering

- Vandalism throughout the reserve – cave, signs, beacon etc.
- Poaching of small game species
- Dogs: Kill birds and small game on the reserve
- Illegal overnight camping
- Illegal fires
- Littering
- Damage to middens
- Damage to sensitive dune vegetation
- Intensive utilisation during peak season
- Fishing Competitions

2. PUBLIC PARTICIPLATION - DEPROCLAMATION OF MINOR ROAD 97

The following public meetings were held with Interested and Affected Parties regarding the deproclamation of Minor Road 97, on the following dates:

- | | |
|--|------------|
| • Arniston Community Meeting | 27/05/1997 |
| • Arniston Rate Payers Association Meeting | 28/12/1997 |
| • 1 st Workgroup for the Closure of Minor Road 97 | 10/02/1998 |
| • Arniston/Waenuiskrans Conservation Association | 13/02/1998 |
| • 2 nd Workgroup for the Closure of Minor Road 97 | 20/04/1998 |
| • Overberg District Municipality | 06/05/1998 |
| • Waenuiskrans Mariene inligtingsdag | 05/08/1998 |
| • Community Workshop | 01/04/2000 |
| • Spatial Plan Committee | 01/04/2000 |
| • Waenuiskrans/Arniston Community meeting | 29/04/2000 |
| • Spatial Plan Committee and the General Public | 22/07/2000 |
| • Waenuiskrans/Arniston Vennootskapsinisiatief | 13/05/2002 |
| • Waenuiskrans/Arniston Vennootskapsinisiatief | 22/05/2002 |
| • Waenuiskrans/Arniston Vennootskapsinisiatief | 07/06/2002 |
| • Waenuiskrans/Arniston Vennootskapsinisiatief | 24/06/2002 |
| • Waenuiskrans/Arniston Vennootskapsinisiatief | 23/09/2002 |
| • Arniston Rate Payers Association | 15/03/2003 |

Minutes taken at these meetings are filed at the De Mond Nature Reserve office P.O. Box 277, Bredasdorp 7280, Mr Roelof Jalving (Conservation Manager), contact telephone number 028-4251242.

The community, however felt, that discussions from the above meetings were not applicable, mainly due to the implementation of the new Beach regulations that become effective in December 2001. For this reason CapeNature will only supply supporting documentation from public participation held on and after the 26/06/2003.

The process followed is summarized in Table 1.

Table 1: Summary of the public participation process followed by CapeNature 26 June 2003 – October 2004

Appendix	Date	Description	Decisions/Actions Required/Concerns	Costs
1	19 June 2003	Letter to Overberg District Municipality	1. Requesting advertising of closure of Minor Road 97	
1	26 June 2003	Meeting with CapeNature, Arniston/Waenhuiskrans Rate-payers Association (RPA) and Arniston/Waenhuiskrans Conservation Association (CA)	2. Appoint independent specialist to compile management plan. 3. Discussions should be held with Kassiesbaai community. 4. Better management/control is necessary. 5. Lack of communication between CapeNature and the public. 6. Tourism plan necessary to present to the public. 7. Delay application to the Minister re deproclamation, until further consultation with the community.	
	26 July 2003	Meeting with CapeNature/RPA present the Western Cape Nature Conservation Board Vision for the Waenhuiskrans Nature document	1. Comments and remarks given, to be included in the document. 2. A shortened version should be sent out to all house owners in the Arniston/Waenhuiskrans and Kassiesbaai communities. 3. The document will be translated into Afrikaans to accommodate the Kassiesbaai community.	
2	03 Aug 2003	Finalise WCNCB Vision for the Waenhuiskrans Nature Reserve Document	1. Post on CapeNature website www.capenature.org.za 2. Send to RPA for comment 3. Send to CA for comment	
3	01 Sept 2003	Meeting with Dr A Heydorn (Consultant), CapeNature, RPA, Kassiesbaai, Cape Agulhas Municipality.	Site visit to Waenhuiskrans NR to discuss various concerns by all parties with the Consultants.	
4	09 Sept 2003	Public meeting held with Kassiesbaai Community. 48 people attended this meeting.	1. CapeNature must determine the sustainability of a gatehouse. 2. Must have access for fishing (day/night). 3. Rely on the reserve for food (bait/fishing) 4. Job's must be created for the community. 3 community representatives were elected at this meeting to serve on a working group to address the road deproclamation.	
2	3 Oct 2003	Correspondence sent out to 457 I.A.P. (addresses from Cape Agulhas Municipality). Available in English and Afrikaans.	14 responses replied 1. Vehicle access 2. Entry times 3. Entry Fees 4. Dogs in the reserve 5. Degradation of marine resources 6. Long term sustainability of a gate house	R636-90
	3 Oct 2003	Information on website www.capenature.org.za	Updated on an ongoing basis	

Appendix	Date	Description	Decisions/Actions Required/Concerns	Costs
1	13 Oct 2003	Letter to Overberg District Municipality	1. Request to remove board at Waenhuiskrans NR advertising road closure	
	11 Nov 2003	Internal CapeNature meeting with the Directors	2. Discussion regarding comments received from the public. 3. Discuss the implication for income generation for CapeNature if free walking access allowed. 4. Free walk-in access approved by the Directors. 4. Discuss public meeting to be held 29 December 2003.	
5	March 1999	Archaeological Report Compiled by specialists	Although this report was compiled in 1999, this document is very important.	
6	Aug/Sept/Oct 2003	Proposed Management Strategy commissioned by two coastal zone management specialists	Report completed and handed in 28 December 2003	R20 000-00
7	Oct/Nov 2003	Botanical survey carried out by expert botanist.	Report completed and handed in 5 December 2003	R5500-00
	5 Dec 2003	Gatehouse at Waenhuiskrans NR.	Gate opened 5 December 2003. 1. Building cost for gate 2. Cost for Gate guards – per month	R15000-00 R7500-00
8	5 Dec 2003	Print a brochure for the reserve	Graphic design, artwork and printing 10 000 brochures	R10 000-00
9	8 Dec 2003	Correspondence posted to invite the public to a public meeting sent out		R598-00
	22 Dec 2003	Erect sign boards throughout reserve	Various, route markers, information, regulations.	R20 000-00
9	29 Dec 2003	Public Meeting held at Kassiesbaai. Approximately 150 people attended. Facilitator appointed.	Summary Report for Waenhuiskrans NR De-proclamation of public road stakeholder meeting (Owen Henderson – Facilitator), see summary document. <u>Election of Waenhuiskrans NR Working Group to take the matter further:</u> Gail Cleaver (CapeNature Overberg Business Unit Manager) Roelof Jalving (CapeNature Conservation Manager Waenhuiskrans NR) Elana Minnaar (Cape Nature Overberg Tourism Officer) Colin Bird (Chairperson – RPA) Dawie Maritz (RPA) Keith Higgens (RPA) Hannes van Zyl (Chairperson – CA) Andre Marthinus (Kassiesbaai) Johnny Murtz (Kassiesbaai) Freddy Marthinus (Kassiesbaai) Cape Agulhas Municipality - representative	R6850-00

Appendix	Date	Description	Decisions/Actions Required/Concerns	Costs
10	22 May 2004	Waenuiskrans NR Working Group meeting	<ol style="list-style-type: none"> 1. A contract must be drawn up between CapeNature and the community. 2. Legal Opinion on the body for CapeNature to sign an agreement with required. 3. Draft contract should be drawn up and discussed at the next meeting. 4. Recommendations and letters of support required from SAHRA, MCM and Cape Agulhas Municipality. 	
	21 July 2004	CapeNature and Richard Davies (Wildlife economist) – internal meeting	<ol style="list-style-type: none"> 1. Discuss Tourism Plan for Waenuiskrans NR 	
11	07 Aug 2004	Attend RPA meeting to present tourism plan	<ol style="list-style-type: none"> 1. Recommendations made by the RPA Committee. 2. Meeting required with Eve Marthinus to discuss job opportunities for the local community. 	

3. SUSTAINABLITLITY

3.1 Gate House – Waenhuiskrans Nature Reserve

At the request of the public, a gatehouse was opened on 5 December 2003. The management of this gatehouse is outsourced to a local BEE, Two Oceans, at a fee of R7500-00 per month. Two local members of the Kassiesbaai community are employed by Two Oceans to collect statistics at the gate. No cars are stopped at the gate and no fees are generated as a result of the proclaimed minor road 97.

The public requested that the gate be in operation for 6 months, however CapeNature have decided to continue collecting stats at the gate until end November 2004, to ensure a year's data.

Figure 2: Gatehouse at Waenhuiskrans Nature Reserve

3.1. Vehicles

CapeNature will charge a levy for vehicles entering the Waenhuiskrans Nature Reserve, as vehicles cause the most damage to the environment. Statistical analysis of the data collected showed that from 5 Dec 04 – 5 May 04 out of a total of 7950 vehicle entries into the reserve a total of 4235 different vehicle registrations entered the reserve. Furthermore of these 7950 total entries 1679 (21%) were local registration number CS, with 547 different registration numbers and only 6.4% entered the reserve more that 10 times. CS1065 however entered the reserve 57 times during this time period. Figures are shown in Table 2 and Figure 3.

Table 2: Vehicles

Month	Total No of Vehicle entries
Dec-03	2718
Jan-04	2015
Feb-04	1001
Mar-04	991
Apr-04	1340
May-04	575
Jun-04	463
Jul-04	921
Aug-04	698
Sep-04	938
Oct-04	651*
Nov-04	621*
Total	12932

* Predicted figures

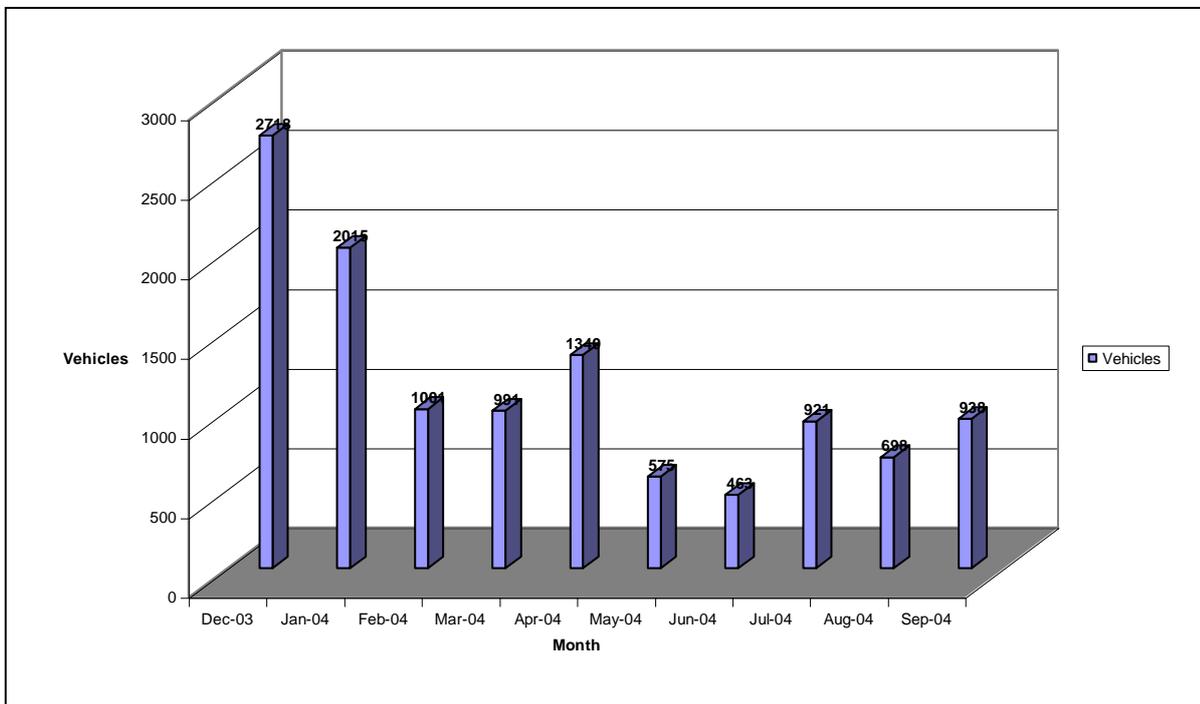


Figure 3: Vehicles: Dec 2003 – Sept 2004

3.2 Pedestrians

Through consultation with the public CapeNature have taken a decision not to charge a per person entry fee into the Waenhuiskrans Nature Reserve. If one assumes that 50% of pedestrians are children (35405 x R9-00 = R318 645-00) and 50% are adults (35405 X R18-00 = R637 290-00) this is **potentially a loss of income of R955 935-00 per annum**. Results are shown in Table 3 and Figure 4.

Table 3: Pedestrians

Month	Visitors
Dec-03	14810
Jan-04	10753
Feb-04	5389
Mar-04	5799
Apr-04	7493
May-04	3223
Jun-04	2425
Jul-04	5196
Aug-04	4061
Sep-04	4842
Oct-04	*3490
Nov-04	*3330
Total	70811

* Prediction

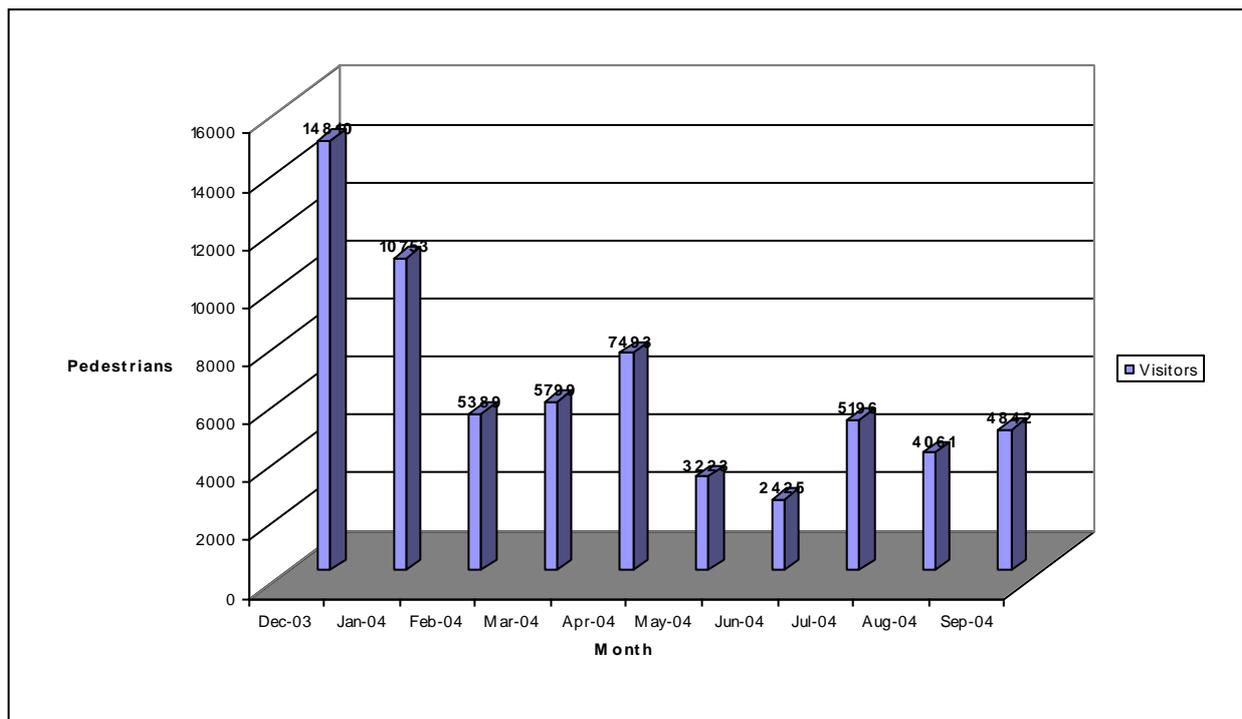


Figure 4: Pedestrians: Dec 2003 – Sept 2004

3.3 Predicted Income Generation

Collecting the stats at the gate have proven that an access control point at the Waenhuiskrans Nature Reserve can be sustainable throughout the year, with a potential income generation of R1.5 M per annum. However it is possible that vehicles entering the reserve will decrease as a result of a fee being charged and hence income may be less than predicted. See table 4.

Table 4: Predicted income generation for the Waenhuiskrans Nature Reserve

Month	No of vehicles	Day Entry	Annual Permit	Annual Permit	Beacon Permit	Total
Dec	2718	122310.00	135900.00	-	99200.00	357410.00
Jan	2015	90675.00	100750.00	-	99200.00	290625.00
Feb	1001	45045.00	50050.00	-	89600.00	184695.00
Mar	991	44595.00	49550.00	-	36000.00	130145.00
Apr	1340	60300.00	67000.00	-	48000.00	175300.00
May	575	25875.00	28750.00	-		54625.00
June	463	20835.00	-	13890.00		34725.00
July	921	41445.00	-	27630.00	99200.00	168275.00
Aug	698	31410.00	-	20940.00	48000.00	100350.00
Sept	938	42210.00	-	28140.00	96000.00	166350.00
Oct	651*	29295.00	-	19530.00	48000.00	96825.00
Nov	622*	27990.00	-	18660.00	48000.00	94650.00
	12933	459675.00	296100.00	128790.00	612000.00	1496565.00

*Predicted figures

3.4 Budget

The cost to manage the Waenhuiskrans Nature Reserve is currently calculated at R171 520-00 for the period December 2003 to September 2004 (Table 5). This money has come from the De Mond Nature Reserve budget.

Table 5: CapeNature budget spent at Waenhuiskrans Nature Reserve (Dec 03 – Sept 04)

Item	Days	Months	Cost/Month	Total	Comments
Gate guards		10	7500	R 75,000.00	Salaries, wages (local contract)
Field rangers (x2)	12	10	2400	R 24,000.00	Salaries, wages
Vehicle Mazda 4x4	12	10	1752	R 17,520.00	Use of De Mond vehicle
Gate house			15000	R 15,000.00	Building & erection gate house
Administration		10	1000	R 10,000.00	Phone, files, receipt books etc
Interpretation		10	3000	R 30,000.00	Education material, printing brochures etc
TOTAL				R 171,520.00	

The budget required to effectively manage the Waenhuiskrans Nature Reserve is calculated to be R1 058 761-00 in the first year. A complete budget is given in Table 6. This will include many of the initial start up costs and Capital Purchases. This also includes the erecting of a second gatehouse on top of the Waenhuiskrans Cave, Boardwalk to the Cave and construction of the Circular Route to Galjoen Gat. A total of 50% of the budget will be used for the appointment of 3 permanent staff for local contractors as service providers.

Table 6: Budget required for Waenhuiskrans Nature Reserve

Budget Item	Unit	Cost	Amount	Description
INCOME			R 1,496,565.00	
Tourism Activities			R 1,496,565.00	
EXPENDITURE			R 1,058,761.00	
TOTAL PERSONNEL COSTS			R 168,300.00	
TOCE Fixed Personnel Costs	3	50000	R 150,000.00	
UIF	3	600	R 1,800.00	
Overtime	3	5000	R 15,000.00	
Standby Costs	3	500	R 1,500.00	
ADMINISTRATIVE EXPENDITURE			R 94,181.00	
Telephones	12	1500	R 18,000.00	Telephone, Cell phone calls & contract
Advertising & Marketing			R 30,000.00	Brochures
Printing			R 10,000.00	Permit books, stickers
Repairs and Maintenance			R 20,000.00	Spares, Oil, Fuel, Install gatehouse No2
Depreciation			R 16,181.00	5.5% of Capex
TRAVEL & TRANSPORT			R 49,980.00	
GG Daily Tariff	12	1365	R 16,380.00	R1365-00 per month x 12 months GG
GG km Tariff	1.02	30,000	R 30,600.00	2500km per month x 12 months
S&T	3	1000	R 3,000.00	
STORES & LIVESTOCK			R 198,800.00	
Stores			R 150,000.00	Boardwalks
Batteries - Camera			R 300.00	
Domestic Hardware			R 10,000.00	Cleaning materials, Binoculars, Rucksack
First Aid	5	400	R 2,000.00	5 x first aid kits
Signage			R 20,000.00	Upgrade boards/Interpretation Boards
Stationary			R 4,000.00	Files, pens, permit books, stickers
Uniforms & protective clothing	5	2500	R 12,500.00	Rain cloths, uniform, boots, parka
PROF & SPECIAL SERVICES			R 458,500.00	
Consulting/Proff Fees:				
EIA - New Road			R 10,000.00	Circular Route to Galjoen Gat
Consultant - New Road			R 30,000.00	Circular Route to Galjoen Gat
Contractor Costs:				
Cleaning Services: Clean Reserve			R 36,000.00	Contract Team @ R1000/d x 3 x 12 months
Gate Operators	12	11000	R 132,000.00	R11000-00 per month x 12
Firebreaks	1		R 21,000.00	Contract Team @ R1000/d x 21 days
Alien Clearing	1		R 21,000.00	Contract Team @ R1000/d x 21 days
General Maintenance	1		R 21,000.00	Contract Team @ R1000/d x 21 days
Construct New Road			R 150,000.00	Circular Route to Galjoen Gat
Training Costs	5	7500	R 37,500.00	
Capital Expenses:			R 89,000.00	
Gate House	1	20000	R 20,000.00	
Pro Trax - patrol vehicle	1	30000	R 30,000.00	
Radio Base Station	1	10000	R 10,000.00	
Hand Held Radios	4	1500	R 6,000.00	
Solar System	1	15000	R 15,000.00	
GPS	1	4500	R 4,500.00	
Digital Camera	1	3500	R 3,500.00	
INCOME/EXPENDITURE			R 437,804.00	Profit

4. TOURISM DEVELOPMENT PLAN

The tourism development plan for the Waenhuiskrans Nature Reserve is included in Appendix 11. The following refers to Figure 6, with the current proclaimed minor road 97 shown in red:

4.1 Proclaimed Minor Road 97

Point A – Roman Beach Parking Area/Gate House

Visitors to Roman Beach will have parking available at this point. There are plans to improve the parking area. CapeNature will undertake to source funds to build a gatehouse, environmental education center, interpretation center, restaurant/tea room, craft market, and disabled friendly toilets at this site. The gatehouse is currently at this point. The gate to prevent vehicle access after hours will be erected here.

Point B – Waenhuiskrans Cave

A Demarcated car park will be developed on top of Waenhuiskrans Cave. No vehicle allowed past this point without a special permit. New gatehouse will be erected at this site to control vehicle access to the Beacon.

Point B-C

Access to the Beacon at Point C will be controlled. Access will be limited to 30 vehicles at one time. Permission from Marine and Coastal Management is required.

Point D - Middens

The middens occur in this area and require protection. Boardwalks will be built over the middens for pedestrians. Poles will be placed around middens to stop vehicles transverse the middens.

Point C – Beacon

Demarcated car park will be established here with the permission and assistance of SAHRA. Monitoring will be initiated to determine if 30 vehicles is an acceptable number. SAHRA will be approached to assist in compiling a monitoring programme. Decisions will be based on the outcomes of this monitoring in collaboration with SAHRA.

Point F – Beach

No vehicles will be allowed on the beach west of the black dot at Point C. This is prevented by the Off Road regulations and classifies as beach driving. People found driving here on the beach would be fined.

4.2 Other tourism activities (not part of Road deproclamation)

Point B-H-I-J

This is not part of the proclaimed road. CapeNature will investigate opening a circular route from Point B to J and back to A. Currently this road only has space for one vehicle at a time and when passing, vehicles are forced into the veld, causing considerable damage. A complete EIA will have to be followed, with the necessary permission. Old existing roads do exist and will be used where possible.



Figure 5: Tourism Development Plan

5. ECOLOGICAL CONCERNS

5.1 Specialist Study on the current Conservation Status of Archaeological Sites near Struispunt, Waenhuiskrans Nature Reserve (Yates, 1999)

This report is included in Appendix 5.

Executive Summary

Archaeological material of importance is present near Struispunt in the Waenhuiskrans Nature Reserve. The movement of vehicles and illegal collecting of artifacts both pose very serious threats to the survival of this historical resource. The relevant authorities must prevent access to the area by vehicles and in general discourage human interference with the archaeological record. All terrain vehicles are currently driving over many sections in this area with little regard to their importance.

Recommended Management Actions

- Preventing continued access to the areas by vehicles.
- Discouraging and, if necessary, preventing the collection of artefacts.
- Restricting walking by the public over the intact midden mounds.

The implementation of the recommended management actions will a) ensure the conservation of a valuable historical asset and b) assist visitors to Waenhuiskrans Nature Reserve in being compliant with the law.

The implementation of the above steps should be undertaken in consultation with professional archaeologists and the National Monuments Council. The last two management actions are best undertaken by development of an educational visitor's center that promotes historical awareness.

Discussion

A number of factors deriving from human activity compromise the potential of Area D (Figure. Firstly, people clearly have removed artifacts from the site. Archaeologists cannot effectively interpret any site where significant amounts of normally surviving evidence are absent. As archaeological information is non-renewable, the detrimental impact of unprofessional, private collecting must never be underestimated. Secondly, vehicles pose a very considerable threat to the survival of the Area D (Figure 5) midden. The midden is now damaged badly but not destroyed. All the damage caused by people and described above is illegal. The National Monuments Act (Act No. 28 of 1969, as amended) legally protects all archaeological sites and extends special protection to shell middens. It states that no person may destroy, alter, damage, excavate, and remove from the National Monuments Council. Enhanced protection will be afforded to archaeological sites in terms of the National Heritage Resources Bill, soon to replace the National Monuments Act.

The Area D (Figure 5) midden undoubtedly has great worth from the point of view of archaeological research. However, the importance of ensuring the survival of this midden is not based simply on esoteric academic considerations. The site has considerable merits for purposes of developing regional tourism. The size of the midden, the features and the presence of pre-colonial and colonial materials as well as the fish traps (visywars) and late 19th century navigational tower nearby, together makes a unique circumstance. There is potential here to undertake relatively low cost infra-structural development to attract visitors and thus, enhance the conservation value of the local environment as a whole. Under present circumstances, this potential may be lost to the region forever.

5.2 Proposed Strategy for the Management of Waenhuiskrans Nature Reserve (Badenhorst and Heydorn, 2003)

See appendix 6.

5.3 Botanical Survey of Waenhuiskrans Nature Reserve (Euston-Brown, 2003)

This report is included in Appendix 7

Management recommendations

The most critical negative impact on the conservation status of the vegetation is the disturbance and damage to the vegetation, sand dunes and calcrete/limestone rock formations by vehicles and pedestrian trampling.

It is not possible for the existing road to stay in one place due to the increased mobility of the dune system. Cars are no longer following the road route and are using any route possible to get around the shifting dunes. The dunes are shifting into vegetated areas and this may play an important role in slowing down the rate of sand movement. Vehicle damage may thus destabilise this function and reduce the potential for the dune to be recolonised. Vehicles damage the vegetation at the edge of the dunes and interfere with the natural process of sand-vegetation interaction.

Behind the primary dunes, and where harder surfaces are exposed, there are numerous strandloper middens, as well as a high possibility of other fossils and ship-wreck-related deposits. These, and other archeological sites, may lie hidden below the dunes for long periods. Vehicles taking new routes around the dunes will damage and destroy these potentially important sites. Such damage is not permitted by current legislation.

Demarcated footpaths are required to prevent people from trampling on the plants, especially on the harder surfaces. Currently, there is no defined route and no information available to tourists indicating how to reach the Waenhuiskrans caves. Thus, there are a myriad of paths all along the cliff edges, where many of the more sensitive plants reside. The trampling has caused considerable erosion, exposing wide areas of bare rock that may once have been vegetated. Demarcation of footpaths should follow the natural landscape and requires no infrastructure. Footprint signs painted onto rocks is most acceptable. A tourist information board at the car park needs to alert pedestrians to the sensitivity of the sight and that any activity beyond the demarcated path requires permission.

Further destabilisation of the dunes that have already been stabilised is not recommended as this may result in dunes moving over parts of the village, especially in the western area. However, where the dunes have already been destabilised no further vehicular interference should take place in order that the system may function naturally again, and the vegetation grow back in between the dunes.

To replenish the sand on the beach over long periods will probably require the entire Duneveld area to become mobile again. This is because the sea along a fairly rocky point, such as this one, is usually scouring more sand than it deposits. To maintain sand on the beach will require continuous deposition from the shifting dunes. The small area that has been remobilised probably does not provide enough sand to equate the rate of sand erosion from the beach by the sea. Furthermore, the appropriate wind direction for this to occur is not the most prevalent in the area, and is also more commonly associated with winter months when the sand can be wet and less prone to wind erosion.

It may be that occasional sand deposition events by the sea do occur at the beach, and it is not known to what extent the sand is derived from the shifting dunes. However, by considering prevailing wind directions, it is probable that more sand is generated by the sea than by the shifting dunes. It is also possible that because many of South Africa's coastal dunes have been stabilised by Rooikrans invasions, the amount of sand being deposited in the sea by offshore winds has declined dramatically over the past fifty years. This may have resulted in the sea having less suspended sediment available to deposit.

Conclusion

The Waenhuiskrans nature reserve contains Primary Dune, Duneveld and Strandveld vegetation. Strandveld displayed the greatest species diversity, and included three red data species. However, Primary Dunes and Duneveld vegetation and their associated plants can be considered rare in terms of available habitat along the coast. It is recommended that vehicular access to the reserve is prevented and demarcated pathways control pedestrian access.

6. HISTORICAL ASPECTS

Fish traps (Visvyvers)

Many fish traps are found within the inter-tidal zone of the Waenhuiskrans Nature Reserve. The local community has over the years maintained these traps, which yield good catches of fish at certain times. These traps are a good provider of protein during the winter months, when bad weather dictates that boats cannot go out to sea. All of the Waenhuiskrans fish traps are older than 60 years and thus are protected by SAHRA.

Waenhuiskrans Cave

The Waenhuiskrans cave is the best-known cave within the area and known world-wide. This cave is one of the focal points of the Waenhuiskrans/Arniston town as Waenhuiskrans is named after this natural phenomenon. The cave, which is only accessible during low tide, has steps leading to it from the parking area. This is usually covered by dune sand, and is hazardous for the elderly and frail. It is suggested that a boardwalk be built from the proposed gatehouse along the rocky shore to the entrance of the cave. At present the cave is turning into a polluted and graffiti covered eyesore, marring visitors' experience. Immediate control is needed to stop further degradation of this cave. At access control points, interpretation pamphlets would be handed to visitors to educate them about the importance of this cave.

Figure 6: Waenhuiskrans Cave

Beacon

The beacon, erected on 28 September 1871, was built due to the number of ships striking Saxon Reef just off Struis Point. This beacon used to have a large copper ball on top that reflected the rays of the sun to the ships at sea. It is of great historical importance as it is the only known one of its kind ever erected. Reconstruction of the copper ball on top of the beacon is a possibility. During November 2003 Portnet has installed light, on top of the existing beacon as a navigational tool for sea users.

Figure 7: Beacon

7. PROCESS TO BE FOLLOWED

- Letter of support from Cape Agulhas Municipality
- Letter of support and approval of plan – South African Heritage and Resource Association
- Letter of support and approval of plan – Marine and Coastal Management
- Determine legal entity for community to sign an agreement with CapeNature regarding continued input into decision making regarding Minor Road 97, once de proclaimed
- Meeting with Kassiesbaai community representative – Eve Marthinus
- Final meeting with Waenhuiskrans Working Group
- Advertise deproclamation – CapeNature to pay
- Application to the Minister for a decision