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PROPOSAL
Our proposal for development of the Big Hole precinct will be presented in this chapter. The proposal includes overarching principles for development, a spatial plan and more detailed proposals for links connecting the project area with Galeshewe, the CBD and the southern suburbs. The links are divided into east-western and north-southern directions and the different proposals are individually made by Therese Byheden and Maria Lejdebro.

Principles for development

From the background material and the analyses general principles for development in the Big Hole precinct has been identified. The principles are developed to work within the project area and since they are general they can work at different places both in the Big Hole precinct but also at other places in the city. Below the principles are categorised into various components some are also elucidated with design principles.

Overall structure

The new development in the Big Hole precinct needs to interconnect the city and increase accessibility between the different areas, to enhance the level of integration. The new area should also be accessible and usable for all citizens.

The new area should bring the three separate districts, identified in the Kevin Lynch analysis, together by a gradual transition of density, usage and to some degree also character. Because of the attractiveness of the central location most of the project area should have a high density so it can inhabit more residents and businesses. The level of density should be at its highest in the south-eastern part of the area to create a feeling of an urban area. The density should then decrease towards the north-west to fit in to the existing surrounding residential areas.

The new development in the Big Hole precinct should have a mixed land use with buildings for residential, commercial and business purposes. The land usage should also have a gradual transition, which goes from a public and commercial use in CBD and the southern part of the project area to a more private residential use in the north-western part of the new area. Public and commercial facilities should be concentrated in the southern and eastern parts of the project area to create a new and stronger node that connects with both CBD and the Open Mine Museum. The northern and western parts should mainly consist of residential buildings mixed with some daily services to
blend in with the existing structure in these areas. Offices should be incorporated in the commercial area and to some degree also in the high density parts of the residential area.

It is significant to prioritise pedestrians and reduce the importance of cars. This should be done by leading car traffic to main streets to reduce through fare in the rest of the streets and by creating distinct and comfortable pedestrian and bicycle lanes. To make the area more attractive it is important that public places and parks should be incorporated.

It is important to incorporate the few existing structures in the new development such as buildings, streets and the Open Mine Museum since these are the only characterising objects in the area today. The conservation worthy buildings and the national monuments are especially important to incorporate and preserve. If possible the Caravan Park building should also be kept but used for another purpose, since the caravan park needs to move to a new location outside the project area, to make space for high density developments.

- Make the area accessible and link the city together through the Big Hole precinct
- Build for middle to high density, high close to CBD and declining to the north-west
- Mix the and use with residential, commercial, offices and business and trading
- Prioritise pedestrians and reduce the importance of cars
- Incorporate the existing buildings

Street network

The Big Hole precinct needs to have a street structure that reduces the dependency on cars and improves the conditions for pedestrians and bicyclists. The diverse transportation modes should be concentrated on different streets making transport more safe and easy to use. As described in the Kevin Lynch analysis the new area needs to accommodate space for more paths. New and improved paths need to be created through the project area and be connected to the existing street network. It is especially important to upgrade the local integrating route in the western part of the area to increase accessibility. When doing this the opportunity presented in the SWOT-analysis to link different parts of the city together will be realised. It is especially important
to improve the links between Galeshewe and the rest of the city for all transportation modes.

The area should have a thoroughfare for car traffic leading traffic between Galeshewe and the southern parts of the city, to simplify movement between these areas. The thoroughfare needs to be designed mainly for car traffic and connect the main access street into Galeshewe with the main street into CBD. The thoroughfare should be located at the edge of the area to reduce disturbance in the rest of the area.

In the Big Hole precinct there is a need for a main street that collects most of the traffic generated in the area, leading it in and out. This means that the rest of the project area will just have the most necessary car traffic, making these streets calmer and more attractive for pedestrians and bicyclists. Streets should also be designed to prioritise pedestrian and bicyclist traffic, leading them the shortest possible way between Galeshewe, the Big Hole precinct and CBD. The design of the streets should clearly mark which mode of transportation is being prioritised and make it difficult and inconvenient for other transportation modes to move. By leading traffic to certain streets it is possible to reduce the negative effects of traffic and make streets in the area more calm and safe.

Pedestrian and bicycle lanes should have a design that makes them attractive, safe and secure, so that private motorised transportation will not be necessary or preferred. Sidewalks should be implemented along all streets and bicycle lanes along all main streets. The paving and the street furniture needs to clearly mark and simplify movement for pedestrians and bicyclists. Along the main roads in the area shadow and seating should be provided to make these modes of transportation more attractive and convenient. The crossings should be clearly marked and traffic signals should prioritise the pedestrians and bicyclists rather than vehicles.

In the area safe parking needs to be provided for both cars and bicycles. Car parking along streets can lessen the need for huge parking areas and at the same time reduce speed. It is important to create opportunities for parking of bicycles at well used areas and facilities.

- Design the street network to reduce the dependence on cars
- Open up new paths to link different parts of the city together through the Big Hole precinct
- Concentrate different traffic modes on different streets
- Implement car parking along the streets and bicycle parking at activity areas
Open space

The new area needs to have different types of open space, both hard and soft, to create an attractive and pleasant environment. The open spaces have to be designed to be user friendly and accessible for the public to experience and enjoy as well as a place for social interactions.

The area should have a variety of hard open spaces such as; squares, market places, playgrounds and public places. There should also be hard open, public spaces incorporated in the residential areas, to complement the often privately own land around the buildings. To enable enjoyment and safety, the hard open spaces needs to have a human scale and design to prioritise people instead of vehicles. The design of the hard open spaces should also be distinct, easy to read and understand for visitors. To make the environment in the hard open spaces more interesting local arts and adornments should be introduced. Water is another feature that should be introduced to the open spaces to make them more interesting and attractive.

The hard open spaces should be located along activity corridors and where there is a great movement of people, to make the areas more populated during the whole day. To attract people to stay, not just to pass, or to take a break on their way to other destinations the hard open spaces should also provide visitors with both first and secondary seating, as described by Mr Jan Gehl in Life between buildings – Using public space. Seating also needs to be provided in a more formal way at cafés and restaurants. It is important for street lighting to be well placed and give sufficient light, to make users of public places feel secure during the whole day.

Parking should not be allowed in the hard open spaces, so that pedestrians feel prioritised and safe. The parking area should though be placed within close range to activities and attractions in the area.

Soft open space should be provided with parks and green structure connecting different parts of the Big Hole precinct and also the surrounding areas. Trees and greenery are to be planted along main streets and at places with lots of movement, to clarify the significance of these streets, to increase the attractiveness of the environment and to provide shadow from the heating sun. Shadowing trees are also needed along pedestrian lanes and at parking areas. The trees needs to be high and placed so that walking areas and carriageways are free from branches and other disturbances. Public places should also have plenty of trees and greenery to create a pleasant and usable environment where people can interact socially.

A number of parks and green areas are needed in the area for recreational purposes. At least one larger park is needed for the whole area and furthermore several smaller green areas. The placement of
the parks and green areas should, as well as the hard open spaces, be in closeness to well used and populated areas. This will prevent them from becoming isolated and abandoned. The variation of the green areas will fulfill different purposes. The design of the parks and green areas needs to be attractive for numerous people and have attractions as; playgrounds, seating, shadowing trees, walking and exercise opportunities, open areas which can include facilities for games and sport etc. The green areas must be accessible for the public and therefore not closed in by fences or walls.

According to Mr Harkin, water from a tunnel system from the Big Hole can be used to irrigate some of the parks and green areas in the new area. Indigenous trees and plants are though the best choice for the parks and green areas, since they are adapted to the dry and hot climate of the Northern Cape and do not need as much water.

- Create a variety of open spaces, both of hard and soft
- Make the open space accessible and attractive for the public
- Locate arranged open space at movement corridors and at places with activities
- Design open spaces with a human scale and prioritise people instead of vehicles
- Provide more vegetation that offers shade

**Housing**

The preferred housing development in the Big Hole precinct is for a mixture of housing types and tenures. The housing mixture will enable people from different groups in the society to live in the Big Hole precinct. This will thereby realise the opportunity presented in the SWOT-analysis for a socially integrated area. The residential areas should also be mixed with premiseses for offices and commercial usage.

There should be a mixture of housing cost levels in the area, with a majority of the housing stock in the middle-cost range and some houses in the high-cost range. Due to the high land value it is not realistic to build low-cost houses in the Big Hole precinct, but to meet the demand houses in the higher low-cost range though needs to be provided. It is also important to mix housing types to give possibilities for different housing tenures. Apartment buildings should be the main part of the housing stock in order to meet the demand for this type of housing. The apartments should be located in more densely built areas in the southern part of the project area, while terraced houses, semidetached
houses and detached single family houses are more suitable for the areas with a lower density in the north. The new lower density areas need to adjust to the built up structure in the existing residential areas in the northern part of the Big Hole precinct. The housing type mixture together with a diversity of housing designs will make the built environment in the area varied and interesting, instead of uniform. The residential and housing mixture will increase the possibilities for integration in the area.

The residential areas should also contain local services to give residents nearness to daily services and to increase the usage of the area during the whole day. To integrate offices and commercial premises in the ground floors of the apartment buildings will also enhance the usage of the area.

Along main streets and close to CBD larger buildings are needed to prevent noise pollution from entering into the area. This will make the area calm and pleasant for the residents. In between the residential buildings semi public places are needed for recreational purposes. All residents in the area ought to have access to outdoor space, either as a private garden or semi-private space between apartment buildings. Fences and walls around houses and buildings are to be kept low and the buildings should be located close to the streets to increase visibility and security for people using the streets. This will also create a more private garden in the back.

- Mix different housing types, tenures and costs
- Locate high density areas in the south and low density areas in the northern part of the Big Hole precinct
- Provide space for local services in the central part of the residential area
- Reduce noise by placing larger buildings along traffic intense streets

Safety and security

Safety and security are important issues in planning the area and it is of great significance to consider them in all the various planning components. It is equally important to reduce the fear for crime as well as the actual crime rate, which can be done by careful planning with these issues always in mind. Safety and security is about the risk and the fear for crime but also about different kinds of accidents. To create a safe and secure environment, as requested in the SWOT-anal
ysis, it is important make it possible for people to see other people and also to be seen, this is what is called a good social control. A good contact between indoor and outdoor environment is therefore necessary. Buildings should be placed close to the streets and have windows in the bottom floors to enhance this connection. No blank walls should face streets or activity areas, since these prevent social control. Walls and fences have the same effect as blank walls and therefore needs to be kept low. Stores and businesses are to be placed in the bottom floors to further increase this connection and to make the streets more populated.

An active street life is significant to create a safe and secure environment. Active street life creates opportunities for informal meetings which enhances the understanding between people and also increases informal surveillance of the streets. To create an active street life it is important to place activities along main movement areas, for example along bicycle and pedestrian lanes. Parks and public places also need to be placed in closeness to activities to be more populated. Seating and opportunities to stay in all these areas will further lead to a more active street life. A pedestrian friendly environment is likely to have an active street life therefore the area needs to be planned for reduced car traffic. To make the streets used during all hours of the day the area should have a mixed-use of residential, commercial, offices and recreational facilities.

As mentioned in the SWOT-analysis it should be easy to orientate and to understand the environment in the new area. This should be done by clear signage, landmarks and by creating a street pattern which is easy to read. It is also important with good visibility in the area to be able to see the surrounding environment and the people you meet. Movement paths and public places should be free from possible hiding places to enhance level of safety and security.

Parking should be facilitated in smaller areas which make it possible to have a good overview of the parking. Smaller parking areas can also be placed within short sight from residential, offices, commercial buildings and other activities which makes them safer. To have several small parking areas prevents the upcoming of huge deserted areas during off-peak. When larger parking areas are necessary they need to be placed under buildings or under surveillance.

In the Big Hole precinct lighting needs to be sufficient and evenly distributed, with no dark spots in between, to make the area safer during dark hours. Lighting should be provided to both car traffic and to pedestrians but also used to light landmarks, specific objects and buildings which make it easier to understand the area and to orientate in the dark.

To reduce the risk for accidents in the traffic, pedestrians and bicyclists should be separated from car traffic. The conflicts between the transportation modes will then mainly occur at crossings, where spe
cial attention needs to be given to the design to ensure safety for all. Risk and conflicts in the area can be reduced with less car traffic and lower speeds. Therefore the importance of the car needs to be reduced and as much traffic as possible led around the area.

- Create a good contact between indoor and outdoor environment by placing buildings near the streets and have windows in the bottom floors
- Design for an active street life by placing activities along main movement areas
- Make it easy to orientate and understand the environment through clear signage landmarks and by creating a street pattern which is easy to read
- Separate pedestrians and bicyclists from car traffic to reduce conflicts

Business and trading

It is essential to make use of the central location of the new area and use it to extend, strengthen and develop CBD. In order to increase the attractiveness of CBD and prevent competition between CBD and the new area, it will also have to develop an own direction of business and trading. The new area should make space for both formal and informal business as well as provide premises for different purposes and sizes.

To create a pleasant environment many kinds of different establishments should be able to locate in the new area, for instance; restaurants, cafés, pubs, hotels, guest houses, craft shops, craft markets, small shops, commercial and local services. By mixing sizes of premises, opportunities will be given to a diverse area with shops in different price ranges and categories. This will make it possible for more people with different income to shop or to own a shop in the area. The diversity of the new area will make it user friendly for all citizens in Kimberley.

As discussed in the Analysis of suggested land use and SWOT-analysis, the main focus in the Big Hole precinct should be on extending the current CBD. Businesses should therefore be offered properties for development in the new area. This will hopefully contribute to keep the central part of the city as the main provider of higher commercial, and to stop businesses from moving out of CBD to shopping centres in the suburbs. CBD will with this development grow to the west instead
of draining out when businesses move to the suburbs. Strengthening CBD can reduce negative effects of decentralisation and improve access to commercial opportunities for all citizens. As also mentioned in the SWOT-analysis the new area have to develop in an own direction that it compliments and not compete with CBD. This will create new and different work opportunities.

The SWOT-analysis point out that it is important to provide space for both formal and informal trading on the streets between CBD and the new area to link them together. Also along main streets in a north-south direction, business and trading needs to be developed to link Galeshewe with the new area. Along these links formal businesses should be located in the bottom floors of buildings and where it is possible informal trading along the streets.

In the mainly residential area small shops are needed and in the middle of the area a small centre, to provide daily services for the residents. In the high density residential areas a mixture of offices and housing is needed to increase the usage of the area during the day. In the houses in the lower density residential areas businesses should be allowed, also to increase the day population and to add to the local services.

- Develop an own direction of business and trading for the area
- Diversify the area with many different kinds of establishments
- Extend strengthen and develop CBD
- Make space for both formal and informal businesses

Tourism

A suitable direction for the business and trading development in the Big Hole precinct is, according to the SWOT-analysis, tourism and culture. These aspects have a large potential for growth in Kimberley and have not yet been developed.

The Big Hole precinct should be developed to be a strong and attractive tourist area, with an alignment on culture, and be the tourism centre in Kimberley. This area has the possibility to link the city’s different tourism attractions together, as wanted by the municipality. The new area has great potential for becoming a strong tourist area due to its central location in the city. The best way to develop tourism and culture is to do it in close relation to the CBD and the Open Mine Museum. Through developing tourism and culture many new and different types of work opportunities can be created.

As mentioned in the Municipal Guidelines tourism related activities,
such as; restaurants, cafés, pubs, night clubs, theatre, conference centre, hotels, guest houses, gift shops, market places and entertainment, should be clustered together in the Big Hole precinct. To attract tourists and to create more jobs, small shops and a market place for local arts and crafts also needs to be developed.

Tourism activities should be located along main pedestrian areas and public places, which will make the area more attractive for both tourists and inhabitants. Efforts have to be made to make the public areas attractive, interesting and enjoyable with lots of greenery, aesthetically appealing and well adapted street furniture, local art works, lighting of pedestrian areas and objects, etc.

The Big Hole is the city’s most distinguished feature and should have a central place in the new tourism area. Therefore the mine-dumps around the mine need to be removed to open up the view to the most important tourism attraction in the city and make it more visible.

Links should be created from the new area to other tourism attractions in the city, such as; the viewing platform at De Beers Mine, Greater no2., the Star of the West Pub, CBD and later parts of the Galeshewe Tourism Route. These attractions can be linked together by good transportation opportunities and physical measures such as; signs, paving, green links, lighting, etc. The Tram is in itself a tourism attraction and is an excellent way of linking the city’s tourism attractions together. It is important that the connections between the attractions are clear, understandable and easy to use.

A tourism information centre should be located in the new area. The information centre will supply tourists with information about tourism attraction, activities, accommodations, happenings etc. in Kimberley, Northern Cape and in South Africa.

- Develop tourism and culture as an business direction for the Big Hole precinct
- Link different tourism attractions in the city together through the project area
- Develop the area in close relation to the CBD and the Open Mine Museum

**Spatial plan**

The principles have been used to develop a spatial plan for the Big Hole precinct. The plan illustrates how the principles can be applied in the project area.