From Township to Townscape

**Introduction**

The Culture Node is situated between the Entrance Node and the Circle Node in the central parts of Galeshewe. The area is characterised by two large areas of vacant land situated between the Entrance and the Circle Nodes. To create a coherent plan for the node, it must be considered as a central part of the Comprehensive Urban Plan. The area has a developed centre and a peripheral surrounding area that is not yet fully developed. The node is proposed to be used as a central location for economic and social activities in the area.

**Background**

The different developments for the area have been discussed: 1) to extend the existing park eastwards, 2) to build a Cultural Village, and 3) to establish one part of the Municipal Carwash Project. These plans make the identified node's location even more distant from the Corridor. As a result, the node's main focus is proposed to move from the small shopping centre to the Cultural Village and the Carwash situated along the Activity Corridor.

**Aim**

This part of the report addresses the Culture Node and its surroundings, and in particular how this area could develop in the next ten to fifteen years. Major objectives of this node proposal are:

- to evaluate the present-day conditions.
- to strengthen physical conditions for economic and social activities in a previously disadvantaged area through upgrading existing and supporting new activities.
- to create a coordinated plan for economic and social development.
- to establish the proposed centre.
- to explore the potential for creating a coordinated plan for the node's development.

The different developments for the area have been discussed. The Culture Node is proposed to be the central location for economic and social activities in the area. The node's main focus is proposed to move from the small shopping centre to the Cultural Village and the Carwash situated along the Activity Corridor.
From Township to Townscape

Conclusions from our analyses

- The prioritising of pedestrians and bicyclists need to be shown in the design of the streets.
- There is a need for safe parking facilities for bicycles.
- The streetlights need to be comprehensive along the corridor and adjusted for pedestrians and bicyclists.
- The promotion of non-motorised transport is important.
- The public transport system has to be improved regarding safety and accessibility and facilities for this have to be implemented.

Semi-detached houses are uncommon in Galeshewe but occur along Shaka Street and Dingana Street. They were originally built as hostels for temporary mine workers in Kimberley, but have been converted to family usage. A recent development is an area with low-income houses in the corner of Hulana Street and Shaka Street.

Housing

Most houses in the study area are one-storey high typical township houses, from the period 1950-70, built of cement blocks and with flat roofs. They generally contain three small rooms and a kitchen in all around 45 square meters. The area of an average plot is 300 square meters.

The planned development of the Culture Node requires an understanding of its existing qualities and problems. I have therefore chosen study areas that include the node and its surroundings. The present-day centres are evaluated through analyses of streets, housing, green structure, business, tourism and social environment.

Streets

The main and local streets are asphalted, whereas residential streets are typically in gravel. Sidewalks are uncommon, but the bicycle lanes are however used as sidewalks on the three major streets. Hulana Street and Sechoareng Street have streetlights, but not adjusted for the needs of pedestrians and cyclists.

The main and local streets are asphalted, whereas residential streets are typically in gravel. Sidewalks are uncommon, but bicycle lanes are however used as sidewalks on the three major streets. Hulana Street and Sechoareng Street have streetlights, but not adjusted for the needs of pedestrians and cyclists.

The main and local streets are asphalted, whereas residential streets are typically in gravel. Sidewalks are uncommon, but bicycle lanes are however used as sidewalks on the three major streets. Hulana Street and Sechoareng Street have streetlights, but not adjusted for the needs of pedestrians and cyclists.
From Township to Townscape

Business

Both formal and informal businesses occur in the area studied. Examples of the former are the telephone container and the suburban shopping centre; examples of the latter are stalls and carwashes.

Formal Business

The shopping centre near Shaka Street is locally important and is one of the economic nodes identified in the Integrated Development Plan. It contains a bakery, a butchery, a dry cleaner, a furniture store, a funeral parlour and a grocery store. Some shops ... are also apparent from one part of the centre where buildings are partly demolished and painted with graffiti.

Informal Businesses

Two informal trading stalls are situated in the study area. The largest one is located in Hulana Street opposite the Open Air Arena. This stall looks almost like a tent and it sells fruit and vegetables.

There are two carwashes situated in the study area. One is in Hulana Street and the other in Dingana Street. None of them have proper facilities. They just wash the cars with water in buckets and rags, vacuum seats and clean tires. This results in water being drained into the streets. The carwashes are popular meeting places during weekends and queuing is common especially on Sundays.

The intention of the municipality is to help informal business to become semiformal, and later some may develop into formal business. Besides attempts to provide proper stalls to informal traders, the municipality is also considering how to encourage them to invest in their businesses and improve their facilities. For instance, in some areas, informal traders are allowed to use the municipal facilities such as open spaces or parks to expand their businesses.

Conclusions from our analyses

• Better facilities for informal traders are needed.
• Smaller businesses need better organisation to improve their potential to grow.

Tourism

Tourism is presently insignificant in the study area, but this may change if the potential of the area is taken care of. There are plans to develop a cultural centre in the area, which could become a tourist attraction. The cultural centre is intended to be a training centre for local artists and craftspeople.
Conclusions from our analyses

- The work of improving the existing green structure continues.

- The tourism sector has potential to expand in Galeshewe.

- Olive trees have recently been planted on both sides of Hulana Street. A few acacias grow on the vacant land along Shaka Street.

- A deep-knowledge sharing initiative that includes a radio community be established to inform and engage the community.

Green Structure

Social Environment

The secondary school situated in Shaka Street should be closed and instead be used as an office for the Provincial Department for Sports, Art, and Culture.

Map 5:5. Green structure.


Conclusions from our analyses

- Olive trees have recently been planted on both sides of Hulana Street. A few acacias grow on the vacant land along Shaka Street.

- The tourism sector has potential to expand in Galeshewe.

Education

Two primary schools, one secondary school and one preschool exist in the study area. However, many schools are not fully used as several parents send their children to schools outside the area.


Conclusions from our analyses

- Olive trees have recently been planted on both sides of Hulana Street. A few acacias grow on the vacant land along Shaka Street.

- The tourism sector has potential to expand in Galeshewe.

Olive trees have recently been planted on both sides of Hulana Street. A few acacias grow on the vacant land along Shaka Street.

Map 5:5. Green structure.


Conclusions from our analyses

- Olive trees have recently been planted on both sides of Hulana Street. A few acacias grow on the vacant land along Shaka Street.

- The tourism sector has potential to expand in Galeshewe.
Conclusions from our analyses

- Public facilities need more welcoming entrances easy to find and alternative to existing fences.
- There is a need for developed gathering places with shade.
- An overcapacity of school buildings makes it possible to temporarily or permanently use them for other purposes.
- There is a need of expanding existing sports grounds and identifying suitable spaces for new ones.

Sport

There is a general lack of sports facilities in Galeshewe. In Hulana Street is the Open Air Arena situated, it is used for social activities and sport. Tennis and Basket courts are in the Western Province and in Vosloorus. Each court is for natural reasons fenced, but a high fence also surrounds the land they are situated on.

Religion

Religion plays an important role in South Africa and the three churches in the study area are important places for social activities.
The Concept

The concept includes a realization of existing plans for the Cultural Village, the Carwash Project, and extension of Galeshewe Community Park. The Cultural Village will form one end of the node whereas the Carwash Project and extension of Galeshewe Community Park are located at the other end. The Galeshewe Community Park will form the open air area for exhibitions and cultural events.

Proposal

This part contains a description of how the Culture Node may function and develop in ten to fifteen years. The proposal is based on analyses of the current situation and the Design Principles.
The Carwash and the Extension of Galeshewe Community Park

The first of the municipal carwash projects is planned to be built on vacant land next to Hulana Street opposite to the Open Air Arena. The plan is to establish a carwash with facilities for washing cars and to provide adequate space for outdoor activities. The design is intended to serve as a "bridge" between the "hard" activities in the Carwash and the "soft" ones in the Galeshewe Community Park.

The carwash facilities will be integrated into the Galeshewe Community Park, extending along the stormwater drainage to Sechoareng Street. The extension is proposed to include barbecue facilities and one of the two playgrounds located near the Carwash.

The Galeshewe Community Park is proposed to be extended to provide more space for outdoor activities. The extension will include a new playground, a barbecue area, and additional parking spaces.

Area Around the Node Centre

The carwash and the extension of the Galeshewe Community Park are located in the heart of the Culture Node, which includes the Cultural Village, the Carwash, and the new extension of the Galeshewe Community Park. Hulana Street stretches through this part, linking the activities of the node together.

The carwash and the extension of the park are designed to complement each other, highlighting the synergy between the "hard" and "soft" activities. The design aims to create a harmonious transition between the two areas, providing a wide range of outdoor facilities for visitors and residents.
The Carwash is proposed to contain two buildings, one for the car washing and one for shops and other services. The first building is placed with its short end towards Hulana Street and the bus shelter is placed in the space. In the square, between the two buildings, facilities for informal trade are proposed. Benches under the trees and bicycle stands are also needed. The square is separated from the street in traditional colours and patterns.

Parking facilities for the Carwash are suggested near the car washing building with entrances from Magonare Street. The car park is suggested to be planted with indigenous plants and shrubs. A café/restaurant with an open-air part is suggested to be located in the part of the building towards the park. A bus stop is suggested on Hulana Street and the bus shelter is placed in the square.

Parking facilities for the Carwash are suggested near the car washing building with entrances from Magonare Street. The car park is suggested to be planted with indigenous plants and shrubs. A café/restaurant with an open-air part is suggested to be located in the part of the building towards the park. A bus stop is suggested on Hulana Street and the bus shelter is placed in the square.

Parking facilities for the Carwash are suggested near the car washing building with entrances from Magonare Street. The car park is suggested to be planted with indigenous plants and shrubs. A café/restaurant with an open-air part is suggested to be located in the part of the building towards the park. A bus stop is suggested on Hulana Street and the bus shelter is placed in the square.

Parking facilities for the Carwash are suggested near the car washing building with entrances from Magonare Street. The car park is suggested to be planted with indigenous plants and shrubs. A café/restaurant with an open-air part is suggested to be located in the part of the building towards the park. A bus stop is suggested on Hulana Street and the bus shelter is placed in the square.
The Cultural Village is planned on the vacant land in the corner of Hulana Street and Shaka Street. It is proposed to contain various art activities. The three buildings are one or two-stories high and placed near each other in the courtyard. A small square facing Hulana Street is planned to mark the entrance to the Cultural Village.

The buildings are placed near Hulana Street and Shaka Street to create a more interesting streetscape such that people in the streets can see ongoing activities in the Village through the windows. High security facilities such as closed circuit television are proposed in the courtyard. A proposed in the courtyard. The Village will be surrounded by walls and rows of trees.

Parking facilities for approximately 100 cars are planned in direct connection to the Cultural Village. This car park contains an alighting place for people coming by tourism busses. The parking area is separated from surrounding streets by low walls and rows of trees.

The Cultural Village is proposed near Hulana Street and Shaka Street as a new middle-income housing area.

Parking
Alighting place for buses
Green Courtyard
Culture Square

To make the entrance to the Cultural Village:

- A proposed in the courtyard. A small square facing Hulana Street is proposed.

- The Cultural Village is surrounded by walls and rows of trees.

- A proposed in the courtyard. This is planned for the convenience of people.
Hulana Street is a part of the Activity Corridor, thus the design of the street follows our proposal for the corridor. The lanes for car traffic is reduced from eight to six meters and on both sides are bicycle lanes. Proper possibilities for both bicyclists and pedestrians to cross are proposed where Hulana Street meets other streets.

Two stops for public transportation are suggested in Hulana Street. A stop for both buses and taxis are proposed outside the Carwash and a smaller stop just for taxis outside the Cultural Village. Stops for public transportation are suggested in Hulana Street to improve the balance between the different modes of transport. Two stops for public transportation are suggested on the opposite side of the street to improve the balance between the different modes of transport.

Hulana Street after improvements.

Two stops for public transportation are suggested on the opposite side of the street to improve the balance between the different modes of transport. Two stops for public transportation are suggested on the opposite side of the street to improve the balance between the different modes of transport.
From Township to Townscape

The part covers the small existing shopping centre actually deprived

to the Economic Node. The major issue at this point concerns the future

area around Shopping Centre

Area:

...
To add vegetation to existing schoolyards is a way to improve the green structure in Galeshewe. The proposed gardening of the secondary schoolyard in this part is best achieved by grass, flower beds around the buildings and additional trees where needed.

Today discussions and evaluations are held whether the secondary school situated in this part could be closed down and the buildings be used for other activities. According to the plan, the provincial department for sports, art, and culture can be housed in the Circle Node and use the buildings for office space for Provincial Department for Sports, Art, and Culture.

Shaka Street connects this part of the area with the Activity Corridor. The proposed changes in the design only concern Shaka Street. To improve the accessibility in the area, new streets are proposed to be built to school yard today

Photomontage. School yard after improvements

Shaka Street today

Photomontage. School yard after improvements
The Shopping Centre

In the first scenario, the shop keepers in present shopping centre manages to cope with competition from the activities in the proposed Carwash and the large shopping centre planned in the Circle Node. In this case, the following proposals can be made:

1. Rebuilding of the formal shopping centre to semidetached houses with eleven apartments, all with a private garden and an area for common use in the backyard. Space for parking and a row of trees are proposed in Phajane Street.

2. No physical change of the present buildings, but usage of empty premises as cheap workshops where informal businessmen and businesswomen can develop their informal businesses into semi-formal ones.

In the second scenario, the present shopping centre cannot compete with the activities in the proposed Carwash and in the Circle Node. In this case, two proposals can be made:

1. Rebuilding of the formal shopping centre to semidetached housing with eleven apartments, all with a private garden and an area for common use in the backyard. Space for parking and a row of trees are proposed in Phajane Street.

2. No physical change of the present buildings but usage of empty premises as cheap workshops where informal businessmen and businesswomen can develop their informal businesses into semi-formal ones.

The Shopping Centre
Map 5.13. Shopping centre and Phajane Street, scale 1:500.
From Township to Townscape

Map 5:1. The Whole Proposal, scale 1:4000

Whole Proposal
Galeshewe Community Park is extended north of Hulana Street. In this new part of the park two playgrounds are suggested. New trees are proposed on one side of Shaka Street and Philip Mipwa Street. Two new streets are proposed to connect Shaka Street and Phajane Street. Space for car parking is suggested south of the Cultural Village, north of the new area with semi-detached houses. Sidewalks are suggested along the Cultural Village and next to the new area with semi-detached houses. Buildings are suggested on one of the areas of vacant land of Hulana Street. The Cultural Village, semi-detached houses and single-family houses are proposed on one of the proposed vacant land of Hulana Street and next to the proposed new roads. Parking spaces are suggested south of the Cultural Village and next to the new area with semi-detached houses. New street and sidewalk patterns have been proposed to improve the accessibility in the area. The new street structure is shown in the plan. The proposed new street structure is shown in the plan. The proposed new street structure is shown in the plan.

From Township to Townscape