



STUDY COURSE CAPE TOWN

five architectural views and proposals

Amsterdam Academy of Architecture

STUDY COURSE CAPE TOWN

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Five architectural views and proposals for Cape Town

Study course P5 Academy of Architecture, Amsterdam

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INTRODUCTION

The small booklet in front of you contains five views and architectural proposals for Cape Town. Halfway 2014 four aspiring architects and one urban designer chose to do a design project in Cape Town, South Africa. The design project is a 3rd year project (P5) at the Academy of Architecture in Amsterdam. With two lecturers and five students we visited Cape Town in September 2014, where some of you helped us with useful information about the city and the urgent matters it deals with.

Context

The metropolitan region of Cape Town has grown rampant for decades. Work areas, suburbs for the (growing) middle and upper class and townships. The city gradually lost control over its urban development and a large group even lives in informal settlements.

Parallel to our project, a number of Dutch and South African designer companies worked together under the flag of 'Density Syndicate'. Initiated and organised by INTI and ACC as a contribution to the program Cape Town World Design Capital 2014, with the aim to regain control over the urban development of the metropolitan region. Compact urbanisation could be an answer to unplanned sprawl of the surrounding open landscape and strengthen the interdependence of living, working and amenities. Like the professionals collaborating in Density Syndicate our student group looked for strategies to revitalise the city, both on a socio-economic as well as a spatial level. To give the inhabitants of Cape Town, particularly from lower income groups, perspective

on (a basic) income. Reducing the physical distance between living and working is one of those strategies.

Assignment

The assignment for our students was to come up with a strategy and a design proposal for a specific location of their own choice. The students had to define their own project by doing research on the city, its culture and the challenges and urgent topics. Their design proposal had to prove being an relevant addition to the city, both in terms of socio-economic and spatial issues.

Sharing ideas

Now that the students have finished these proposals, we would like to share the strategies and architectural and urban proposals with you. To inform all those with interest in possible future agenda's for the city. By launching these strategies and designs we hope that one or even more ideas will be adopted by local stakeholders and - who knows - might even contribute to the future development of Cape Town.

Jeroen Mensink, Gert Breugem

THE CITY



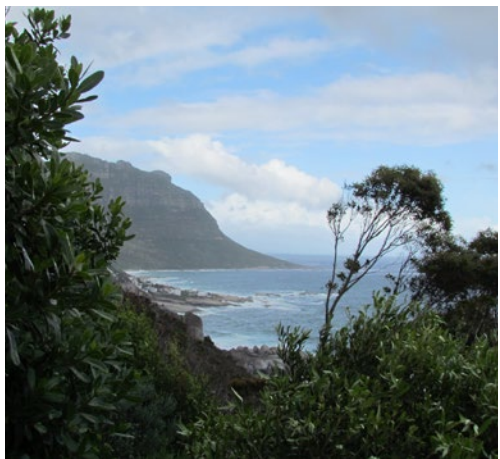


THE CITY









RE-INVENTING APARTHEID CITY

Hein Coumou

heincoumou@gmail.com

RE-INVENTING APARTHEID CITY

During my excursion to Cape Town, I was fascinated by the undefined zones between the different roads and ethnic neighbourhoods.

After the lecture of Guy Briggs, I realized that I had to do something to change the scars left by apartheid in the built realm. Back in the Netherlands, I researched the history of apartheid in Cape Town and its spatial consequences. It is completely different from modern planning practices implemented in Western Europe where functions were divided and isolated from one another. Instead at Cape Town people were divided based on their skin colour and only allowed to live and work in specific zones of the city. Due to the spatial bufferzone around each ethnic related area, these areas manifested as isolated enclaves in the city. Twenty years after apartheid ended in Cape Town, the city still shows the scars of social and racial division. After finishing my extensive research to the social and physical context, I discovered that change was not so much needed in the buffer zones between the townships. But instead, more roads were needed to pull these areas out of their isolation. And the roads that already are there need to be activated. The roads run through a dune landscape along the sides of houses. The houses have their backs to the roads, lined with big concrete walls. Right now the main roads are situated in an open space, mostly along the back side of the dwellings of these areas. Sometimes the division has extensive physical shapes, because of the use of concrete walls. These roads are socially unsafe, due to the lack of interaction between buildings and space. Besides there is limited consideration of the human scale in these street spaces, like other street as Longstreet. In this project I tested my statement that

ethnic and spatial interaction by space can be stimulated. I choose the road between Mitchells Plain and Philippi, a road that makes a direct linkage between two ethnic related areas (black and coloured).

The idea is that the different functions, activities and identities within each area will be related to the connecting road. This is a process in time because of the high rate of unpredictability.

By this the desire occurs that the street finally will transform into a unique city street, that expose the differences in need, social characteristics and small business.

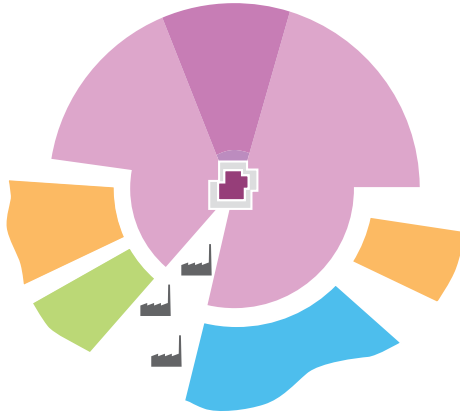
To achieve this goal a strategy is needed. Starting with small-scale local trade. In order to adress the need for extra dwellings the open space along the road can be built for homes.. In first instance very basic, e.g. by realizing container homes. Later on probably more sophisticated homes. This combination of extra trade and new (ealthier) residents might led to the need for a community (or trade) market This creates the opportunity for citizens to start their own shop from their home. By densifying the open spaces along the road, the road will be lively, more intimate because of the addition of mixed use. These new spaces should be accessible by public transport operated by the mycitibus network.. My project instead launches the idea that densifying the open space along main roads can be a tool to finish the isolation of the existing ethnic related areas, by giving space to local needs and demands.. No formal and theoretical blueprint planning proposal will work for this kind of assignments. Due to the fact that informal housing in this area is inevitable, the places where the growth is expected are defined. . There will be an increase in the construction of containers and formal houses.

Over time these informal developments can transform into new buildings as the local land prices rise. For this a clear and new framework is made whereby the spaces between public and private are clearly defined. Interaction between buildings and space are necessary, in order to avoid walled or fenced building blocks. Routes from the surrounding districts are drawn and connected to each other.

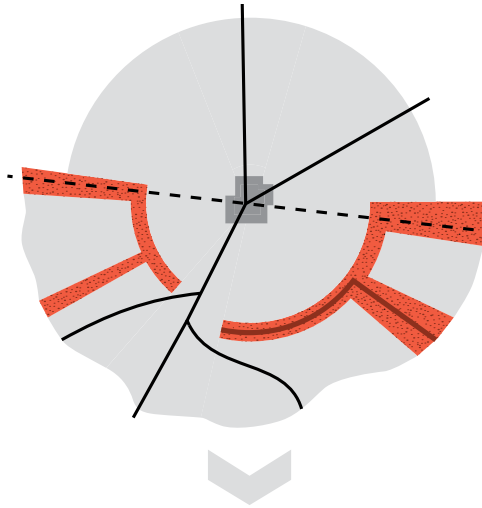
In time, different groups of people and cultures or classes will start to live and work along these new urban streets and adjacent neighbourhoods. The isolation of the originally planned introvert enclaves will come to an end.



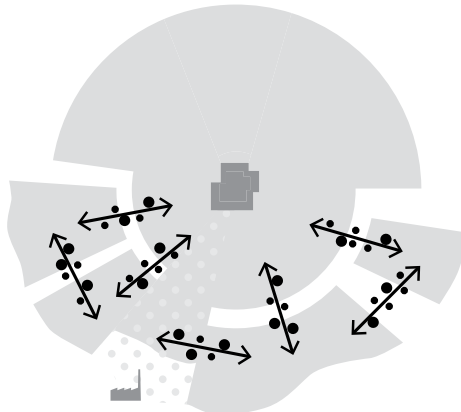
From open no man's land to a lively city street



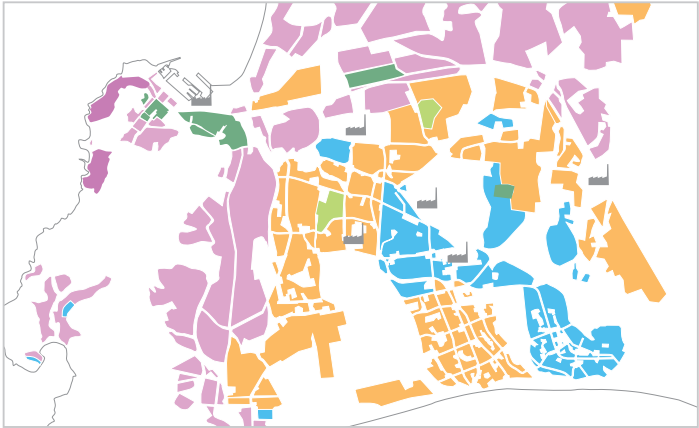
Apartheid zoning plan infiltr:
Functions and people



Apartheid zoning plan bufferzones:
Deviding the urban fabric by buffer
zones and infrastructure



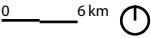
Re-inventing Apartheid City
By new connections and activatioing
the monofunctional roads.



Ethnic related districts

Legend

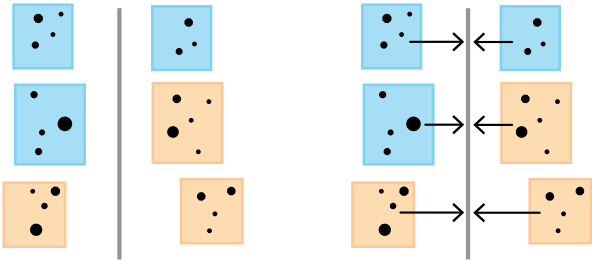
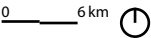
- White
- High Class white people
- Mixed neighborhood
- Asian
- Coloured
- Black



Open space between districts Cape Flats

Legend

- Buffer Zone
- Infrastructure
- Highway
- Railway
- Road

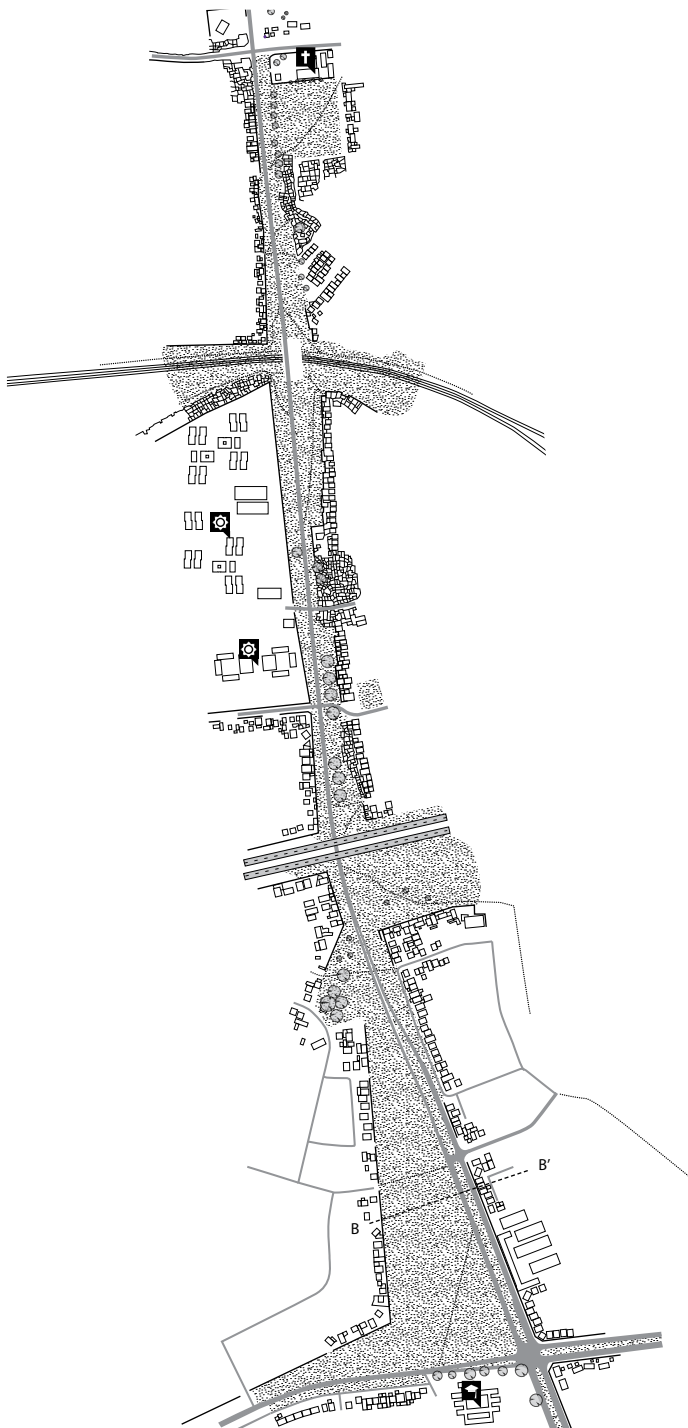


Introverted Townships.

Break the townships open by activating the road. Presenting the functions and identities side along the road.



With time functions will strengthen each other and a new economic node will appear.



Analysis Philippi <-> Mitchells Plain

- Wall
- Undified land
- Road
- House / House with backyard house
- Informal Settlement
- Rail
- Highway

0 200 m



Project Location Cape Town



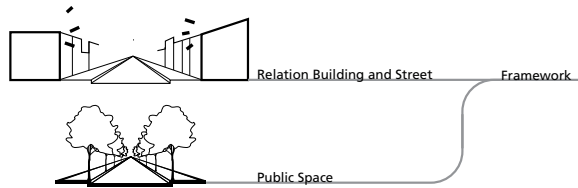
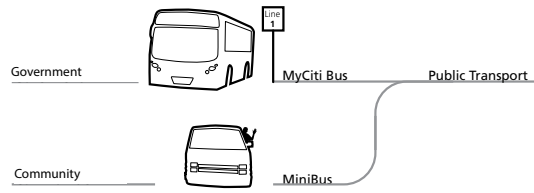
Possible Outcome

- Framework, sidewalk & road
- New Development
- Busstop
- Minibus platform
- Market
- Church
- Trainstation
- New Policestation

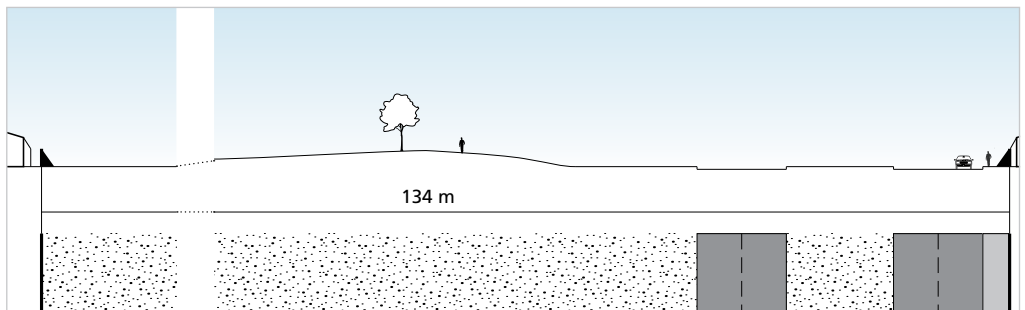
0 200 m

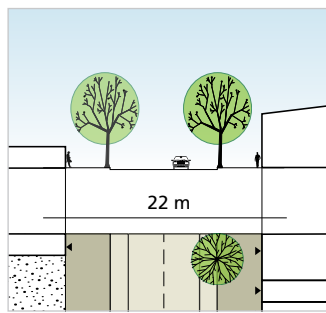
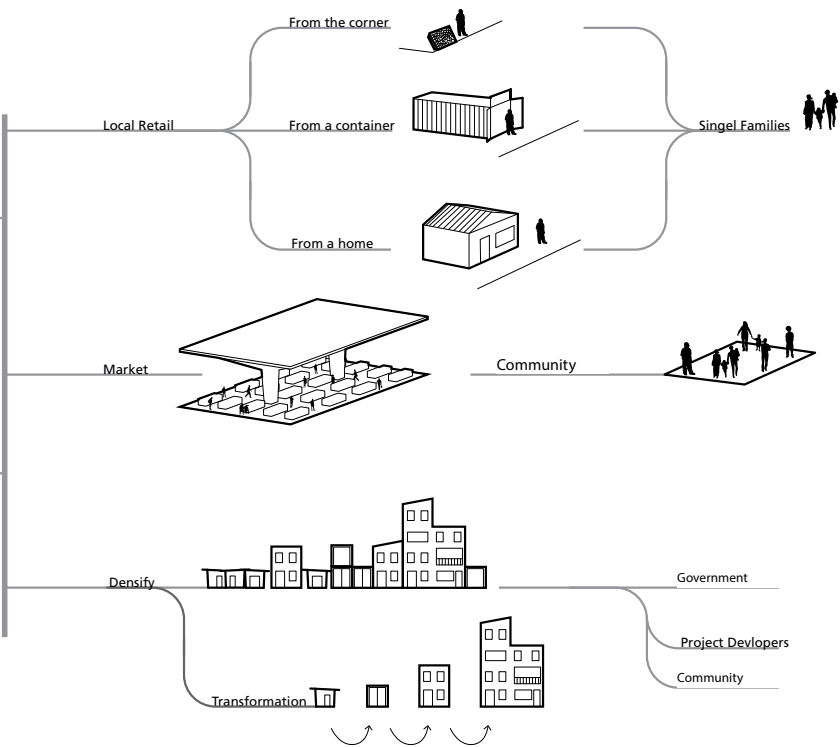


Possible Outcome

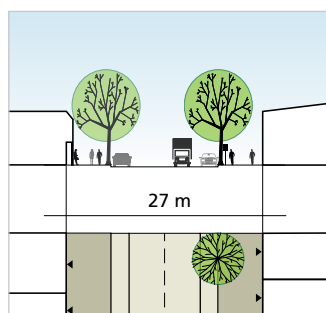


Strategy





BB' T1



BB' T2





Social Housing + Khayelitsha

' An alternative for social housing '

Dennis Meijerink

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Social Housing + An alternative for social housing in Khayelitsha

Cape Town, South Africa has huge problems with housing. Large groups of the existing population and the expected increase of her population the next decades consist out of poor living conditions. The past decades large housing projects have been build at the edges of the townships, miles away from the centre with social and public activities. Meanwhile the rate of people between the lower and the middle class is increasing in these periphery located areas. So more and more people are able to pay rent and will be able to have a subsidised house from the government.

Social Housing +

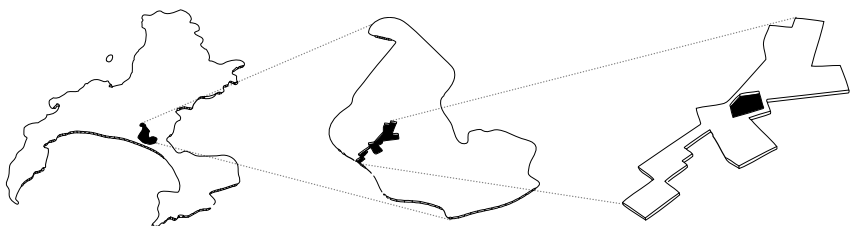
In my project I'm trying to give an answer to there needs and desires of living. With the 'Social Housing +' project I create a serious alternative in the demand of housing. The idea is based on a housing typology that enriches existing poor equipped special structures within the townships at the Cape Flats by defining active routes and squares and by the possibility of working and living at there own home. During my visit to Cape Town I was triggered by the VPUU project, a pedestrian route in the middle of the township Khayelitsha with some playgrounds and activity centres. By adding social housing in combination with new places to meet this pedestrian network, this area might improve dramatically. So actually this VPUU project

and my additions stands symbol for mine ambition and vision of Social Housing +.

The project consists of a new pedestrian route from the existing route to the bridge over the highway M2, which crosses 150 dwellings. The dwellings, with possibilities of working spaces, are organized around six small squares, related to the pedestrian route to the bridge. By this the interaction between social housing and the public space will evidently increase and active live within the urban fabric of Khayelitsha.

What is the VPUU project?

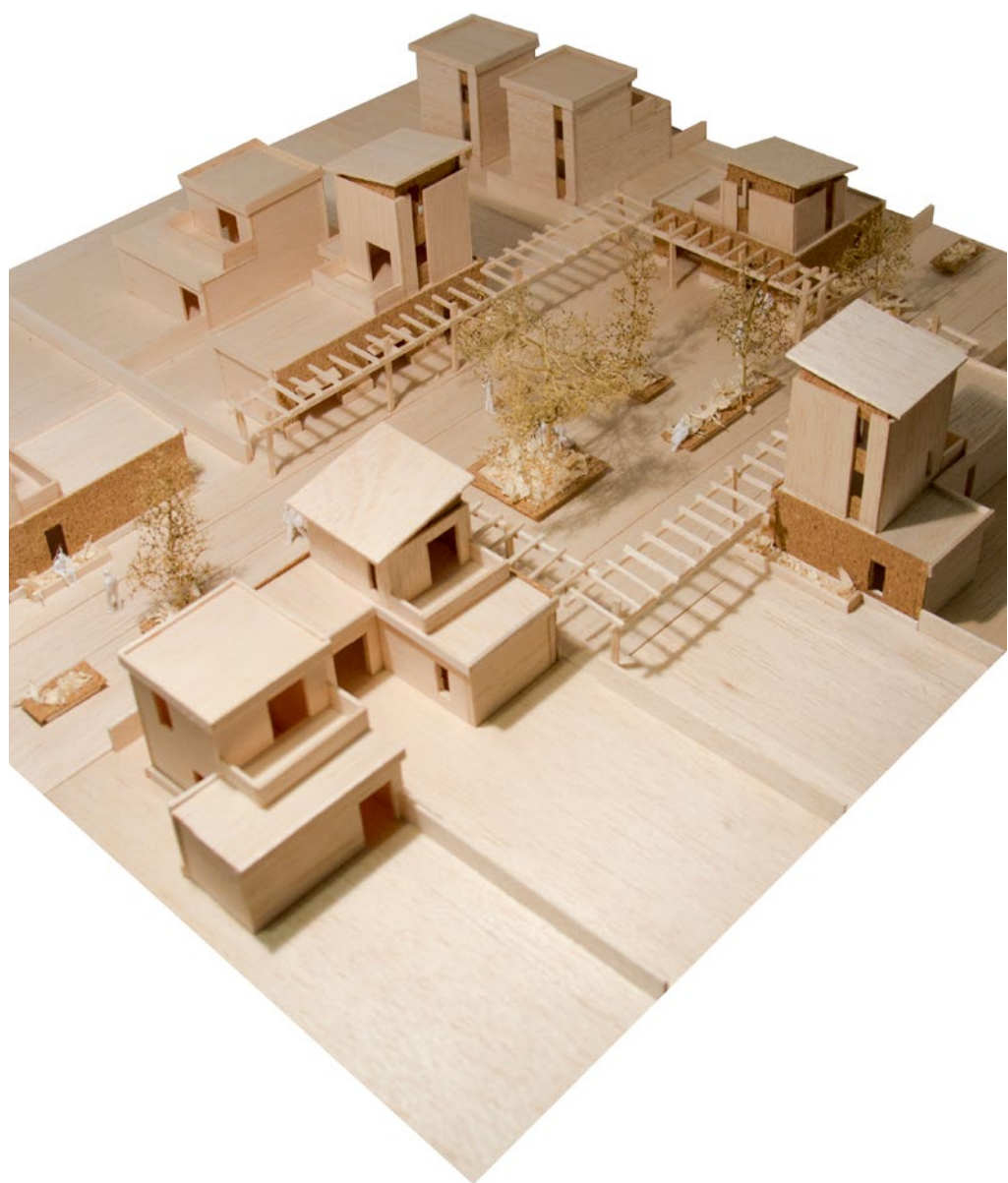
The Violence Prevention through Urban Upgrading (VPUU) project is a holistic approach to urban upgrading, which is unique for Cape Town. In a way that it includes all kind of developments, and not only the improve of physical urban spaces. This kind of communities can be characterised by violence crime, poverty, unemployment, a harsh natural environment and undignified public space. My project provide in transforming the township of Khayelitsha into a vibrant, safe, and attractive place. But mostly this project provide in a community that is environmentally, economically and socially sustainable.



+ CAPE TOWN

+ KHAYELITSHA

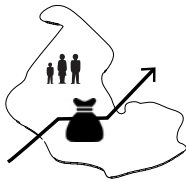
+ VPUU





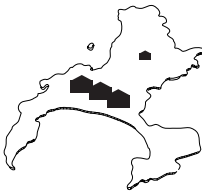
+ NEED FOR HOUSING

because of the enormous amount of people Cape Town there is a strong need for new housing projects



+ INCOME

in certain townships, like Khayelitsha the income per household (3.3 persons) is growing



+ SOCIAL HOUSING

subsidised housing could be the answer for future housing projects, nowadays it's only 2% of Cape Town



+ WHO QUALIFIES ?

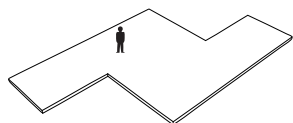
if the income of one household is between the R1.500 and R7.500



+ VPUU from the informal settlement (south) to the train station (north)

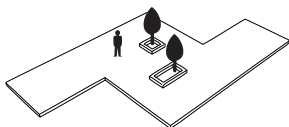


+ Social intervention via the VPUU route in the heart of the township Khayelitsha



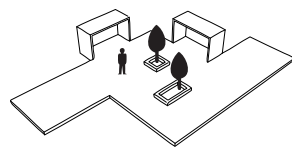
+ SAFETY

extending pedestrian flows
with the VPUU surveillance and
visibility 'eyes on the street'



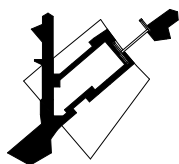
+ SOCIAL

picking up the thoughts of the
VPUU character by introducing
social squares

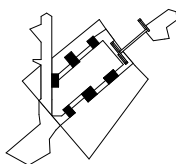


+ ECONOMIC

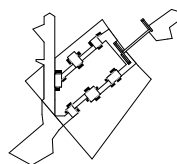
ateliers / shops, which are
connected to the squares are
stimulate a employment boost



+ VPUU ROUTING



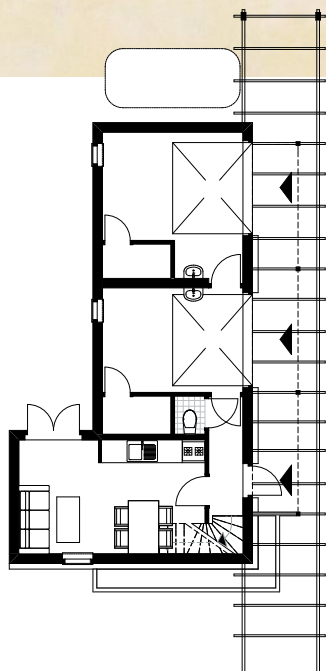
+ SQUARES



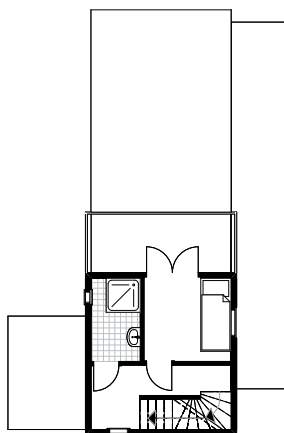
+ ATELIERS



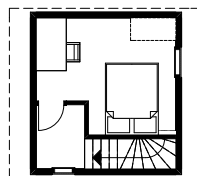
Masterplan Social Housing +



+ ATELIER BLOCK GF
20m² housing | 27m² workplaces



+ ATELIER BLOCK 1E
15m² housing



+ ATELIER BLOCK 2E
15m² housing



road, route
pedestrian is leading



colourful VPUU
pavement



tree directing
VPUU route



pergola, space between
public and private

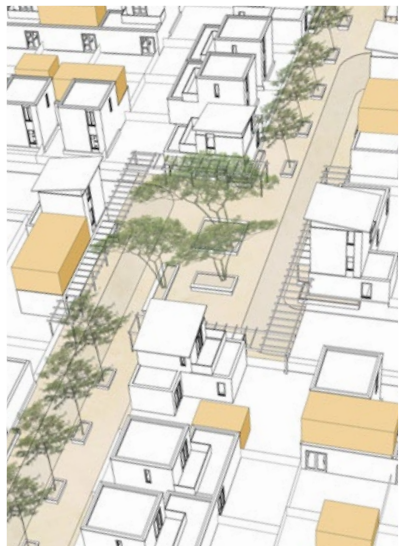
+ INFORMAL

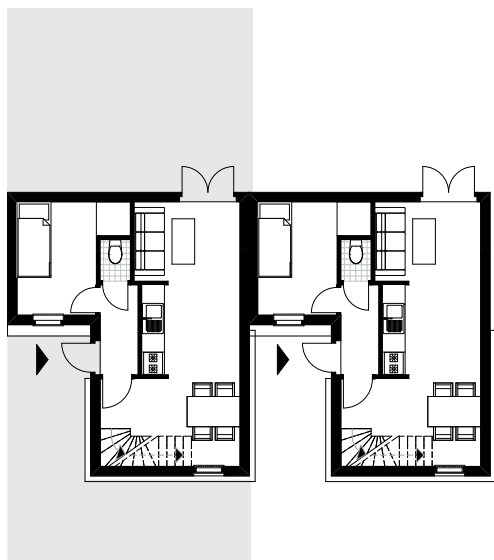
'soft' adjustment
and extensions
after curtain years



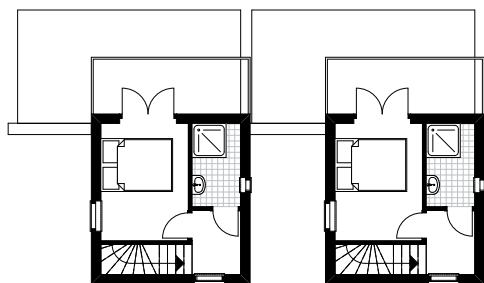
+ FORMAL

'hard' structure
which is the basis
for future local
planning





+ TERRACED BLOCK GF
32m² housing each



+ TERRACED BLOCK 1E
15m² housing each

Skills Centre

Cape Town

“What began as an attempt to resolve the post-apartheid housing crisis has now actually exacerbated it, we need a new strategy”

Zachary Levenson - Berkeley Journal of Sociology

Tjeerd Beemsterboer

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With help from the municipality, and local businesses the people living in informal settlements learn how to, and eventually build a proper dwelling in the new skills center.

Stand in the queue, waiting for a house
More than two million houses have been built in South Africa since the promise of the ANC to give homes to all low-income families at South Africa. Though the precise figure is disputed, the ANC likes you to believe in the promise. Home ownership gives new trust and hope for the future, and giving someone a house is one of the biggest things you can do to immediately improve their quality of life. It is well known that there are lots of people still waiting for a house, despite this ANC promise. According to the last census, around 2,3 million South African households need housing. The “housing backlog” is a topic that politicians think to solve in the future. People often speak of having been on a “waiting list” for a house, sometimes for many years. But this idea is actually rather misleading. “There is an assumption, often unarticulated, amongst the public that the system in place operates in a rational way,” the report continues. “

Mandela's promise

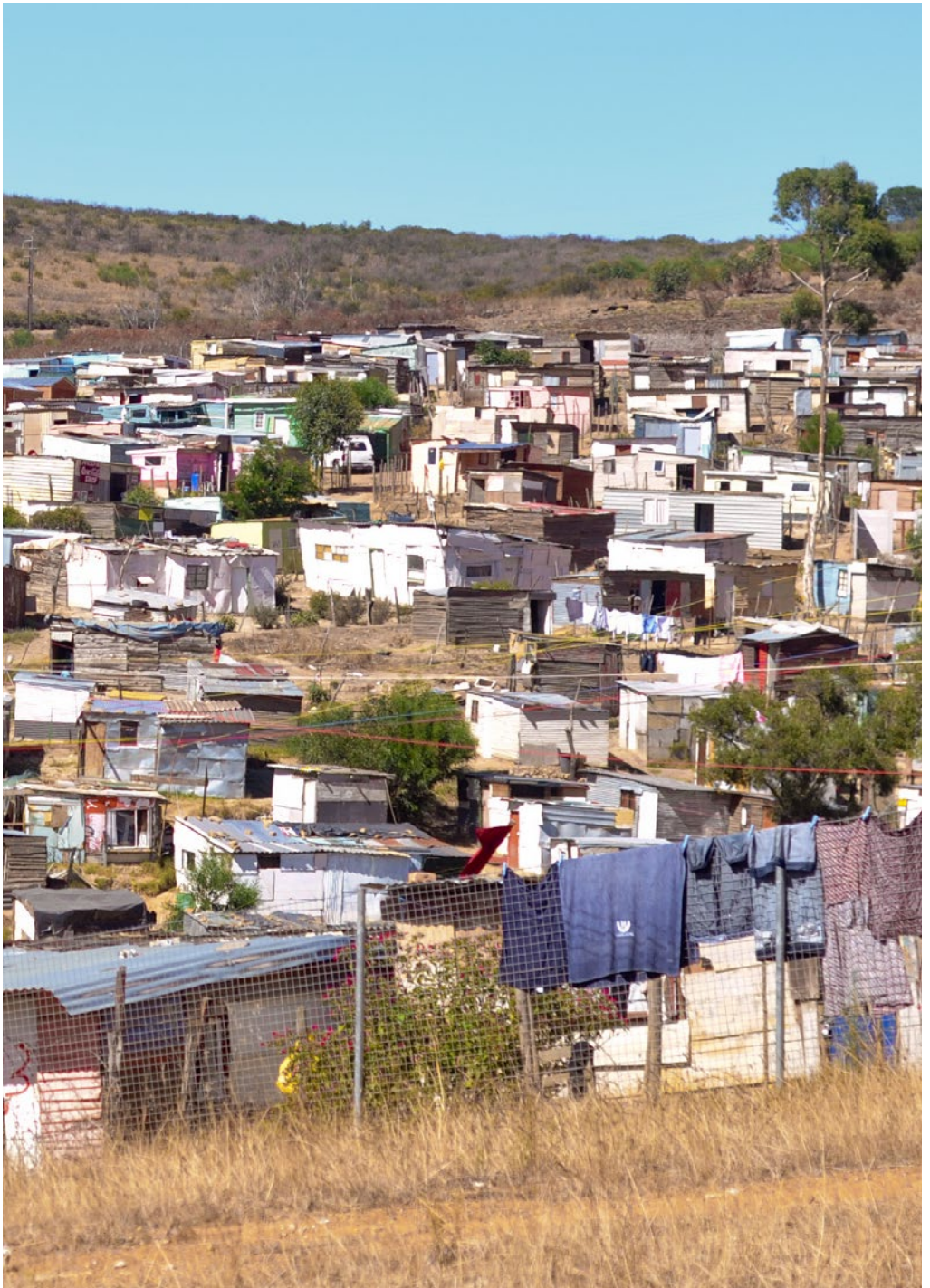
Mandela promised to provide housing for the poor which meant building more than 1000 units per day until the end of the century at an estimated cost of \$4 billion (R28 billion) per year as roughly one quarter of all South African Blacks live in shacks. The Mandela government was prepared to provide houses through 65% of the population was so poor that they had no hope of attracting even the smallest of home loans.

Lack of skilled manpower

The lack of skilled manpower is so crippling that the government was considering drafting retirees back into the work force, luring South Africans emigrants home and drawing in new immigrants — even though unemployment is at least 27 percent. It was said that it was vital to tackle the skills shortage to achieve the national goal of halving unemployment and poverty by 2014, which depends on the economy growing by 4.5 percent until 2009 and 6 percent between 2010 and 2014.

The idea

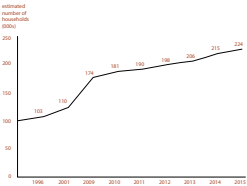
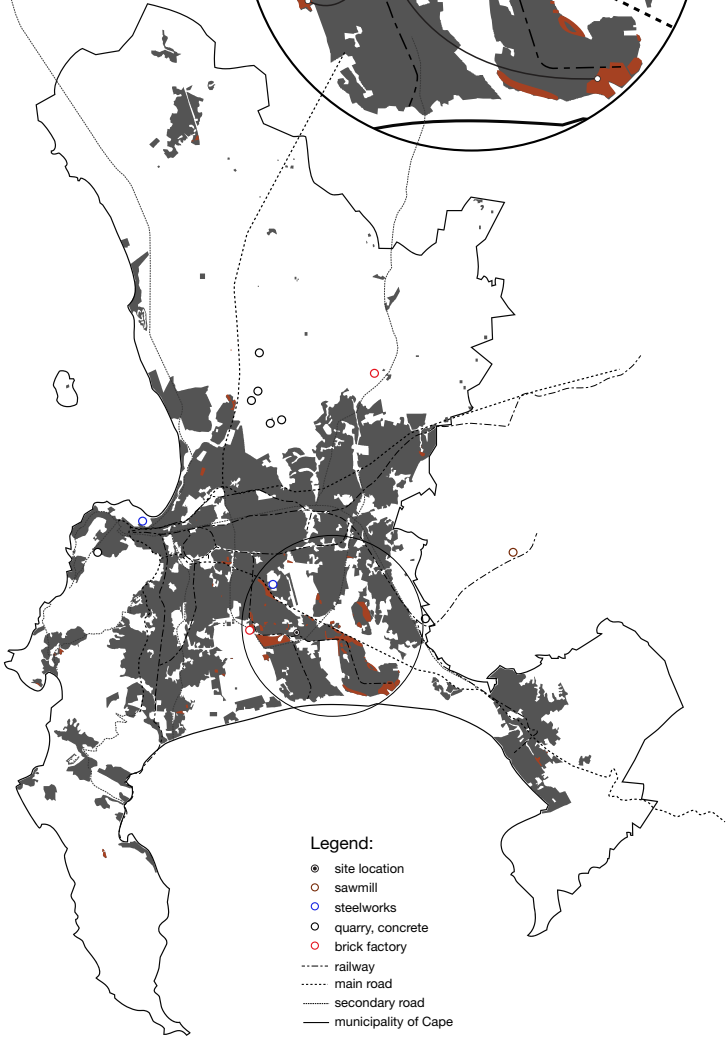
Due to the inability of the ANC promise to give homes for free to everyone I came up with the idea to put governmental money not in ready made homes but rather in education, training and material to build your own home. The skills center is actually a training and testing facility for people to develop their skills in order to build your home. This center and related workshops in the townships (from where rehabilitation of the informal settlements can take place) is the ground of the idea. The design I come up with is related to the informality of the existing dwellings in the informal settlements, characterized by difference in color, shape and material. The site of the skills centre is central located between the existing informal settlements at Cape Flats. The site is near a train station and mainroad, so that the students easily can reach the center and demonstrated and tested easily can be transported.



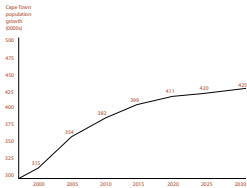
informal settlement

“If somebody promises you something, it creates the expectation that you’ll get it. Now that he’s dead, residents have little faith the government will help improve their lives”

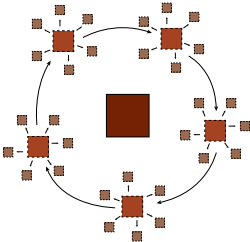
Carol Paton - Low cost housing waiting list 'a myth



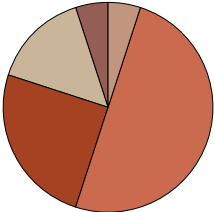
number of slums in ct



population growth ct



skills centre concept



financial concept

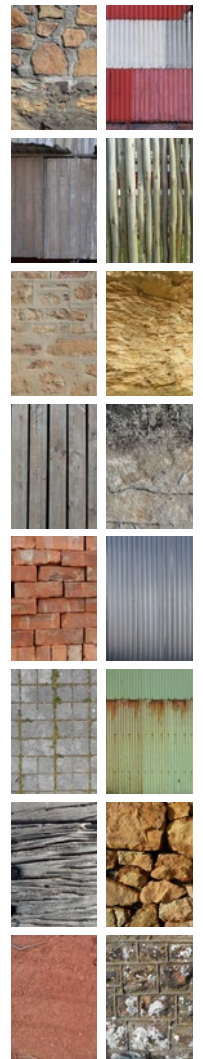
- south african government
- cape town municipality
- fundraising
- local contractors
- donations



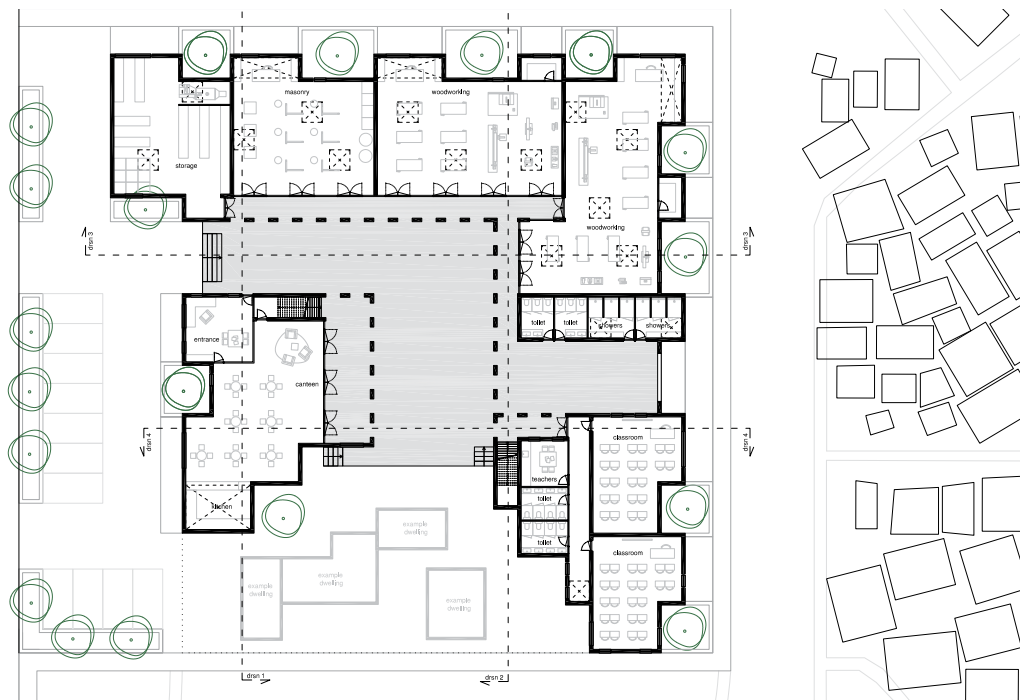
informal settlement upgraded by dwellings built in the skill centre



site, near Joe Gcwabi station



local materials



floorplan skills centre



south facade, north facade, section of the skills center



glance of the skills centre

The next life of the Athlone Stadium

“Sport has the power to change the world. It has the power to unite people in a way that little else does. Sport can create hope where once there was only despair. It is more powerful than government in breaking down racial barriers.”

Nelson Mandela

Maik Peters

maikpeters@gmail.com

The next life of the Athlone Stadium

Nelson Mandela needs no introduction. The first ever free elected president of South Africa was not only a politician by heart, he was also a sport enthusiast. He firmly believed sports can bring people together. Not only he believed this, he proved it. As soon as South Africa won the rugby world cup, he entered the predominantly white arena and gave the trophy to the team and this was seen as a big step into breaking the barrier. A few years later he got to host the football world cup en repeat the gesture.

In the run up to the World Cup the FIFA, the name of the organisation of the world cup, had their demands for the stadiums that has to be build.. Cape Town wanted to host the half finals which means that a huge stadium has to be built. In stead of upgrading the old stadium in Athlone, they chose to build a brand new stadium on the foot of Tablemountain at Greenpoint. This was the second most expensive stadium ever built. What would happen if this money was spent on the stadium in a poorer area of Cape Town, so that the poor citizens could benefit of this global event?

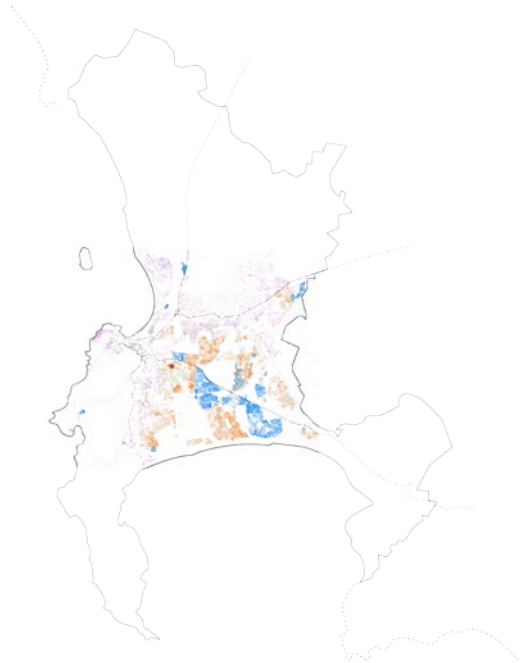
In my research I considered Athlone as a alternative for Greenpoint stadium But I discovered that, due to safety reasons, Athlone stadium never could be the expected alternative for the location of Greenpoint. Meanwhile I wanted to do something with the old stadium of Athlone, that just lays there, as football and other sports are no longer held here. What to do with this big structure within this very interesting area in Cape Town? Is it possible to redevelop the stadium without

breaking it down? Can this be an example of abandoned stadiums all around the world?

Athlone is an area in the city of Cape Town just outside of the city bowl. It is the doorstep to the Cape Flats. It is physically the center of the city and very good accessible by road and rail for public and private transport. Athlone is near the International Airport, but far enough to not have noise pollution. Athlone Stadium, the red dot, is in the middle of Athlone. Cape Town Stadium, the blue dot, is built in Green Point next to the harbour and V&A Waterfront in the City Bowl.

Athlone is an area in the city where different types of people meet. The Apartheid divided people into different townships in the Cape Flats based on their different skin colour, which is very good visible on the map below. Pink is white, orange is coloured, blue is black and green is indian/asian. Athlone is in the middle of these spots and on the edge of the white areas from the Apartheid. Also notice the blank areas, where building is impossible due to the protected sites of for instance Tablemountain.

Athlone is an area in the city of Cape Town which is on the municipality's list of improvement and development. Athlone is a node between the two biggest nodes and in the middle of the most important development route. To invest in such an area is a great opportunity to gentrify the neighborhood. But this gentrification should be a process, which consists of different step to develop the complete area. On the righthand side the steps are listed with different schemes.



Different ethnic groups throughout the city



Economic development map



Heart of the district



Densify the area



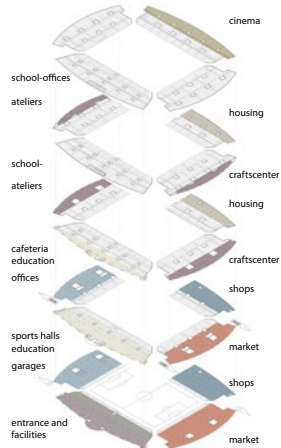
Make a safe route through urban upgrading



Maximize the economic node



Collaborate with schools on health and exercise



Different functions for the stadium



New plan for the stadium





Wine & Vegetable market Grand Parade

An intervention at South Africa's
oldest public square

Thom Zijlstra

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Wine & vegetable market Grand Parade

CAPE TOWN's community gardens & wine farms. Residents in the townships are encouraged and supported to grow their own organic vegetables to feed their families. Vegetables are now grown in hundreds of gardens in the townships, sustaining thousands of individuals and families. Some of the micro-farmers are now producing more than enough to feed their families, and after giving to needy neighbours and selling 'over the fence'. However, there is little or no access to markets outside the immediate neighbourhood to sell the high quality organically grown produce.

In contrast to the community gardens in the cape flats, Cape Town's wine lands boasts some of the most majestic scenery in South Africa. The wealthy segments of society were dominated by wine producers. This Dutch VOC legacy is still today a white man's world. CAPE TOWN's city bowl can bridge the gap between the cape flats, where the black and coloured people live, and Camps Bay, where mainly white people live. These areas are also geographically separated by Table mountain. It feels like two worlds in one city. In what way is it possible to generate understanding of each other's cultural background and social economic situation?

The idea is to create a market at the Grand Parade in the very heart of Cape Town's historical center. This market hosts place for selling the organic vegetables grown at Cape

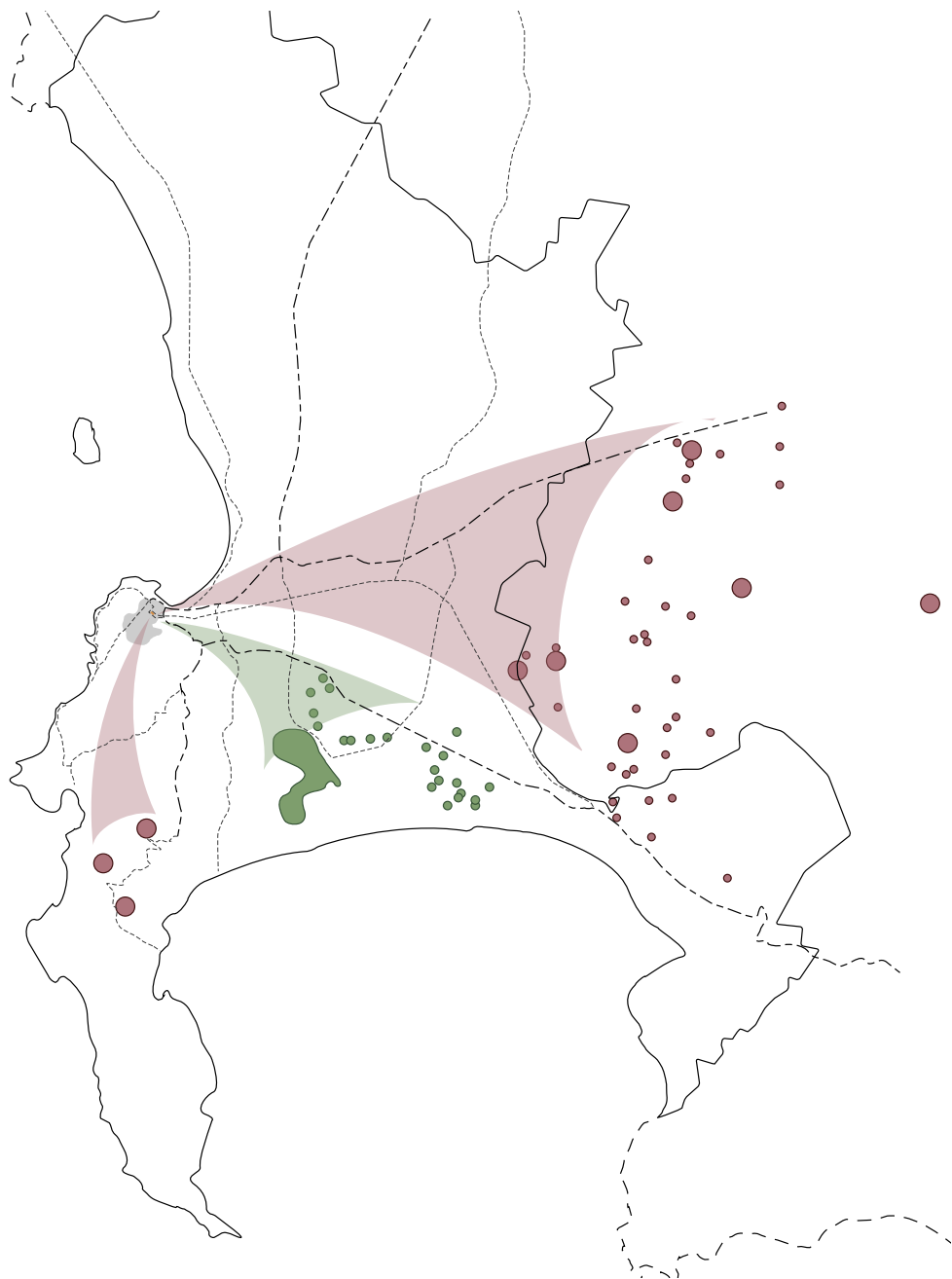
Flat and exclusive wine from the whinelands. The location is well thought because of the historical meaning as former market square of the city. So the market as one of the few functions that brought people of different ethnic background together in the past, might people with different ethnic background will bring together at the future.

The design proved the complexity of the site. The historical, infrastructural and spatial context makes it difficult to find a suitable place and architectural shape. The outcome is a combination of pedestrian routes between the railway station and the Grand Parade and a wall following the shape of the castle Good Hope. The elevation of routes over the existing main roads make it easy to accommodate the market. The other pedestrian route, from the city center to the castle meet the elevated pedestrian route to the central station, at the market. So actually the market can be seen literally as the junction of two important routes. At this junction you'll find the market and a café-restaurant. The skin of the market is based on the pattern of the castle Good Hope, a rough pattern of rocky stones with cement. The market finally redefined the square into a pretty place to stay and a busy place for cars, busses and taxi drivers. Something the square truly needed.

vegetables ●

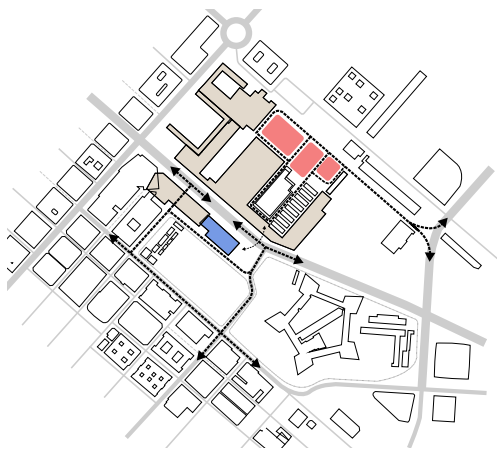
wine ●

city centre ●

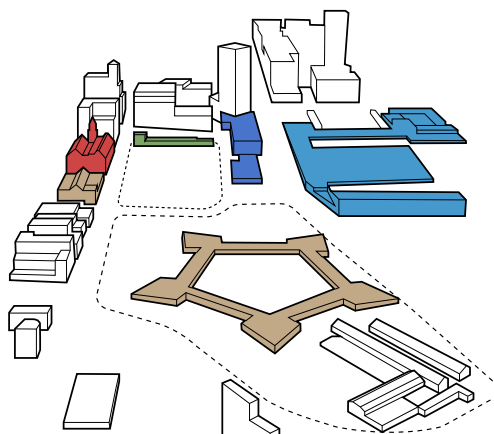




building mass



routing bus & minibus



3 centuries of architecture

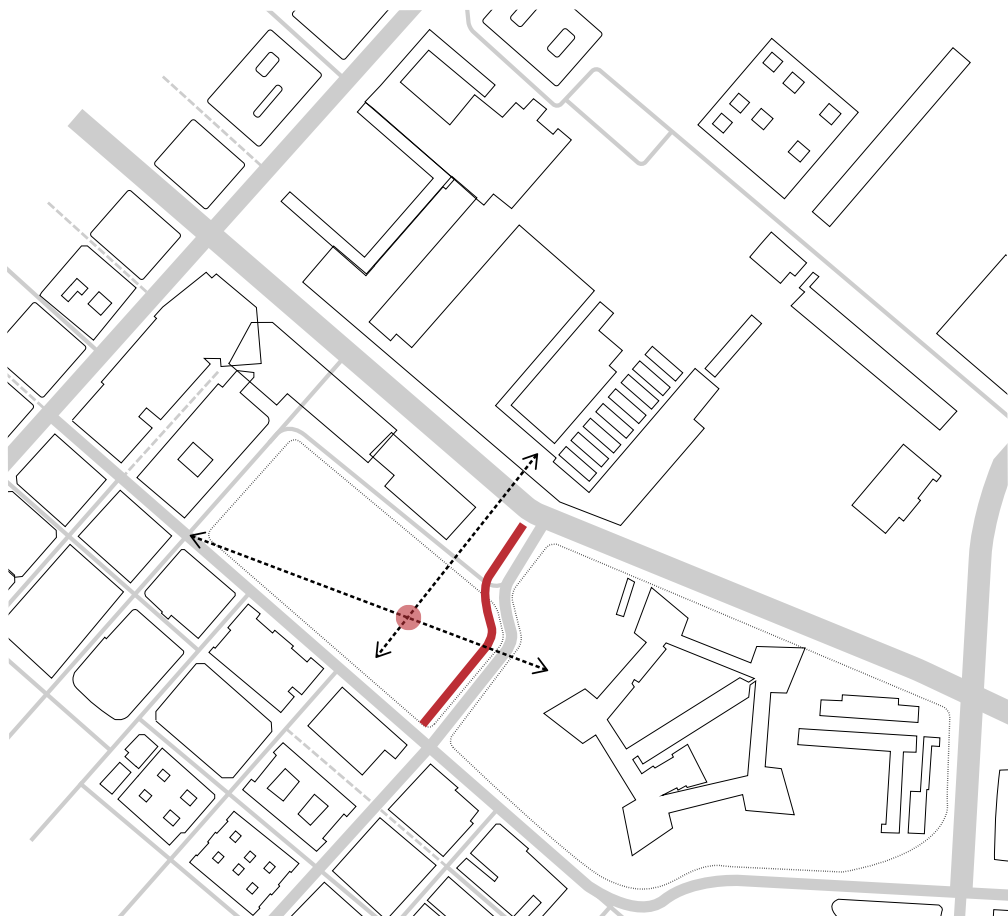
- city hall - 1905
- market stalls - 1980
- bus station + parking - 1970
- railway station - 1960
- drill hall - 1855
- castle of good hope - 1679

texture castle

to

structure market

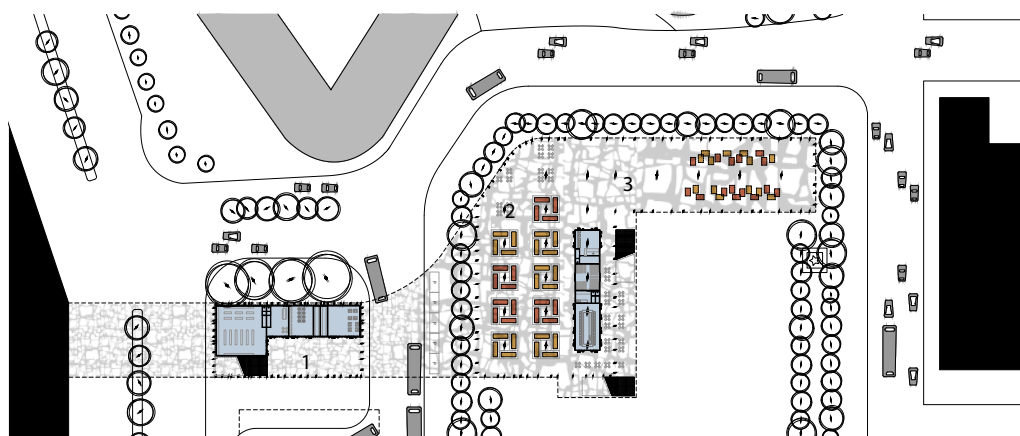




1. existing food & drink stalls

2. wine & vegetable market

3. informal flea market



plan



A transparent structure provides space for the Wine & Vegetable market



CONCLUSIONS AND RECOMMENDATIONS

Being aware that we are foreigners and were only briefly visiting Cape Town, we would like to conclude our five strategies and designs with some - modest - observations and recommendations.

The City of Cape Town is beautifully located, next to the ocean on the slopes of Table Mountain. Attracting many visitors and new inhabitants every year. The downside is that a large, poor community hardly profits from this success. They live too far from job opportunities and tourist attractions. The city is out of balance, the economic triangle (City Bowl, Airport, Bellville) is relatively far away from the poorer areas on the Cape Flats. The cost of transport is unbearable and alternative ways to earn a living are hardly available in these areas. Growth of jobs is at the top of the political agenda, but the question is how a population with over 70 percent without proper education will find suitable work. Rapid growth makes the ANC promise to provide everyone with a house impossible to keep and an alternative for housing is needed.

Observations

- Cape Town is a fragmented city, a collection of islands that have little to no connection with each other.

Partly the result of Apartheid city planning and still maintained by road and rail infrastructure.

- Compact urbanisation seems to be the answer for the socio-economic problems the city faces. But most people that move to Cape Town can't afford a (new) house and people who can will look for the older and less dense sites.
- Job growth is at the top of the political agenda. But how will a population of which over 70 percent hardly has any proper education find a job?
- The gap between rich and poor - and in a way still between black, colored and white - and the different economic opportunities they face, will maintain the physical barriers in the urban fabric.
- Rapid growth makes the ANC promise to provide everyone with a house impossible to keep and an alternative for housing is needed.
- In general, the more vulnerable areas seem to lack public space of a certain (minimum) quality and this seems to have an effect on the liveability of large neighbourhoods.

Recommendations

- Restore the socio-economic balance by changing the way we build the city. Invest in new economic centres (on the Cape Flats as well), invest in more (affordable) public transport and invent an alternative for RDP houses, whereby the government facilitates instead of builds affordable housing.
- Use placemaking to upgrade specific areas and make historic sites more visible to attract tourism (by upgrading routes and road signage outside of the historic centre as well).
- Transform urban areas and buildings to change the (modernist) separation by redeveloping the former buffer areas within the city fabric and avoid mono-functional areas by providing living areas with (small) spaces for businesses.
- Support small scale interventions and bottom up projects to gradually upgrade - and open up - the poorer areas.

Master of Architecture / Urbanism / Landscape Architecture Amsterdam Academy of Architecture

Architects, urban designers and landscape architects learn the profession at the Amsterdam Academy of Architecture through an intensive combination of work and study. They work in small, partly interdisciplinary groups and are supervised by a select group of practising fellow professionals. There is a wide range of options within the programme so that students can put together their own trajectory and specialisation. With the inclusion of the course in Urbanism in 1957 and Landscape Architecture in 1972, the academy is the only architecture school in the Netherlands to bring together the three spatial design disciplines. Some 350 guest tutors are involved in teaching every year. Each of them is a practising designer or a specific expert in his or her particular subject. The three heads of department also have design practices of their own in addition to their work for the Academy. This structure yields an enormous dynamism and energy and ensures that the courses remain closely linked to the current state of the discipline.

The courses consist of projects, exercises and lectures. First-year and second-year students also engage in morphological studies. Students work on their own or in small groups. The design projects form the backbone of the curriculum.

On the basis of a specific design assignment, students develop knowledge, insight and skills. The exercises are focused on training in those skills that are essential for recognising and solving design problems, such as analytical techniques, knowledge of the repertoire, the use of materials, text analysis, and writing. Many of the exercises are linked to the design projects. The morphological studies concentrate on the making of spatial objects, with the emphasis on creative process and implementation. Students experiment with materials and media forms and gain experience in converting an idea into a creation. During the periods between the terms there are workshops, study trips in the Netherlands and abroad, and other activities. This is also the preferred moment for international exchange projects. The academy regularly invites foreign students for the workshops and recruits well-known designers from the Netherlands and further afield as tutors.

Graduates from the Academy of Architecture are entitled to the following titles: Master of Architecture (MArch), Master of Urbanism (MUrb), or Master of Landscape Architecture (MLA). The Master's



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