5.2.13 Sub-Precincts : Detailed Recommendations

The Precinct Plan is described in more detail for the following ‘Sub-Precincts’ which have been identified in the planning process and indicated in the diagram below as follows:

- Sub-Precinct 1: Upper Tokai Road
- Sub-Precinct 2: Tokai Manor Commonage
- Sub-Precinct 3: Manor House and Environs
- Sub-Precinct 4: Manor Gardens
- Sub-Precinct 5: Parking
- Sub-Precinct 6: Arboretum
- Sub-Precinct 7: Visitor Accommodation
- Sub-Precinct 8: Utility
- Sub-Precinct 9: TMNP Head Office
- Sub-Precinct 10: Equestrian
- Sub-Precinct 11: Cape Research Centre

For each Sub-Precinct a brief description of current state and use is provided and guidelines, key actions and implementation recommendations are listed and these are spatially annotated in a Sub-Precinct plan.

Figure 5.3 Sub-Precinct Key Plan
5.3 Sub-Precinct 1: Upper Tokai Road (see Figure 5.4)

This Sub-Precinct forms the key ‘linkage’ element of the Precinct as it channels visitors and users from the public road network (Zwaanswyk turnoff) along a tree lined, long established, central axis heritage route to the Manor House. The road, now within the National Park, is in a bad state of disrepair. A basic improvement plan is therefore proposed for the road, as far as the Prinskasteel Bridge, which requires minimal intervention or change to the road itself and for the establishment of dedicated cycling, walking and horse riding routes alongside the roadway (Refer to Figure 5.4b for the road cross section).

A Traffic Impact Statement (TIS) for the required road improvements of upper Tokai Road from Zwaanswyk Road to the bridge over Prinskasteel River, formed part of the Basic Assessment process undertaken in terms of NEMA for the upgrade of the Tokai picnic-braai site in 2009/2010. The road improvements for both motorised and non-motorised (cyclists, etc.) traffic/users are to be implemented as a condition of the Environmental Authorisation issued by DEA for the Tokai picnic-braai site upgrade. Traffic management within the precinct will be dealt with on an ongoing operational level.

5.3.1 Guidelines/Key Actions

1. Repair and improvement of degraded upper Tokai Road section to support multi-modal movement in line with DEA Environmental Authorisation for road improvement.
2. Appoint engineers to prepare detailed specifications, Bill of Quantities and manage contract.
3. Re-instate and interplant existing avenue of Eucalyptus trees as necessary to form a continuous treed avenue. Remove other trees not adding to the avenue effect.
4. Replace the exotic Hakea hedge along southern verge with suitable indigenous screen vegetation.
5. Introduce and define user group lanes (walking/hiking, mountain biking, horse riding) along southern verge (Refer to detailed road cross section Figure 5.4b).
6. Rationalise and improve signage.
7. Introduce a ‘primary gateway’ feature at the Zwaanswyk Road / upper Tokai Road intersection to act as ‘announcement’ to the precinct and the National Park.
8. Introduce a secondary gateway (managed access point) at the bridge leading into Tokai Manor Lane – investigate suitable location, impacts and desirability. This point is envisaged as the entry into the baboon free environment.
9. Improve aesthetics of bridge and environs subject to a detailed study and approvals where required.
10. Install traffic calming measures along roadway.
11. Improving entrance bell-mouth/turn-off and signage to Tokai picnic-braai site, Cape Research Centre and TMNP office access points.

5.3.2 Implementation

1. Funds have been secured from government’s DEAT Infrastructure fund for the repair and improvement of the upper Tokai Road section under TMNP management from Zwaanswyk turnoff to the Prinskasteel Bridge.
2. Detailed cross sections and long sections for the improvements have been prepared by the consulting engineers. The tender for the road improvements should therefore be commenced forthwith.
3. This work will include provision of bulk sewerage, water and electrical service infrastructure.
4. Landscaping and dedicated lanes for pedestrians, cycling and horse riders to be implemented by SANPark’s EPWP teams.

5. Road Signage Improvements: There is either none, incorrect or very little signage in the surrounding public road network indicating the National Park, or even the Arboretum. SANParks must engage with the appropriate local and provincial transport officials to design and implement improvements to signage. This intervention will also go a long way to raising the profile of the Precinct, and to increasing its attractiveness and perception.

6. Gateway Design: Two ‘gateway’ features to the Precinct are proposed. The first, and most important one, a ‘signal’ that one is now entering a National Park, should be at the intersection with Zwaanswyk Road. Such a gateway should ideally reference the plantation history of the area and could be constructed using a timber inspired design. The second ‘main entrance/managed access point’ will be at the Prinskasteel River Bridge, at the entry to the core heritage and activity precinct, and the entry point into the baboon free environment.
5.4 Sub-Precinct 2: Tokai Manor Commonage (see Figure 5.5)

The commonage comprises the established grassed areas in front (to the east) of the Manor House which forms an integral and imageable part of the cultural landscape. This area provides a historic landscape setting and rural ambience and context to the Manor House and is currently used as a paddock / grazing area for horses, which adds to the aesthetic value as the approach avenue. The area however also contains some contemporary buildings from the forestry era, and arbitrary planting patterns detracting from its potential character.

An important part of the landscaped heritage environment is the definitive ‘arrowhead’ of historic oak trees planted in axial lines from the Prinskasteel River bridge. (Refer to Heritage Assessment and Baseline study)

The area is in need of detailed landscape intervention to ‘clean up’ decades of inappropriate building and planting.

5.4.1 Guidelines/Key actions

1. As heritage imperative, the existing historic lines of Oak Trees along Tokai Manor Lane as well as the ‘arrowhead’ pattern should be reinstated. (The Oak tree planting within the Prinskasteel riparian corridor is of greater importance than a short section of stream course that is already in a degraded condition, due to the high cultural value of the Oak tree planting).
2. Remove inappropriate vegetation from open lawned areas for paddocks.
3. Phased removal/demolition of the contemporary and ad-hoc buildings and structures in the precinct (and adjacent Utility Sub-Precinct) where suitable and in line with the heritage assessment, to reduce the visual impact on the Manor House and werf. Ungraded buildings over 60 years including Depot House, Stores and Workshops should be considered for demolition or appropriately screened should their function be required for TMNP operations.
4. Manage paddock areas in association with the equestrian fraternity and possibly as part of a concession opportunity. All short term/ad hoc arrangements for paddock rental need to be rationalised and carefully monitored for impacts based on appropriate carrying capacity.
5. Traffic calming measures to be considered in future along Tokai Manor Lane based on monitoring of increased traffic flows.

5.4.2 Implementation

1. To be implemented incrementally by SANParks as and when funds are available and in respect of any current short term lease arrangements.
2. Use EPWP to begin the landscape interventions and removal of arbitrary planting in association with a landscape architect experienced in cultural/heritage landscapes
3. Establish working committee with the equestrian fraternity (see Equestrian Sub-Precinct recommendations) to manage the paddock areas.