

**The point of crossing:**

## **Intensifying place on Voortrekker Road**

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## Acknowledgements

The financial assistance of the National Research Foundation (NRF) towards this research is hereby acknowledged. Opinions expressed and conclusions arrived at, are those of the author and are not necessarily to be attributed to the NRF.

To my supervisors, Associate Professor Nic Coetzer, Melinda Silverman and Tiaan Meyer, thank you for your professional advice and guidance throughout the year. To my close friends and family, thank you for your encouragement, interest and enthusiasm. To Albertu Prins, the love of my life, for your words of affirmation and continual support.

Lastly, I want to thank my saviour, Jesus Christ, for His unyielding love. Without it, this dissertation would not have been possible.

## Abstract

A point in Voortrekker Road was intensified by creating a halting place at an underdeveloped and important crossing in the central area of the Voortrekker Road Corridor, in Parow. Connectivity within the business centre of Parow is enhanced by the railway lines that run parallel to Voortrekker Road to the north and south - providing multiple access to public transport. The station enables a pedestrian network that extends far beyond its reach. This network is currently a very popular informal trading area. Trade is focused within a narrow strip, called Station Arcade, a pedestrian link from Voortrekker Road to the station.

The area to the north of Voortrekker Road lacks the vibrant activity, generated within the commercial zone to the south. A reason for this is the strip of parking lots behind Voortrekker Road that create a buffer zone between the commercial strip and the residential area to the north. At the moment this transitional space adjacent to Voortrekker Road is ill defined and lacks activity. At night, these spaces become vulnerable areas and unsafe zones due to the gang activity and crime within the area.

Due to the many tertiary institutions within the central part of the Voortrekker Road Corridor and a lack of student residences, a campus framework was introduced which proposes the development of student residences along a recreational spine. This framework was focused around key strategies to satisfy students' accommodation needs.

The junction between Voortrekker Road and Station Arcade serves as a significant point of crossing within the campus precinct and the location of my site. By locating a central function at this point within the campus, the existing link to the station is reinforced and a gateway to the new recreational spine behind Voortrekker Road is introduced. The Student Exchange building, located at this important nexus, will assist in creating shared facilities that can provide academic and social support to students in the area.

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## Preface

Growing up in the suburb of Parow, I recount memories of walking along Voortrekker Road on weekends to visit the multitude of toy and pawn shops that line the street. Ample parking space behind the strip of commercial development provided access to the shops, banks and restaurants that we often frequented. What used to be a place of leisure and a destination in itself, has become a directional and placeless environment. Today, Voortrekker Road is merely a transport artery, focused on movement without any sense of place or pause spaces along the route.



## Introduction

This dissertation is a paean to Voortrekker Road. A discovery of its complexity and the hidden order that lies behind the continuous strip of commercial development. I came to realize that the strip development along Voortrekker Road works in a parallel relationship with the urban freeways that run north and south of Voortrekker Road. The commercial strip constitutes a thin band within a much larger system, called the Urban Core Corridor. The corridor has its own linear pattern, consisting of a movement artery and dispersed centres that are linked like beads on a string. The urban places or centres within the corridor are located outside of the edges of Cape Town's central core, rendering them places of mobility or paths.



The first part of the dissertation describes the spatial experience of Voortrekker Road from a moving vehicle. The photographic mappings illustrate the fast landscape of cars, traffic, signs and noise that characterize the strip. Continuous low- rise development create a monotonous urban fabric that seems to have lost any sense of hierarchy and order at first glance. Landmarks become fragmented within the high-speed vehicular promenade, where mobility is the only condition for orientation. The focus of this dissertation is to intensify place within the Voortrekker Road Corridor.



The way that my project intends to do this is by re-introducing a halting place within this mobile and changing environment. The notion of a halting place stems from the development of the first outspans along the Elsieskraal river corridor, a tributary of the Liesbeek river that runs parallel to Voortrekker Road all the way from Bellville to Maitland. Permanent bodies of water became familiar sites to travellers and fixed points in the growing road system. These points mark until this day the crossings of important routes with Voortrekker Road. I have identified a specific crossing in the area of Parow that is underdeveloped.



The development concentrated at the crossing of McIntyre - and Voortrekker Roads form the commercial heart of Parow and the area of focus for my dissertation. The second part of the dissertation presents an urban strategy for intensifying place within this area through the design of a student campus precinct which connects to existing educational institutions. This precinct will aid in providing student services, support facilities, accommodation and recreational space, that can be shared. What my project proposes is to re-imagine this part of Voortrekker Road as a moment of pause where place can be intensified.



Voortrekker Road is a diffuse, sprawling and endlessly mobile world which constitutes the backdrop of everyday life for the vast majority of students in the Northern suburbs of Cape Town. What does living in such an environment of diffuse focuses and enormous distances entail? I decided to look at Voortrekker Road for what it is - without trying to impose what I think is appropriate onto the urban fabric from a planning point of view - but rather to discover what is there and look at it in a new light. The next section will examine the current condition of Voortrekker Road.



## The fast landscape

Everything happens faster on the edge. Mobility proves to be a condition of orientation within the Voortrekker Road Corridor. Landmark buildings such as the office and residential towers shown below only serve to orientate the automobile driver. They do not function in the same way as static landmarks or monuments but serve as points that change, along with the perspective of the driver, in the approaching vehicle. These buildings are almost never meant to be experienced up close but communicate over vast distances through their height and signage.



The approach to the building is more important than the arrival as this view is fleeting and therefore the building needs to be bold to make an impact from far away. The commercial persuasion of roadside eclecticism provokes bold impact in the vast and complex setting of this new landscape. This landscape requires an architecture of bold communication, rather than one of subtle expression.



In “The Architecture of Exurbia”, Mario Gandelsonas argues that the experience of the city is increasingly subject to the flows and interchange, generated by the increased circulation of people, vehicles and information. The author puts forward that the rhythm of these flows changes the function and character of a space over time and has come to have just as great an influence as the height of buildings, width of streets and the disposition of monuments on the way we experience space. Victor Gruen refers to this contemporary spatial experience as “roadscape”.



He argues that what we see from a moving vehicle, constitutes the structure and urban form of the contemporary city (Gandelsonas: 161). The roadscape of Voortrekker Road should not be seen as residual space but rather as a smooth and fluid interchange between the traffic of people, vehicles and information. These kind of places, according to Costa, become almost non-places in a sense as they are unbound by the niceties of physical adjacency or reciprocal growth (1997: 222). The urban fabric of Voortrekker Road, consists of more than a static structure of buildings. It includes the experience of traffic through buildings, activities and spaces.



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“Those who acknowledge this roadside eclecticism, denigrate it, because it flaunts the cliché of a decade ago, as well as the style of a century ago. But why not? Time travels fast today” - Learning from Las Vegas

## The commercial strip

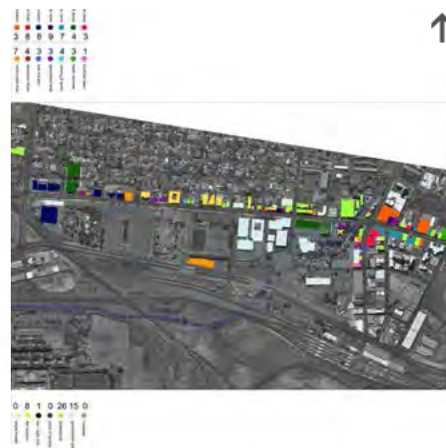
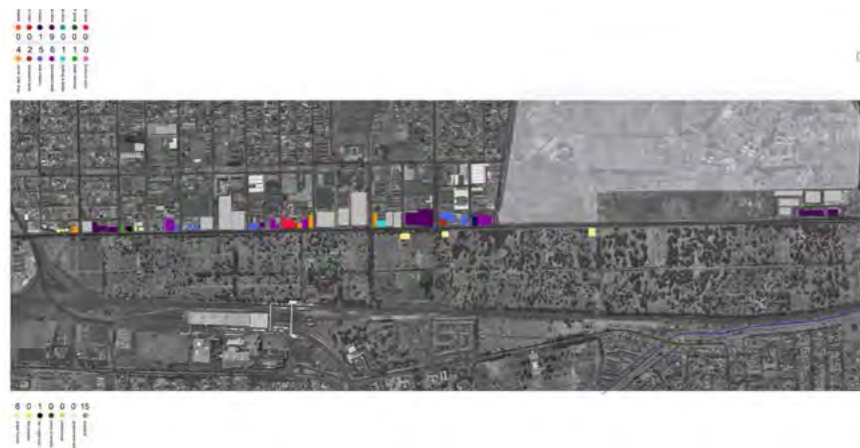
On examining the existing urban fabric of Voortrekker Road, I have come to appreciate “the vernacular” architecture of the strip, a term coined by Venturi and Scott Brown in their analysis of Las Vegas (Sudjic, 1993:27). According to Sudjic, the term refers to an architecture owned by many and used by all (1993:27). The vernacular within the Voortrekker Road Corridor constitute a rich array of corner stores and cafés, apartment buildings with balconies overlooking the street, and a continuous strip of second hand car dealers and their adjacent parking lots.



The window displays on Voortrekker Road are aimed at both the pedestrian and the automobile driver. Car showrooms angle their displays at motorists while retail owners use signage perpendicular to the street. The value of representational architecture can be seen in the way that built form is made legible through the sign. The architecture of styles and signs is anti-spatial. It is an architecture of communication over space in the landscape. But it is for a new scale of landscape. A new landscape of big spaces, high speeds and complex programs.



I have come to the realization that any intervention on Voortrekker Road needs to be aimed at a larger scale to make an impact on the existing urban environment. A single building will not suffice - it needs to be part of something larger than itself. Interventions should be aimed at reinforcing what is already there instead of creating something new that is set apart from the existing strip development. I set out to understand the underlying order within the strip by mapping commercial activity according to categories of ownership and use.

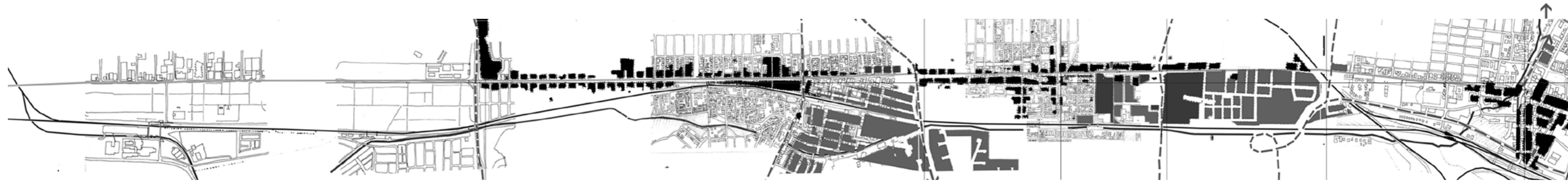


I started to notice patterns in land use and the clustering of retail which allowed me to determine the type of commercial activity that characterizes each zone within the continuous strip development. After mapping uses, I compared the key commercial activity within each area to the current zoning to illustrate how the retail along Voortrekker Road is very much industry related and cannot function independent from the industrial areas to the south, that supports most of the manufacturing and auto dealerships within the strip.



## Behind the strip

It is clear that the area north of Voortrekker Road, is zoned predominantly for residential development while the area to the south, includes the only areas that are zoned for industrial development. Voortrekker Road acts as a mediator between the industrial and lower income areas to the south, and the economic hub in Bellville, located north of Voortrekker Road. The railway lines and river that run parallel to Voortrekker Road create boundaries that restrict the corridor to grow wider and in effect reduces connectivity between the northern and southern parts of Voortrekker Road.



A series of through routes interrupt the flow of movement along the directional strip and create links between the areas north and south of Voortrekker Road. The character within each zone of the corridor is largely determined by the intersection of these through routes with Voortrekker Road. The points of crossing, where movement routes intersect with Voortrekker Road, serve as connections where trade and various transport systems meet to produce intensity and growth points. Intervals between major crossings are shorter in Bellville and Parow, compared to the Maitland and Goodwood areas. This results in frequent points of intensity along this part of the strip.

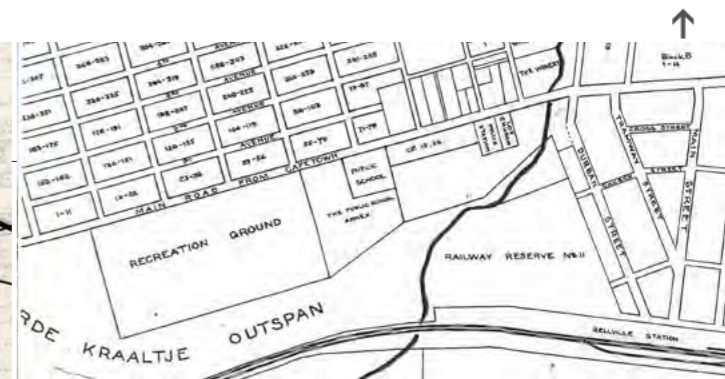


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“Imagine the force field around a high - tension power line,  
crackling with energy and ready to flash over and discharge 20000 volts at any point along its length;  
and you have some idea of the nature of the modern city as it enters the last decade of the century.  
The energy that powers this force field is of course mobility” - The Hundred Mile City

## Points of crossing

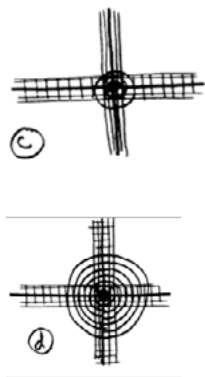
The Parow and Bellville central business districts are the two major growth points along Voortrekker Road that have developed around significant points of crossing. The Hardekraaltjie camp site in Bellville marks the first point of crossing along the road. This site used to be an old outspan for travellers heading east from Cape Town during the early 18th century (Wesson, 1998:33). The map below shows the relationship of the different outspans to the main routes that were established at the time. Worth noting, is the fact that the early routes ran parallel to the river which provided the topographical conditions that led to the linear urban growth of the settlements along these routes.



In examining the forces that enter the axis of a linear development, Doxiadis argues that when a force in the transverse direction enters the axis of development within a linear settlement - a cross point develops which will begin to be different from other crossings and constitute a point around which concentric forces will begin to form. Bellville developed as a new centre, at the cross point of Voortrekker and Durban Roads. The second growth point, Parow, formed part of the edge of the continuous development that extended eastward from central Cape Town.



In an attempt to include the villages of Woodstock and Maitland as part of the central core of Cape Town, “the Greater Cape Town” was formed in 1913 which led to the third growth point of Goodwood. According to Wesson, the formation of a Greater Cape Town brought the city hard up against Parow’s boundaries (1998:60). Linear expansion took place along Voortrekker Road in both Parow and Bellville, where the central business districts (CBD) took the form of major business ribbons. Where important movement routes in the transverse direction met Voortrekker Road, business nodes emerged within the ribbons and formed the hub of the respective CBDs.



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We can learn from sprawl and strip as well. We must go to the suburban edges of the existing city.  
These edges are symbolically, rather than formalistically attractive. - Colin Rowe

## Setting the context at a macro scale

The N1 freeway and Voortrekker Road are the two arterial roads that connect Bellville and the Greater Tygerberg with Cape Town's historic core. These two routes form part of a larger system called the Urban Core Corridor. The urban core is concentrated along a broad band that stretches from Cape Town's historic core to the second business core in Bellville. It is considered to be the most accessible and mature corridor in the city. A significant percentage of the city's employment opportunities, according to the Spatial Development Framework, are located within the urban core corridor (2012:34).



Figure 1. Urban core corridor, [Cape Town SDF 2012]



Figure 2. Urban core linking two nodes, [Cape Town SDF 2012]

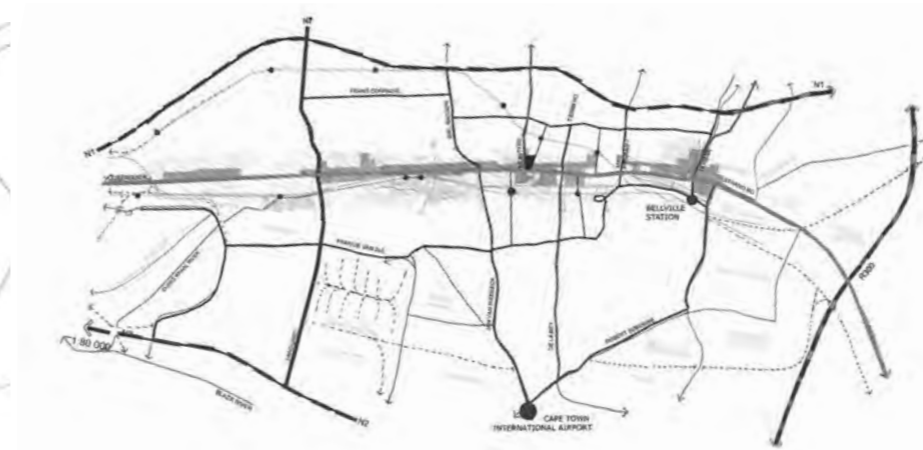


Figure 3. Aerial Photograph of Voortrekker Road [Future Cape Town]

The City of Cape Town is currently undertaking a Voortrekker Road corridor Integration Zone Strategy and Investment Plan (S&IP) which aims to develop implementation strategies and an investment framework which will direct investment in targeted areas along the corridor. Owing to its location in the physical center of the municipal area, there is an opportunity for the urban core corridor to act as a mediator between the southern and northern parts of the city, thereby increasing accessibility to education and economic opportunities within the Cape Flats (south of Voortrekker Road).

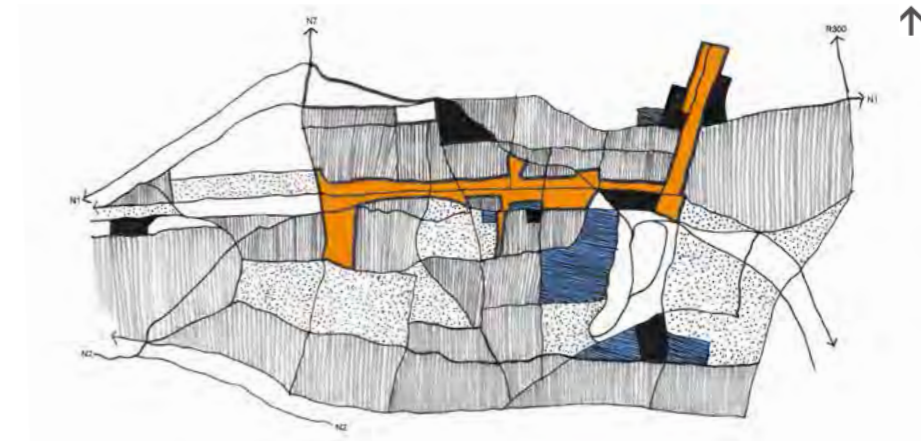
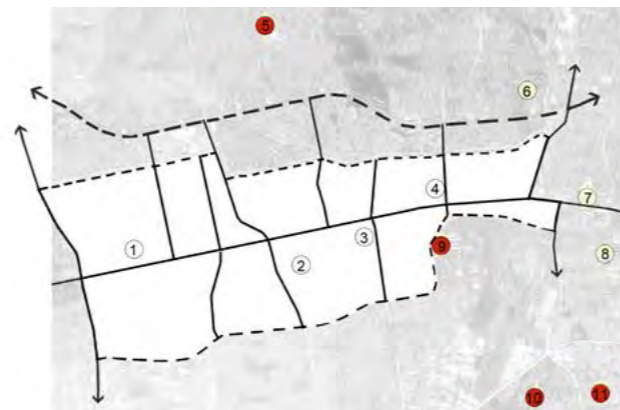
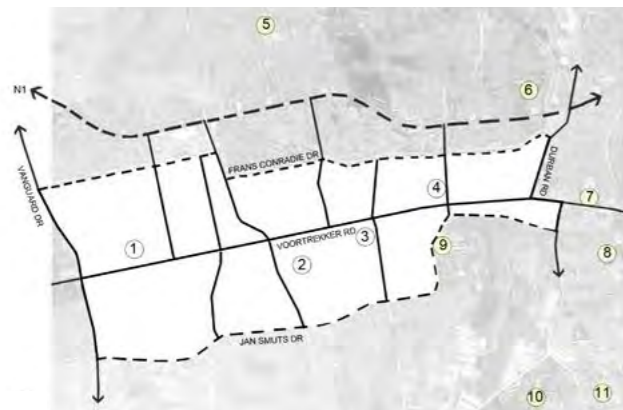


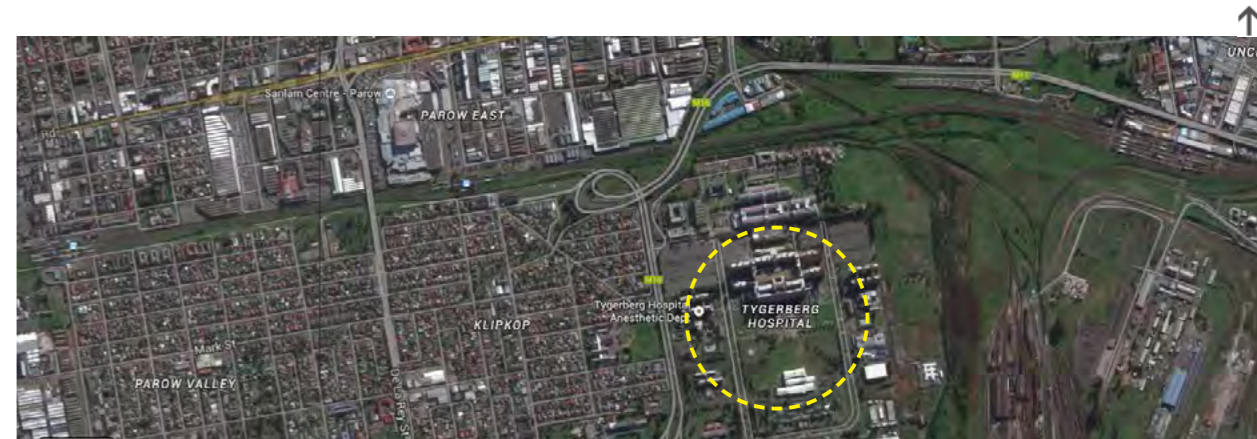
Figure 4. North - South link, [Cape Town SDF 2012]

Almost 100 000 students are registered in tertiary education institutions, colleges and further learning institutions within 5 km from the central area of the corridor in Parow (VRCID 2014). The map below shows the location of existing tertiary educational institutions within the Greater Tygerberg area in relation to Voortrekker Road. The institutions that are marked in red provide on - campus accommodation to students. Owing to the Tienie Meyer bypass and Transnet rail, the only student accommodation that is within walking distance of Voortrekker Road, at the Tygerberg Medical Campus, is completely cut off from Voortrekker Road and provides a hermetic student life.

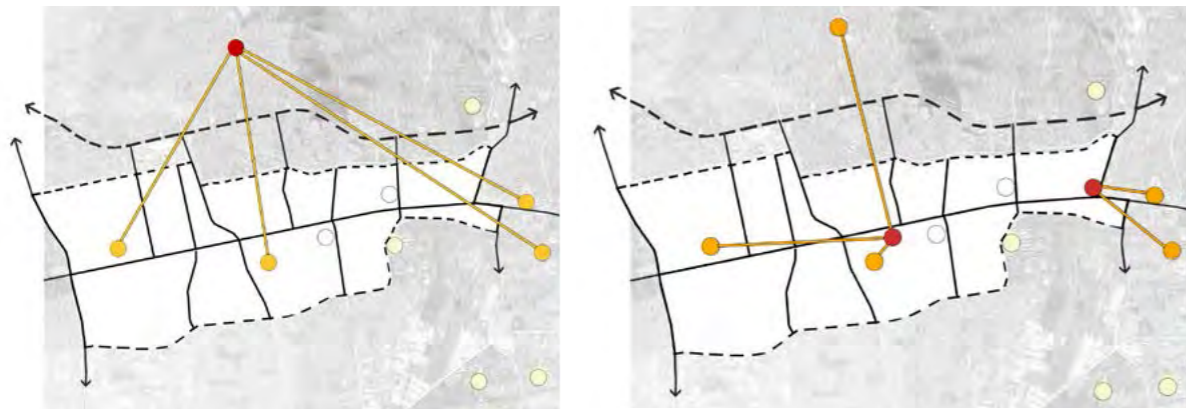


#### EXISTING EDUCATIONAL INSTITUTIONS:

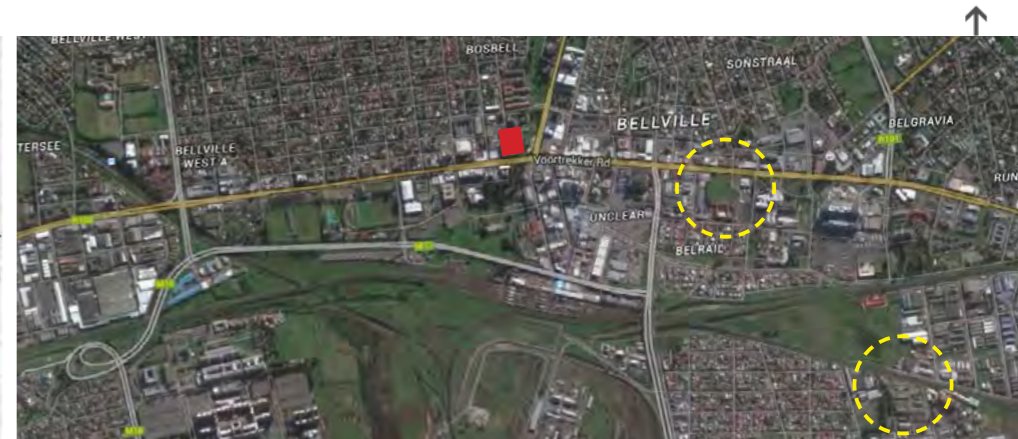
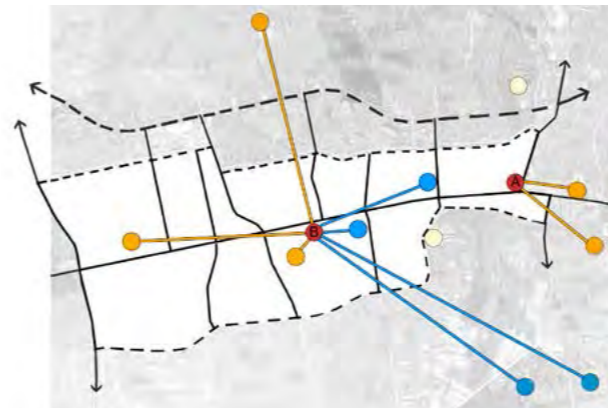
1. Northlink College Goodwood Campus
2. Northlink College Parow Campus
3. UNISA Parow Campus
4. Prestige Academy
5. Northlink College Tygerberg Campus
6. University of Stellenbosch Business Campus
7. Northlink College Protea Campus
8. Northlink College Bellville
9. Tygerberg Medical Campus
10. University of Western Cape
11. CPUT Bellville



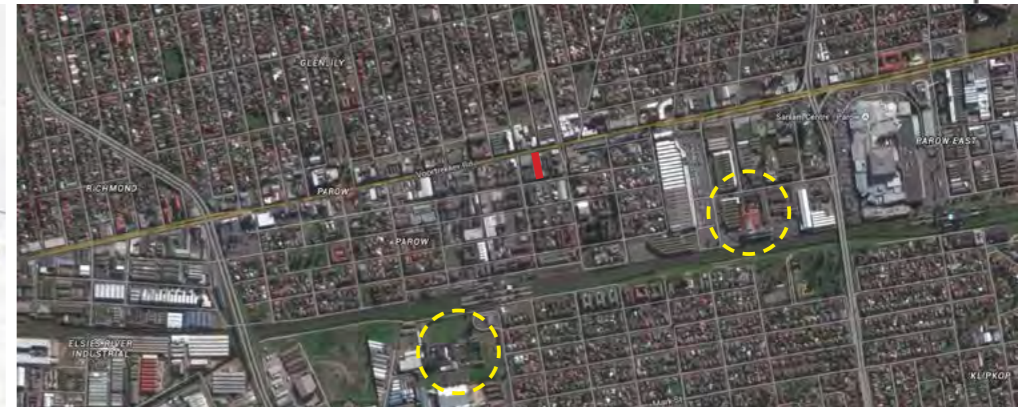
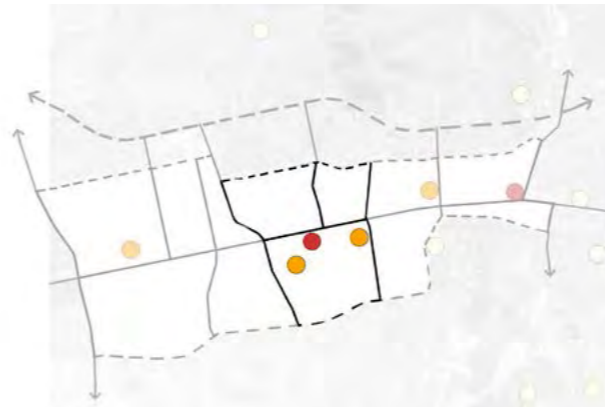
UWC and CPUT Bellville also offers a very limited and isolated student experience due to its location. Northlink College operates two hostels for male and female students, which provides accommodation for over 300 students. A daily shuttle service provides transport for students who attend lectures at the other Northlink satellite Campuses. Most of the students from the region cannot afford on campus accommodation and have to commute far distances every day. This means that the majority of students do not really participate in after hours student activities, leaving campuses inactive and deserted at night time.



Students who want to live closer to campus have to seek alternate private accommodation. There are two options for 'off campus' accommodation that Northlink College advise students to look into. Both of these residences are managed by Northville - a privately owned student accommodation provider in the Northern suburbs of Cape Town. The Old Mutual building is situated in Bellville at the intersection of Durban and Voortrekker Roads and provide accommodation for 74 students (male & female) from the Northlink Protea and Bellville campuses.



The Sheriff House Residence is based in Parow and accommodates up to 108 students (male and female) from UWC, CPUT, UNISA (Parow Campus) and four other FET (further educational training) colleges. The residence has a small common area that is used for social events and gatherings. There is a definite need for additional student accommodation and supporting study and social spaces within close proximity to the UNISA and Northlink College Parow campuses. The following section will locate a site for the proposed student accommodation and support programmes within the focus area of Parow.



## Zooming in on the site

The focus area for my dissertation is the Parow central business district, a zone in between two major development arteries, that connects Voortrekker Road to the airport and industry to the south, as well as the N1 highway to the north. Connectivity within the business centre of Parow is enhanced by the railway lines that run parallel to Voortrekker Road to the north and south - providing multiple access to public transport. Adjacent to the Northlink College Parow campus, a large taxi rank on the southern side of the rail, adds to the amount of pedestrian movement within the area in between Voortrekker Road and the Parow station.





On Saturday mornings the arcade is bustling with informal traders setting up their stalls in between the formal retail that spills onto this route. Where Station Arcade meets Voortrekker Road, a pedestrian crossing leads to a narrow passage that serves as a pedestrian link to the parking areas behind Voortrekker Road, where the route terminates . The area to the north of Voortrekker Road lacks the vibrant activity, generated within the commercial zone, south of the main road. A reason for this is the strip of parking lots behind Voortrekker Road that create a buffer zone between the commercial strip and the residential area to the north.



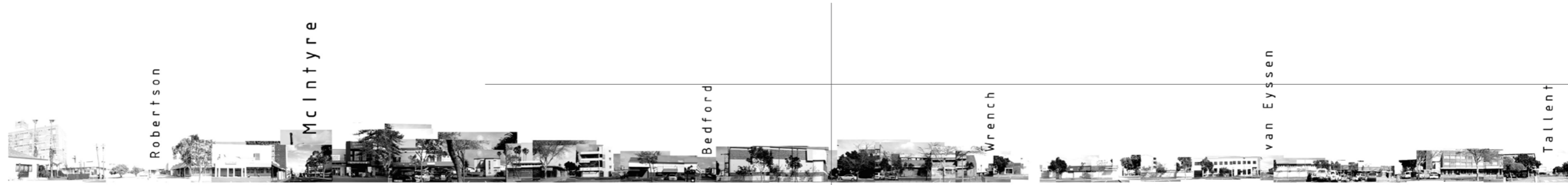
This intermediate zone used to support the commercial activity on Voortrekker Road before the strip malls were developed. Planned shopping centres emerged as distinct business nodes within Bellville and Parow during the second half of the 1980s (Myburgh, 1998:82). The Tyger Valley Centre established itself as an up market shopping center designed to attract customers from the more affluent suburbs north of Voortrekker Road, who would once have shopped in the CBD of Bellville (Myburgh, 1998:85). The Sanlam Centre, now called Parow Centre had the same effect within the CBD of Parow when it was established in 1972.



Today, these parking lots behind Voortrekker Road are abandoned and new large scale parking areas have been developed in front of the commercial shopping centres. Shifts in the commercial dynamics have caused parts of Voortrekker Road to suffer extensive urban decay as chain stores that used to attract shoppers and activity, relocated to the newly developed shopping malls, leaving the area behind Voortrekker Road even more desolate than the commercial strip itself. At the moment this transitional space adjacent to Voortrekker Road is ill defined and lacks activity.

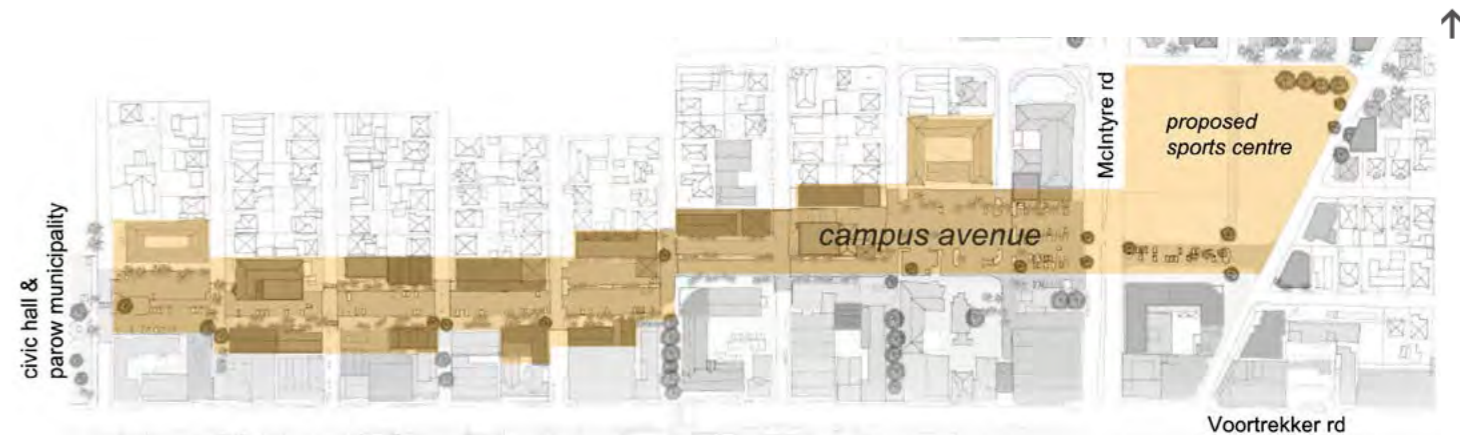


At night, these spaces become vulnerable areas and unsafe zones due to the gang activity and crime within the area. Almost all the residences face the streets that run perpendicular to the parking lots. This results in fenced off blank boundary walls facing onto the parking areas. Surveillance is a big problem in these blank spaces. The Voortrekker Road Corridor improvement district (VRCID) plan to install CCTV camera surveillance within these parking lots and eventually fence off each parking area to increase business investment within this node in the Voortrekker Road Corridor.



## Strategy for placemaking

At the moment, the buildings that front onto Voortrekker Road, have no relationship with the back of the site. In some parts, retail works in both ways, and these areas within the parking strip proves to be much safer and active during night time. Inserting activity and secondary uses within the strip of parking lots will activate the space behind Voortrekker Road. By doing this, movement in the transverse direction across Voortrekker Road can be enhanced. I have devised an urban framework that focuses on appropriating these lost spaces to create meaningful public social space.



One of the key place-making strategies that I investigated in the sketch proposal is to establish new landmarks within the area - but also to emphasize existing landmarks at points of crossing. The second strategy concerned creating a destination behind Voortrekker Road to encourage cross movement. Within the sketch design, I proposed a new sports centre at the head of the spine, which would serve as the main movement route for pedestrians within the strip. Locating the most important part of campus on the edge, did not interact enough with Voortrekker Road. Therefore I looked to alternative positions for the center of campus.



**KEY POINTS:**

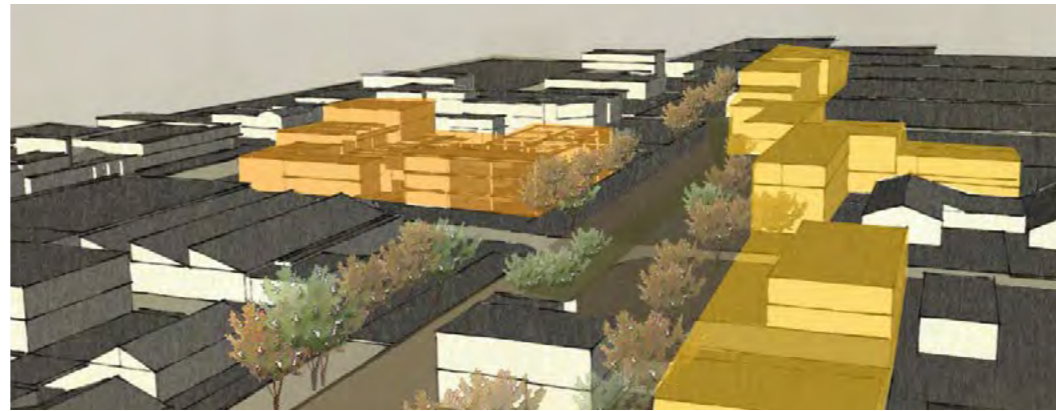
- A. ESTABLISH NEW LANDMARKS - EMPHASISE EXISTING ONES
- B. DENSIFY ALONG NEW GREEN CORRIDOR
- C. STRENGTHEN EDGES ALONG MCINTYRE ROAD
- D. CREATE A DESTINATION AT THE NEXUS BETWEEN MAJOR ROUTES

**LINEAR CAMPUS MODEL**

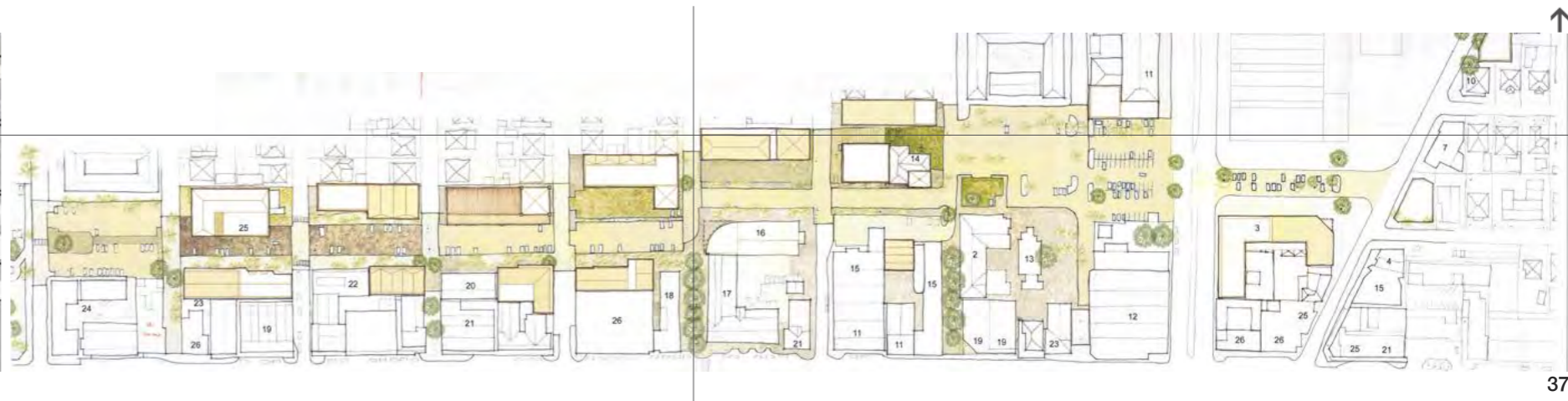
- Formed along a line that serves as artery of transport
- Can grow freely - infinitely in repetitive increments
- Extensions or growth in narrow widths
- Easy Accessibility between different parts of the city
- All points in close confrontation with natural landscape
- Proximity of recreation/nature and urban facilities



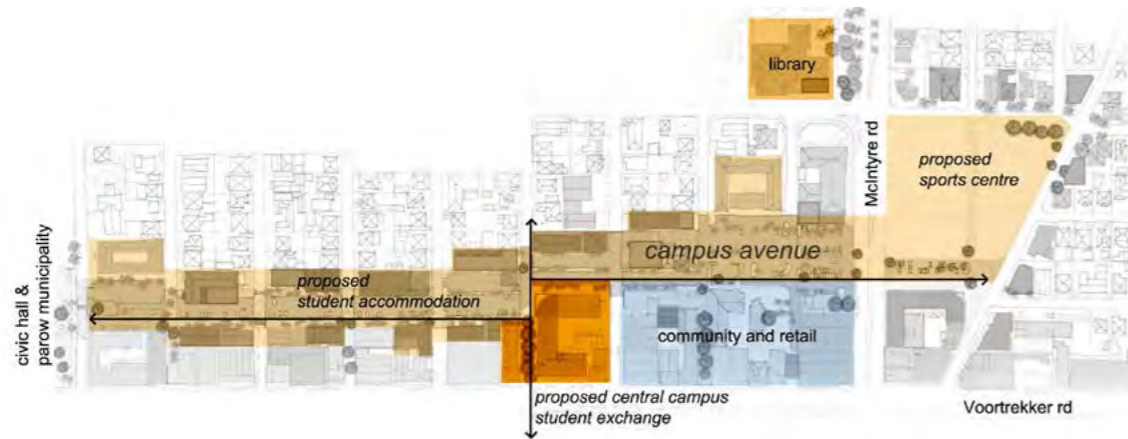
The third key strategy involved densifying the single residential zone along the strip of parking lots by introducing mixed use, higher density development along the new pedestrian route - thereby activating the space in between the commercial development on Voortrekker Road and the residential area behind it. The strip of parking lots are accessible from Voortrekker Road by pedestrian through routes in between the buildings. By placing anchor buildings at the cross section of these routes with the strip of parking lots- surveillance over these routes are heightened.



There is an opportunity for the parking lots behind Voortrekker Road to create a community interface between the strip of commercial development and the secondary layer of civic institutions (public parks, municipal functions, churches and library) behind the strip to the north. This community interface will create a smoother transition from public to private space from Voortrekker Road, to the residential area.



The junction between Voortrekker Road and Station Arcade can serve as a significant point of crossing within the campus precinct. The site where I will locate my building is at this particular point of crossing. The tension between the busy vehicular route and the active pedestrian route that crosses Voortrekker Road creates the perfect opportunity for disruption. A moment of pause, a halting place, can be created by locating a central function at this point within the campus. The mappings below show the scale of this particular site in red (left), relative to the center of Stellenbosch University's campus, where the Neelsie student centre is located (right).



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**“For the artist, creating the new may mean choosing the old or the existing” - Venturi Scott Brown**

## Strategy for materialisation

Areas within both the Parow and Bellville central business districts have been earmarked as zones requiring regeneration. These areas have been included by the City of Cape Town in the Urban Development Zone (UDZ) program in 2013. The incentive behind the UDZ program is to promote urban renewal and development in the construction and/or improvement of commercial and residential buildings within the specified areas. The strip of parking lots and the crossing of McIntyre and Voortrekker Roads are targeted areas that have been included in the Zone Strategy and Investment Plan (S&IP).



The question raised by the plans for future re-generation of this area, is how the existing buildings that characterize the Parow central business district, can be integrated into new development. While contemporary development practices in suburbs typically favour demolition and reconstruction, I think that it is vital that we start to investigate ways to re-appropriate existing built form in order to build upon the existing and unique attributes of a place.



I am interested in how the analogy of the graft as a way of joining, can provide a lens through which one can explore different methods of 'removing' or 'adding' parts to existing buildings as a possible alternative to the reconstruction of the whole. In medical practice, the graft refers to the transplantation of a piece of body tissue from one part of the body to another part in order to replace damaged parts or to compensate for a defect in another part. In the same way that a graft is used to join old and new living tissue - the act of grafting within the discipline of architecture can be viewed as a method of joining old and new parts within buildings.



*The Boston Hotel in 1903 and to-day*



Figure 5. Boston Hotel [Bellville Archives]

It also constitutes an act of removal and addition - processes that require the pre-existence of a condition on which to expand or remove from. Some grafting examples on Voortrekker Road are shown in the images below, where parts of buildings have been altered, removed or added to, in order to reveal the marks of grafting. The process of grafting reveals the graft marks of new and old. It articulates a joint that would otherwise have been seamless and unnoticed.



The act of grafting involves firstly, the removal of existing parts and secondly, the addition of new parts. The analogy of the skin and bone graft provides a way of unlocking the potential within both of these processes. The same concept applies to the act of adding onto existing buildings. The new part that is inserted serves as a support for the original parts to be re-generated and perhaps used in novel and different ways than they have before.



Figure 6. Original Custom House (1866) [Stereograph, “America illustrated: Boston and Suburbs”(SPNEA)]

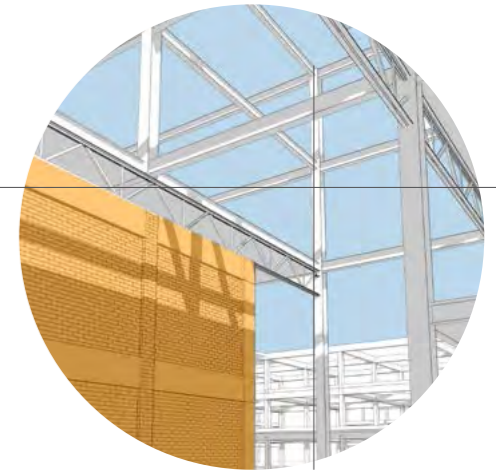
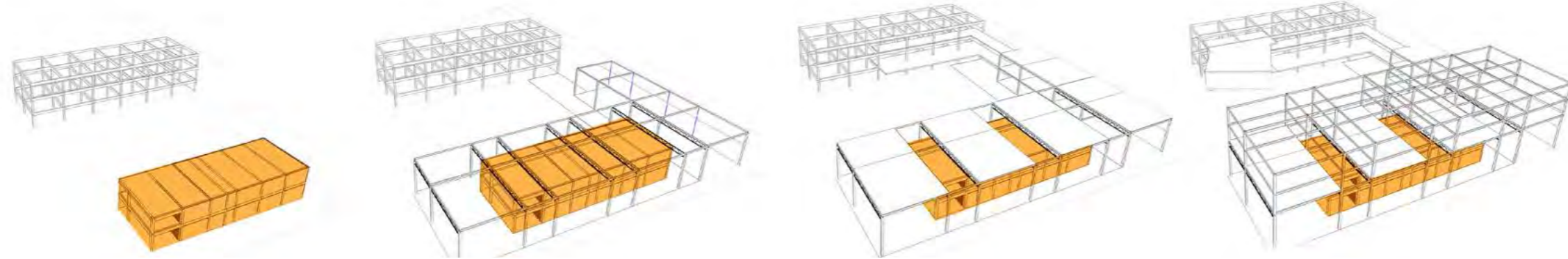
Figure 7. The new Custom House tower (1920) [Photograph, Athenaeum]

## Expanding upward

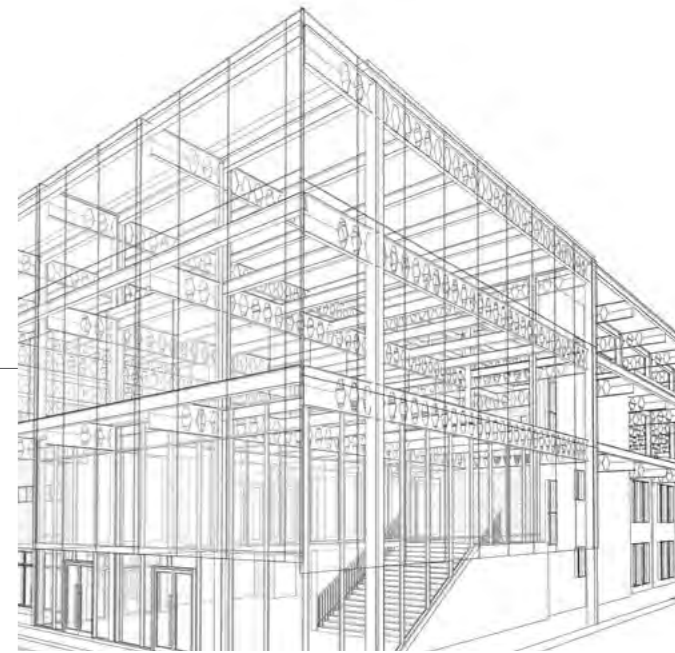
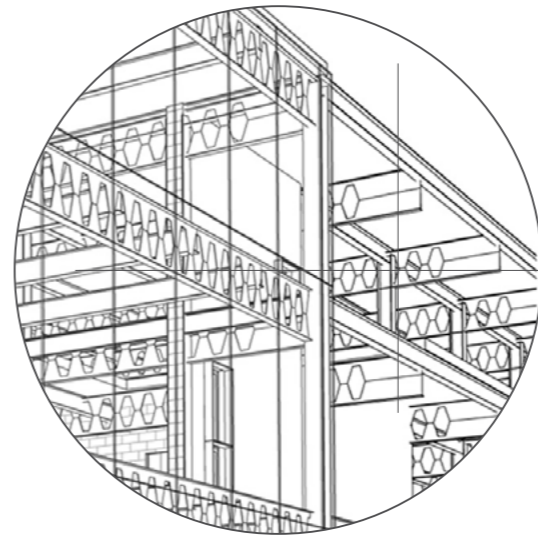
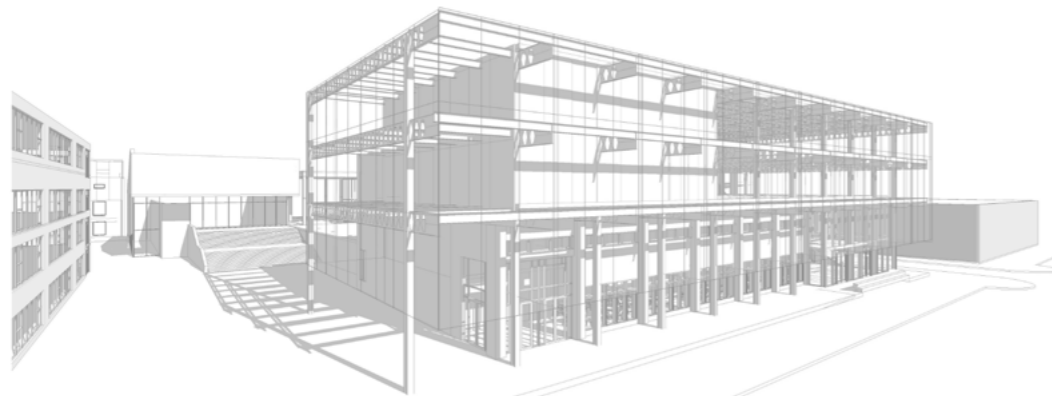
The existing buildings on site pose both design challenges and opportunities. The post office building on Voortrekker Road has a large frontage. Glazed shop front windows face onto a paved area with no canopy overhead. The entrance to the post office is currently opposite the pharmacy on the western boundary of the site. Only the ground floor of this building is in use. The rest of the building, now vacant, used to be part of the general post office and provided staff offices and relaxation areas that have not been maintained.



The existing post office is a two storey load-bearing masonry building. In order to expand upward, I devised a strategy related to the bone graft - where a new steel structure is overlaid onto the existing building to span across. The integrity of the existing structure in terms of its form and attachment to the ground plane is maintained, whilst allowing new additional volume on upper levels. Because this building is located on Voortrekker Road, I tried to increase bulk without creating a large solid mass. The idea of transparency from Voortrekker Road into the courtyard space behind this building is an important design intention.



The structure has developed from a steel column and girder truss system, spanning 18m above the existing building - to a castellated beam and column structure with a reduced span of 13m. The rest of the 5m is made up for by cantilevers on either side of the structure. The added upper floors serve as student and academic support spaces. A double volume multi-functional hall and study centre inhabits the front corner on Voortrekker Road, facing South-West. Administrative spaces and student accommodation is located in the narrower wing, facing South, and North-East respectively.



## Expanding outward

To the back of the post office building, a large courtyard is separated from the tree lined pedestrian avenue leading to the parking area behind Voortrekker Road, by a two storey office wing. The old office wing connects the post office building to the Telkom exchange building at the back of the site. This building has no relationship to the parking or residential area as it is fenced off and closed completely due to the nature of its current use. I managed to gain entrance into the Telkom exchange which allowed me access to the upper floors of the old post office building through a shared circulation core.



The Telkom exchange building is a concrete frame, robust structure, with masonry infill. At the moment, the building is completely closed and sealed off from its environment. What I propose is to open up the ground floor and first floor to create a generous double volume space that can serve as an indoor or outdoor gathering area for students to have lunch, meet up or just relax. The way I intend to open up the building is through the method of excision or skin graft. Normally, the removal of damaged skin, is followed by a graft where either a thin layer of skin is removed from the donor section, or a thick layer is cut away from the donor section. The latter is called a full thickness skin graft.

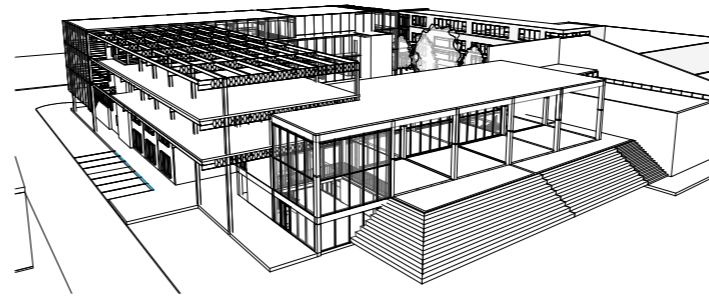
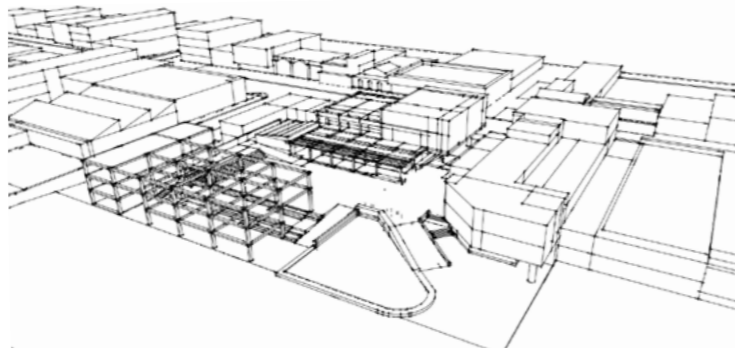


Figure 8. Fünf Höfe, Munich  
Herzog de Meuron

A case study that showcases this method, is Funf hofe, by Herzog de Meuron. The way that the new passage ways are carved out of the existing built form is an interesting approach to grafting that can be applied to an existing building to reveal certain parts or connect remote or inaccessible points or destinations. The Suva building, also by Herzog de Meuron indicates how an old building can be sheathed in a new skin. In this case, the skin is a breathable glass facade that can be operated from within the existing building.



Figure 9. Suva building, Suiza  
Herzog de Meuron

## Conclusion

Confronting the fragmentation and urban decay in Cape Town requires bold thinking. Cape Town's demographic and spatial form is changing rapidly and new thinking is required to address the needs of the growing city. I believe that the economic opportunities and connectivity offered by the Voortrekker Road Corridor force the observer to look beyond the central core of Cape Town that have monopolised architectural attention to this day.

A point in Voortrekker Road was intensified by creating a halting place at a specific and important crossing in the area of Parow, which proved to be underdeveloped. Due to many tertiary institutions within the central part of the Voortrekker Road Corridor and a lack of student residences, a campus framework was introduced. This framework was focused around key strategies to satisfy students' accommodation needs, and above all, assist in creating facilities that can provide academic and social support to students in the area.

The placement of the campus creates movement in the abandoned and unsafe parking strip behind Voortrekker Road. This, in a sense, wasted space, now has become an activated and usable space. The once dull parking strip has now become a well used recreational area, that students frequent during lunch time or between classes.

I imagine this strip to be a vibrant social gathering space. Street lighting would provide secure and visible spaces for vendors to set up their stalls. Props can be inserted within this space of event to allow for different uses. The strip can be an outdoor amphitheater, a drive in cinema or slow food market. The idea is that the existing activity on Voortrekker Road will spill onto this area and vice versa.

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## Appendix: Completed works





STATION ARCADE



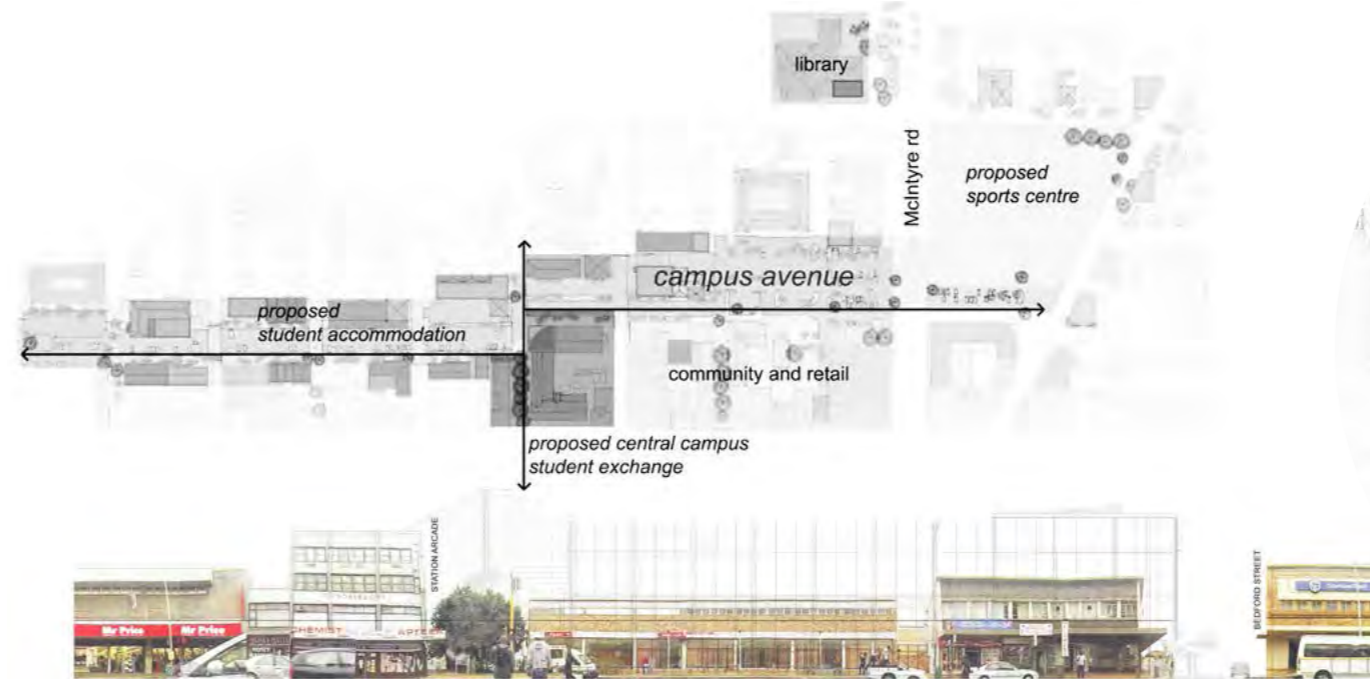
STATION CROSSING



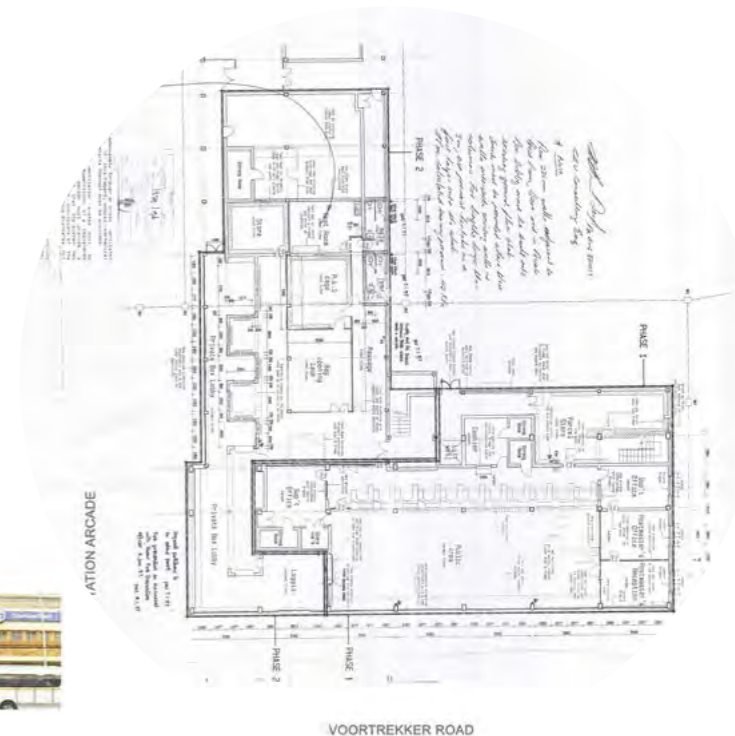
BEHIND VOORTREKKER ROAD



VOORTREKKER CROSSING



Existing post office building height and proposed massing overlay  
1:100



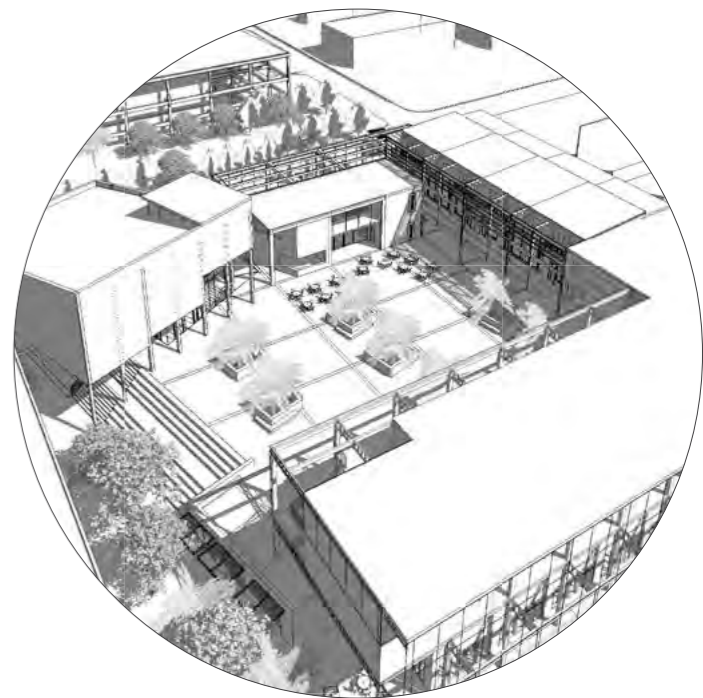
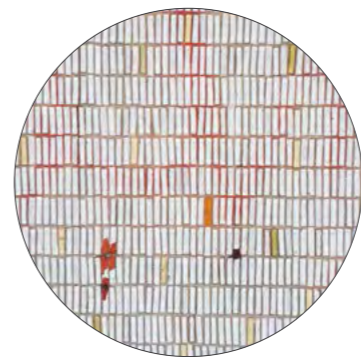
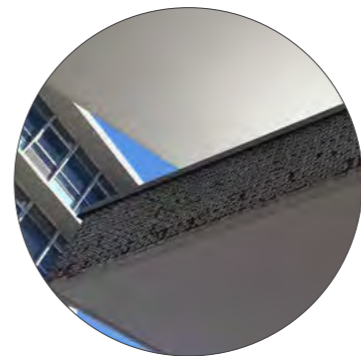
VOORTREKKER ROAD



East Downtown, Northside, West  
1/20



North Downtown, Southside, West  
1/20

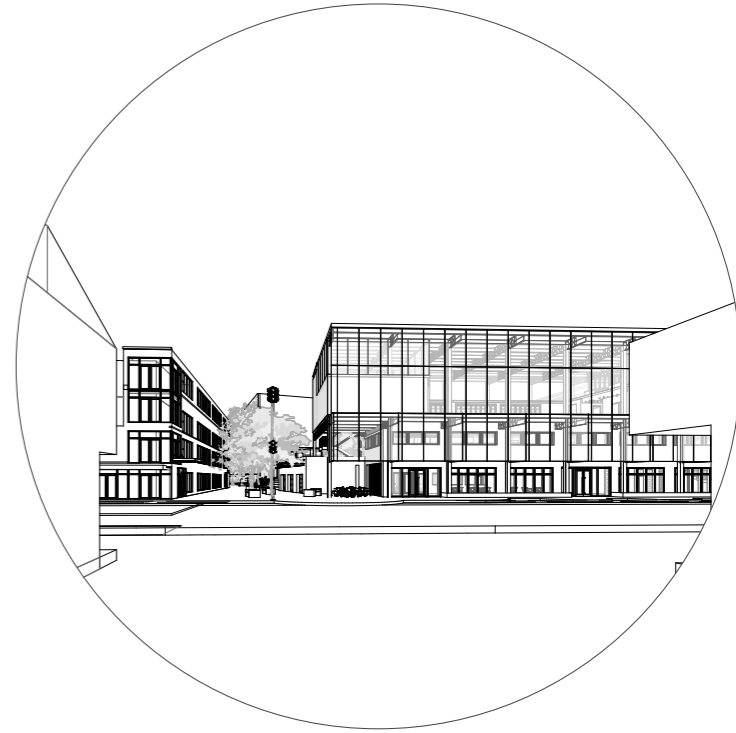




Longitudinal Section  
1:200



East Elevation  
1:200

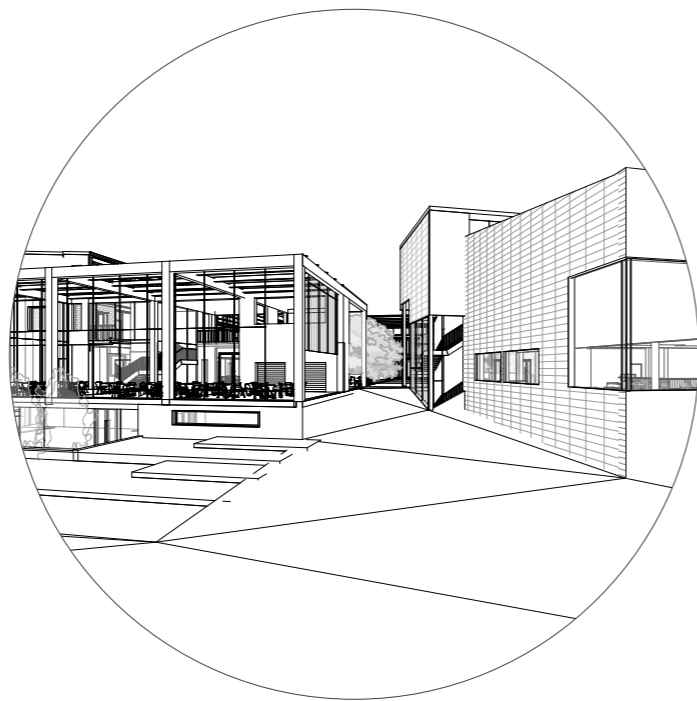
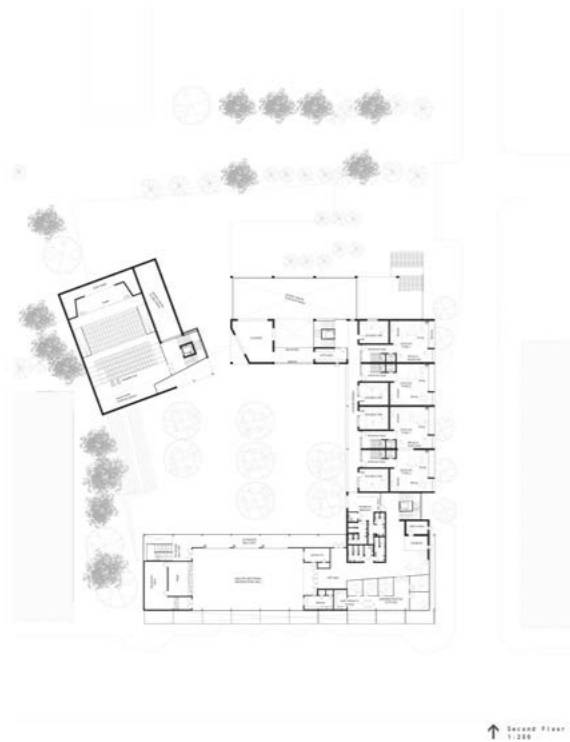


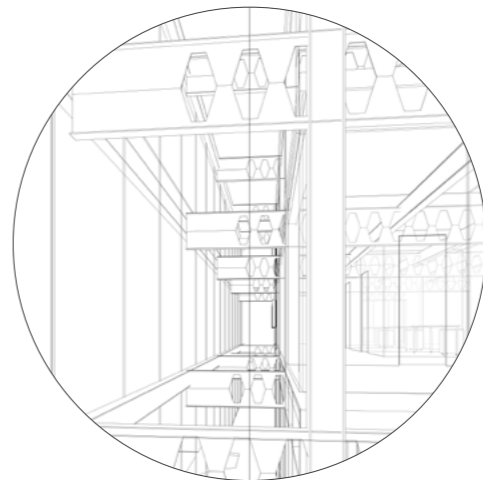
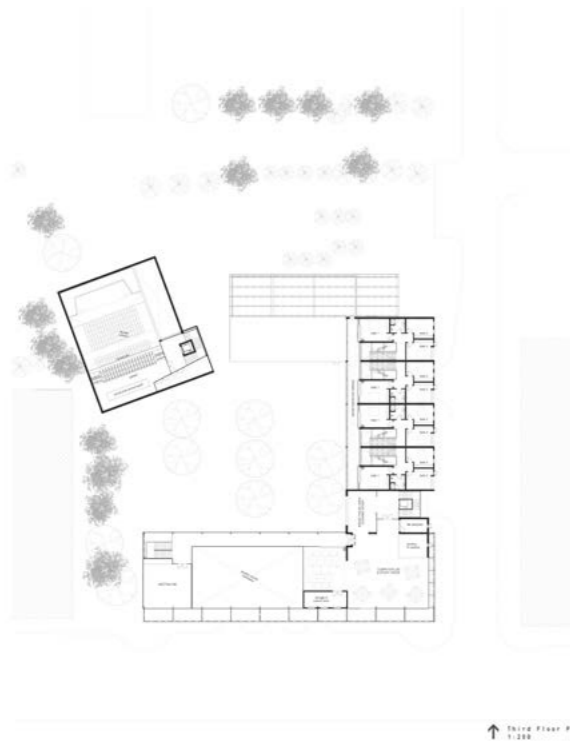


West Elevation/ Auditorium Section  
1:200



Transverse Section  
1:200









Context and Site models [1:2000, 1:1000]



Building Model 1:200





Ethical Clearance form

Ethical Clearance form

Ethical Clearance form

