The proposed spatial plan brings the scattered districts surrounding the Big Hole precinct together, through a gradual transition in density, usage and character. The area is developed with a mixed land use, but with a higher level of commercial activities in the south-east, to connect to CBD. This area also has the highest density in the Big Hole precinct. Then the usage transits to more and more residential usages towards north-west. Here the density is low, to connect with the existing structure.

The proposed area is planned to be available and usable for all groups in the society, with residential opportunities in different cost levels and with different types of cultural and commercial activities. Several new connections from different directions, like CBD, the prosperous southern suburbs and Galeshewe, make the area available as a destination. The new connections also link the previously separated areas together.

The structure in the area is planned to reduce the dependency on cars, with short distances to activities and with safe and attractive pedestrian and bicycle lanes.

**Commercial area**
The commercial area is an extension of the current CBD, here space is provided for new commercial establishments. The commercial spaces are large enough to accommodate large establishments as for example department stores. Commercial premises are foremost located in the bottom floors of the buildings and on the storeys above there is a mixture of offices and apartments. The buildings are 4-5 storeys high and the overall density in the area is high. The street environment is inviting for pedestrians with wide sidewalks and shadowing trees, to make it more pleasant to walk than to use the car when using the commercial facilities. Parking is provided in small areas within the blocks and along some parts of the streets.

**Open Mine Museum**
De Beers upgrading and expansion of the Open Mine Museum is incorporated in the spatial plan. However the parking area is reduced and most parking spaces are moved in favour for other facilities in need of a more central location (see parking areas).

The headgear is an important landmark for both the museum and the tourism and culture area, pointing out its location from all direction. The headgear is also focal point from one of the east-western streets in the area.

**Parking areas**
The only large, coherent parking area has approximately 200 parking spaces and is surrounded by mine-dumps. This parking area is fenced
in and has high security with parking guards.

The parking area located next to the Open Mine Museum has approximately 30 parking spaces. This parking area can also be used by visitors to the culture and tourism area.

**Mine-dump**

One of the oldest mine-dump is saved as a reminder of the history of the area and so that it can be proclaimed as a national monument in the future. The mine-dump is though reduced in size, to make space for other, more appropriate developments.

**Tourism and culture area**

The tourism and culture area has a mixture of tourism and cultural related activities. The area is located next to the Open Mine Museum to create a strong tourism node, as requested in the Kevin Lynch analysis. To enhance the connection between the areas the environment in the tourism and culture area is small-scaled with buildings in 2-3 storeys which also gives it a medium density. The streets are narrow and interesting and are mainly designed for pedestrians. Along the streets there are public spaces like squares and other hard open spaces, arranged for activities and recreation. Space is also arranged, along the streets and in a market square, for trading and selling of locally produced goods and arts and crafts.

Tourism activities such as hotels, restaurants, pubs, small shops and a tourism centre are clustered together in the area. A mixture of cultural activities is also located in the area, like for instance theatre, craft shops and a diverse culinary range. Large commercial chains and departments stores are not to be located within this area, to keep the character small-scaled. The national monument that is located within this area is preserved and incorporated in the new development.

The area is almost free from cars, since no vehicles are allowed except for on and off loading of goods during certain hours. Therefore the area only has a few small parking areas, most of which are located in the outskirts. These parking spaces are not enough to accommodate the need for parking in the area. To cover the need, more parking spaces are provided in larger parking areas outside the tourism and culture area.

**Conference centre**

A conference centre in 3-4 storeys is located within walking distance to attractions, hotels and commercial activities. The location in the northern part of the Big Hole precinct reduces traffic disturbances from the conference centre in the rest of the area. Parking is solved within the boundaries of the block or if possible underneath the ground level of the building.
Office and apartment building area
This area has a mixture of office and apartment buildings within the blocks. The density is high with buildings of 4-5 storeys ranging from middle to high-cost. Offices and apartments can also be mixed in the buildings. Between the buildings semi-private space is arranged for the residents. Parking for offices and residents is combined in small areas within the blocks or if possible underneath the ground level of the buildings. Parking for visitors is provided along the streets.

Local centre
A small centre is situated in the middle of the project area, next to the local main streets (see proposed street network). This centre provides nearby residential areas with daily services. Small shops in 2-3 storeys are located around a small square and face the local park and the community pool area. Parking to the local centre is shared with the park and the pool.

Park
A local public park is arranged for activities and recreational purposes mainly for residents in the project area. The park will have an open layout without fences and different designed areas for different purposes. Open green areas are mixed with shadowing trees and seating areas.

Community pool area
The community pool area will house a large pool and a children’s pool and is a part of the old caravan park area. This area will give residents in apartment buildings and in houses without their own pool access to water. The caravan park building is preserved but the usage is changed to activities suitable to the community pool.

Apartment building area
The apartment buildings are in 3-4 storeys and the density in these areas is high. The apartments are mainly in the middle to high-cost bracket but some are also in the upper low-cost bracket. The buildings should be placed so that semi-private areas for the residents are formed in between. Parking for residents is provided in small areas within the blocks or if possible underneath the ground level of the buildings. Parking for visitors is provided along the streets.

Townhouse area
The townhouse area has a medium density with terraced houses and semi-detached houses in 2-3 storeys. Each house has access to an own small yard or garden. The townhouses range from upper low to middle-cost and parking is solved on each property.
Single family house area
The new single family houses are incorporated with the existing residential buildings. The houses are in 1-2 storeys and have their own gardens. This is a low density area and the buildings range from middle to high-cost. Each property has its own parking space or garage.

Proposed street network

The proposed street network in the spatial plan has a squared street pattern, which makes it easy to read and understand. A number of streets in the spatial plan are connected to main streets in CBD, Galeshewe and in the southern suburbs. These connections will increase accessibility in the city and simplify movement between these areas.

The street network in the spatial plan is planned to prioritise different traffic modes in different streets. The traffic is directed to the most convenient streets, regarding to each mode’s claims for accessibility. The classification of the streets will reduce unnecessary traffic in the project area, reduce conflicts between different traffic modes but also prioritise pedestrians and bicyclists.

Through fare street
(Waterloo Road)
The through fare street is built for transporting traffic passing by the project area, mainly between Galeshewe and the southern parts of the city. In the south the exit way from the through fare street is moved to better connect to the street network in the southern suburbs. In the north the through fare street is extended so that a new connection with the main access street into Galeshewe is created.

The street is primarily designed for the usage of cars and the main aim is to transport vehicles pass the project area to prevent unnecessary traffic from entering the area. The through fare street is located along the western side of the Big Hole precinct to reduce the conflicts with other traffic modes. This location also simplifies the through fare street pass the project area since there will be just a few exit ways to the through fare street.

If the northern part of the municipally planned thoroughfare is realised some time in the future, Waterloo Road can act as the southern part of this thoroughfare.

Secondary streets
(George Street, North Circular Road, Green Street, Barkley Road,)
The secondary streets link the surrounding areas and the Big Hole precinct. These streets are mainly for traffic to and from the project area but they will also be used as through fares by pedestrians and bi-
Map 41. Proposed street network
cyclists. The secondary streets are equally designed for cars, pedestrians and bicyclists to make it easy for all traffic modes to move between the different areas.

**Pedestrian prioritised secondary streets**
(South Circular Road, Graham Street, West Circular Road, Tucker Street)
The pedestrian prioritised secondary streets are primarily to be used as through fare street for pedestrians and bicyclists but also for traffic to the project area. The difference from the ordinary secondary streets is though that these streets prioritise pedestrians and bicyclists and creates difficulties for cars. The difficulties will be seen as obstacles for movement with vehicles and will make drivers, just passing through the area, chose streets outside the project area. The obstacles will also reduce speed along the streets. The pedestrian prioritised secondary streets are closely connected to activities in the project area and the reduced speed and number of cars gives these areas a safe more pleasant environment.

**Local main streets**
The local main streets are planned for gathering traffic originating in the area and lead this traffic in and out. These streets have central locations in the Big Hole precinct to make them easy to reach and use, and are connected to main streets in the surrounding areas. The accessibility on these streets is good for all traffic modes.

**Local streets**
The local streets are only used by local traffic. These streets have less traffic and are therefore more pedestrian and bicycle friendly.

**New tramline**
In the proposal the existing tramline has been extended to better link the project area and CBD. The tramline will be extended in three stages. The first stage stretches along the existing tracks north of the Big Hole, from the Open Mine Museum to city hall and is then extended to DeBeers Mine via the train station. In the second stage the tramline is extended to Greater no.2 and possibly further into Galeshewe. The final stage stretches along the southern side of the Big Hole, and connects the new commercial developments in the project area to the tramline and thereby also other parts of the city.

The tramline will link many tourism attractions together as well as different parts of the city. The tram can therefore be used by both Kimberley’s citizens and by tourists.