

A collage of three images. The top-left image shows three young children smiling. The top-right image is an aerial view of a dense urban cityscape. The bottom image is a technical architectural drawing showing a structural frame with various annotations and dimensions.

jakupa
architects and urban designers



Vision statement >

- Jakupa has the express intent to create a rich and varied architectural environment for the creative and constructive engagement in the contemporary African urban condition through both practice and academic application. Our mission is rooted in a strong tradition of concern for humanistic values and the aim to find appropriate roles for architecture and urbanism in our society.
- We will be recognized as a place where our creativity can be engaged, cultivated and nurtured in a framework of values that is humanistically, socially and environmentally responsible. We will address these issues by building responsibly in today's market economy and relate this to contemporary architectural theory and practice in the local context.
- Through our philosophy of research through design practice, Jakupa will bring contemporary architectural theory and practice into a relationship with the skills, thinking and heritage of architecture in an African context.
- In our commitment to the ideals of sincere and radical social and spatial transformation, we sincerely believe that the act of city making is a political exercise and acknowledge the responsibility we share through making the space we live in equitable, productive and sustainable.
- Jakupa will engender a work ethic where our creativity is complemented by the ability to produce projects within time and budgetary constraints.
- We will provide a full range of architecture, urban design and related services with a focus on sustainable design solutions. We will deliver innovative briefs through stakeholder participation, which address organisational development and strategic planning prerequisites in a holistic manner.



Objectives >

- Establish a place for energetically engaging in the everyday African urban environment through architecture, urban design and related professional practice
- Establish an environment conducive to creative + stimulating effort
- Practice for "ethical" profit + benefit for all who works for the company
- Develop a highly skilled team that are recognized experts in their field
- Become the first port of call for mass housing, mobility infrastructure, sustainable urban and architectural design at all scales
- Create a happy place for all

Value statement >

- to work with dedication, honesty and integrity
- to be socially and environmentally responsible
- to be responsive + service orientated
- to exercise our discipline through creative problem solving
- to engage in social + spatial transformation

Mission Statement

"innovation + creativity in solving everyday African urban problems..."



Company Name: Jakupa Architects and Urban Designers cc

Members: Gabi Pather
Cape Town Studio
BAS [UCT] & Arch [UCT] MIArch Pr Arch [SA] SABTACO

Khalid Jacobs
Cape Town Studio
N Dip [Pen Tech] BAS [UCT] & Arch [UCT] M Arch-Human Settlements [KUL- Belgium]

Company Registration Number: CK 2004/103668/23

Vat Registration Number: 4520222268

HDI (ownership status) 100%

888EE Status Level 3

Website address: www.jakupa.co.za

Professional indemnity: R5 million

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Pragasen (Gabs) Pather - Partner
BAS: BArch (UCT), MIArch: PrArch (SA)

Gabs has worked on a variety of projects ranging from retail, sports, institutional, commercial and residential. He has expertise in design & documentation of large scale projects and has been intensely involved with the Cape Town Stadium and Precinct project in preparation for the FIFA 2010 Soccer World Cup. He has lectured at both UCT and CPUT and has previously served as vice-chairperson and general secretary for SABTACO - Western Cape.



Kevin Porter
BAS: BArch (UCT), MIArch, PrArch (SA)

A senior architect with experience gained from an array of projects, including upmarket residential, commercial developments and retail interiors. He is involved in all stages of the design, from documentation and administration of projects, through to contractual issues and on-site implementation. As a problem solver, with an eye for detail, he strives for excellence in all facets of all projects.



Alan Middleton
BAS, BA(Hons. EGS), BArch (UCT), PrArch (SA)

Alan is passionate about designing architectural environments that are innovative and environmentally appropriate, which compliment Jakupa's policy of promoting sustainability. Alan has experience in a wide range of projects from planning stages to site administration of projects. He has been involved in medium rise offices and apartments, churches, public transport facilities, shopping centres, schools industrial labs and various levels of housing including upmarket housing.



Ricardo Sá
BArch (FAUTL - Lisbon, Portugal)

Ricardo is a junior architect with 6 years of experience. He is currently part of the team for the design of the new car rental facility at the Cape Town International airport, for upmarket houses and a Biosphere Centre to educate the community on environment responsible systems. He tackles all aspects of his projects, from refurbishments to new buildings and even to the design and selection of furniture. Ricardo has also been a design tutor for the BAS program at UCT.



Khalied Jacobs - Partner
NDip Arch (Pen Tech), BAS: BArch (UCT), MArch Human Settlement (Belgium)

Khalied has served as a consultant to the UN-HABITAT as an urban planner for the Somalia Development Programme. He has lectured at both UCT and the University of Witwaterstrand. He had previously been employed as an architect for the City of Cape Town.



Shannon Royden-Turner
Bsc Arch, BArch (UND)

Shannon is a senior Urban designer and architect, who is currently completing a master's degree in Urban Infrastructure. She has worked extensively on a variety of non-motorised transport projects, been involved in the conceptualisation of Cape Town Station 2010 and 2030, and is currently working on an Urban Framework for Nyanga Township. The vision is to change the current Labour City into a Balance City that is capable of attracting investment into previously marginalised areas.



Sean Wilkinson
NDip Architectural Technology, BTech (CPUT)

Sean is the longest serving architectural technologist having been with the company since January 2006. He has been responsible for the design, technical documentation and site administration of small to medium scaled projects as well as the multi-storey Public Transport Shared Services Centre in Athlone. Sean is working towards becoming an expert in building contracts.



Vimala Pather

Vimala is the financial administrator and responsible for the book keeping functions of the company.



Sanele Ndumela
NDip (CPUT)

Sanele manages the technical production department in the Johannesburg office. He has an abundance of experience in small, medium and large projects ranging from upmarket houses to large housing projects built in the UK to stadiums. Sanele is also responsible for IT & systems management. He plans to further his studies in Architectural Management.



Olga Pretorius

Olga has experience in office administration from a variety of industries. As operation clerk, Olga is the backbone to the smooth running of the office, ensuring it is a welcoming and hospitable working environment. She supports the administration team and manages the drawing register and supplier data base.



Janice Andrews

Janice is the voice of Jakupa and deals with the public relations and administrative component of the company. She has a background in management and sales and hopes to further her skills at Jakupa.



Andrew Case
Pr.Arch.Draught (Inscape design College)

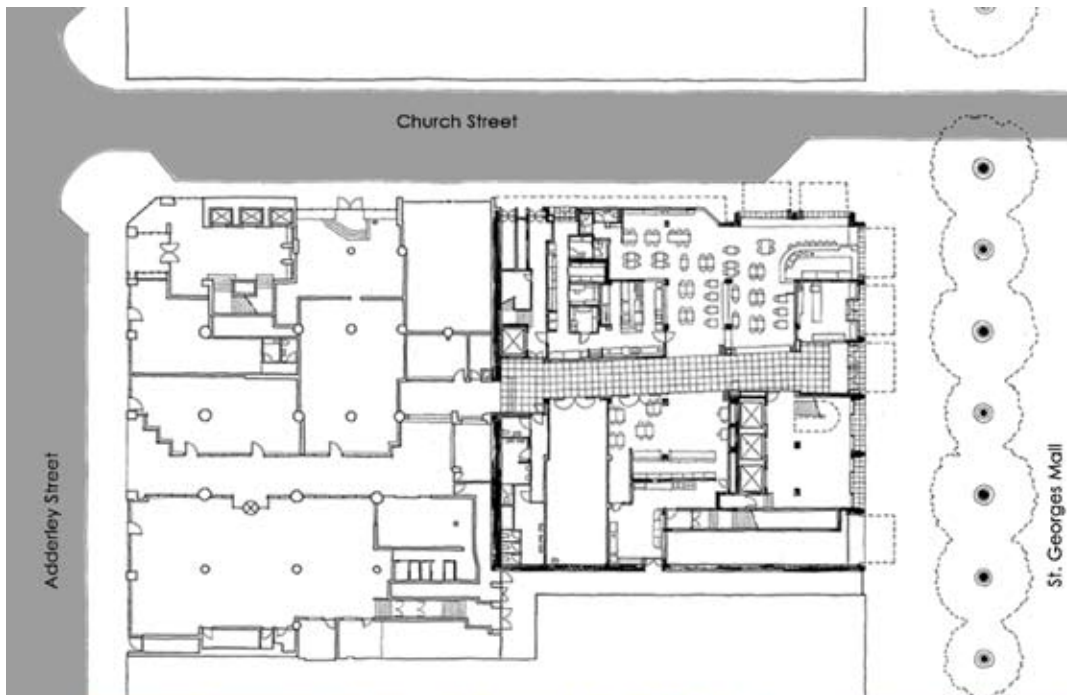
Andrew is currently completing his in-service training at Jakupa. He assists with technical documentation, issuing of drawings, urban design presentations and general office administration. He aims to further his studies in becoming an architect.



Gcobani (Alfred) Luzipho

Alfred is the general office assist and helps with deliveries, printing and office maintenance. He is currently up-skilling in computer literacy.

The Team



Originally the office was appointed to do renovations and consolidation of an 'arcade' that links St. Georges Mall to Adderley Street. This arcade, at ground level of 2 different buildings is composed of a main corridor and 8 shops on its sides.

The main challenge of this project was to find a linear route for the main corridor that would make the circulation through the arcade more comfortable and connection between the 2 buildings clearer.

Through the design development stage the client sold one of the buildings. From this moment onwards this project was about renovate the existing main public passage and setting up guidelines for finishes, shopfront design and signage for the 4 shops in the arcade.

The arcade got a fifth shop though when the hotel above asked for direct access from their lobby to the main passage.

All the finishes chosen and shopfront design respected the existing nature of the building and brought forward a more comfortable interior space in terms of its lighting levels, width of main passage, as well as easiness of maintenance.



101 St. Georges Mall

Budget - R 2,540,500-00

Client - zenprop

Team - jakupa architects & urban designers

Project Type - retail

Location - 101 st. georges mall, cape town

Status - built



The Cape Town Station was redeveloped in preparation for the 2010 World Cup. The neglected facility has been turned around into an asset that supports a high quality service to commuters with improved facilities and relationship to the city. This project is considered to be the first phase of the longer term re-imagined integrated mixed-use develop for 2030 that currently has an estimate of R40 billion to gear the site for development.

The station is at the fulcrum of the 2010 Transport Hub and adjacent to the Fan Park. For the current phase of work, we have developed a new forecourt that served both rail operational needs and a new square within the city that could accommodate organized functions and events. The proposal also reorganizes both formal and informal trade and relocates operational functions within the station building itself.

The Long Distance Bus service is shifted away from its fragmented operations into a high quality consolidated facility along the northern edge of the building. This will include new ticketing concourse and dedicated waiting lounge for departing commuters.



Budget - R 400 million

Client - sarcc

Team - jakupa, comrie wilkinson, dhk, mdl

Project Type - public transport

Location - city centre, cape town

Status - on site

TRANSPORT CIVIC LIFE & THE CITY

The importance of Public Transport: this is ultimately about justice. People must be able to travel to their places of work at a reasonable cost and in a manner that affords them dignity and access to opportunities.

Defence of the Civic Realm:

cities are increasingly growing to show heightened contrasts between realities of their citizens, which become physically manifested within the built urban fabric. Each city requires a unique response in order to re-create spaces of commonality, dignity and civic life.

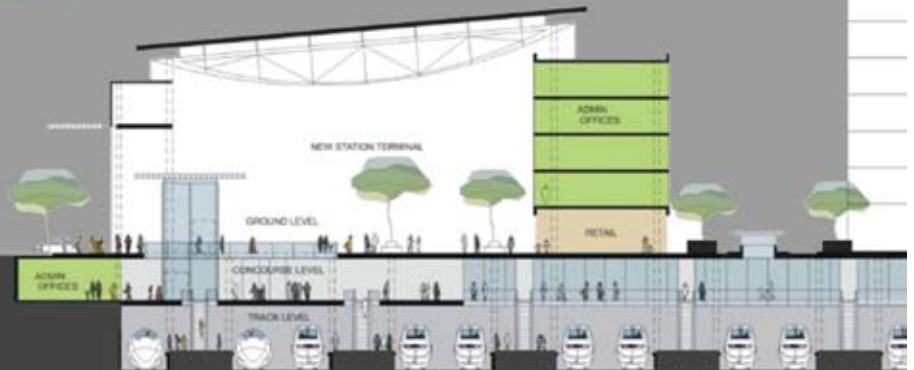
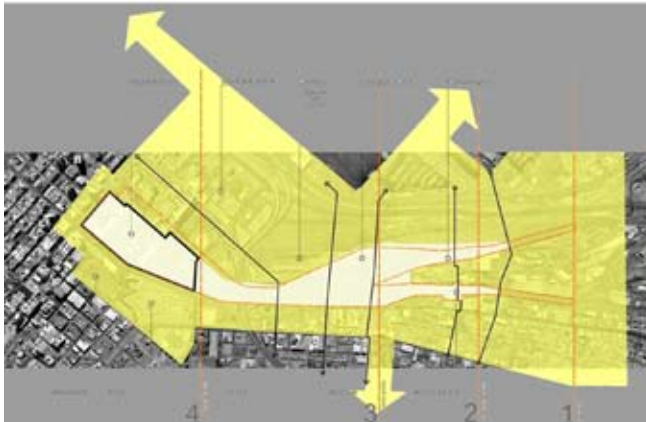
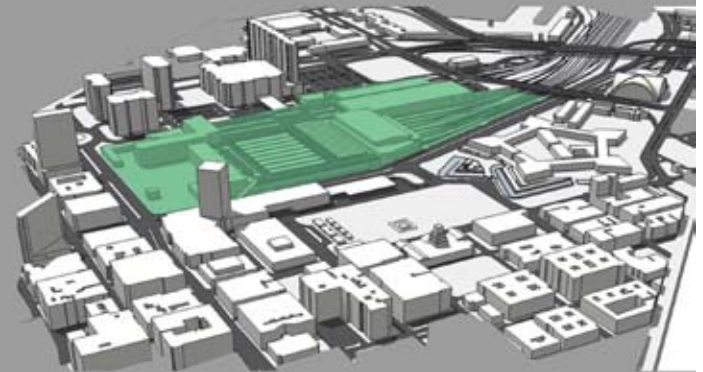
Good Governance:

if you have good governance it's more likely that you'll have good planning, good architecture and good transport. This places importance on the generation of urban leaders rising to meet these challenges and responding in creative ways to contemporary social challenges.

CURRENT CHALLENGES CAPE TOWN STATION FOR + 2030

The debate should consider and question:

- The role as an end destination or as a station on the line and transfer point for all modes of public transport;
- CTS as a social and spatial catalyst and integrator in the inner city with becoming a single point of destination and access;
- CTS's role as a primary civic generator within the city, whilst supporting efficient public transport system;
- CTS' role as an integrating and inspirational space for all the people of Cape Town and beyond...



Cape Town Station 2030

Budget - R 25 billion

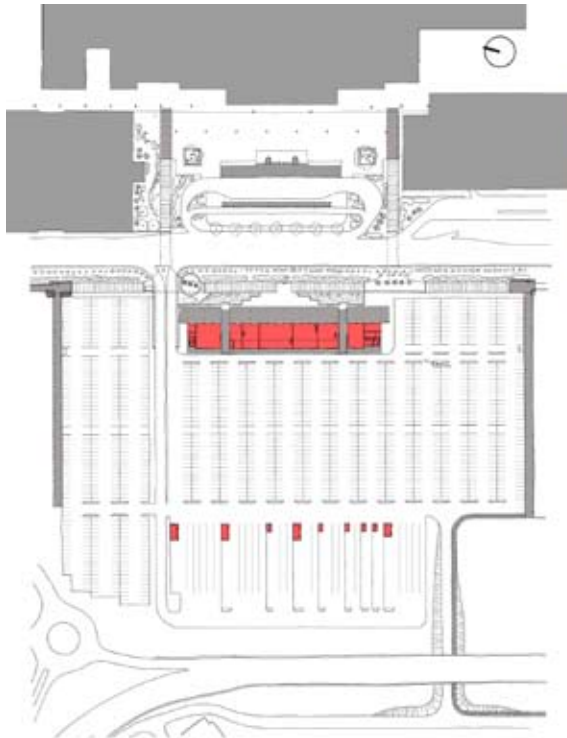
Client - city of cape town

Team - jakupa, comrie wilkinson, dhk & mdl

Project Type - public

Location - city centre, cape town

Status - phase 1 complete



The relocation and consolidation of the car rental facilities into a more centrally located user friendly zone was the basic requirement of the transport proposals for the Cape Town International Airport.

This area is directly opposite the main entrance/exit of the 2010 terminal building and the public transport plaza. Two subways connect this transport plaza to the central boulevard across to the new car rental facility.

The scope of works consisted of a building shell and first fix for nine tenants for their own interior fitting out. Common ablution facilities are provided for staff only.

The facility's parking component of 1500 bays has clear demarcation and controls between two public parking areas that are not fenced.

Ease of access for clients to drop off used cars and proceed to the terminal as well as ability to circulate vehicles to off-site cleaning facilities was essential to the vehicular / pedestrian planning resolution.

CTIA Car Rental Facility

Budget - R 32 million

Client - airports company
south africa

Team - jakupa architects &
urban designers

Project Type - retail

Location - cape town international airport

Status - completed April 2010



The new building is part of a long term re-development plan envisaged by the Cape Town Society for the Blind to expand existing skills training facilities for the visually impaired and promote a public image that is more accessible to visitors and the facilitates interaction between the crafters and public. Alterations, additions and selective demolition were integral to the brief.

The new building is located within the existing premises of the Society, occupying a central courtyard and replacing the inappropriate previous structures.

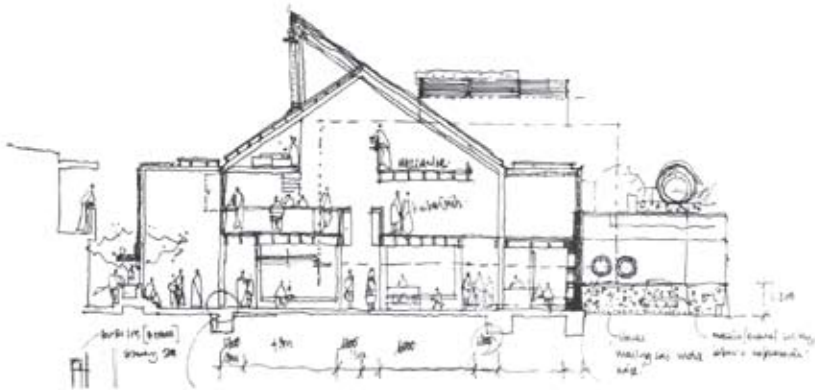
Alterations to the existing admistration building rationalised portions of the interior and improved accessibility. The craft workshop provided an industrial style, double volume shed-like structure making reference to the industrial fabric of Salt River and traditional closed market places. Individual workshop spaces are arranged in a clear and regular grid and allow for individual creative space.



To be visually impaired results in a particular way of navigating a building, of which is required a spatial order that is evident. A straight forward and continuous circulation path is here differentiated from working areas through surface treatment. This also allows quick access to and from the surrounding existing buildings. Similarly scale models assisted in developing the designs with the clients.



Future plans include further interior improvements and enhancing the building interface to Salt River Road.



Cape Town Society for the Blind

Budget - R 5 million

Team - jakupa architects & urban designers

Location - 45 salt river road, salt river, cape town

Client - cape town society for the blind

Project Type - institutional

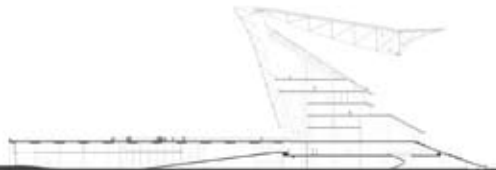
Status - completed



The image of Cape Town is uniquely characterized by the interaction of Table Mountain and Signal Hill, a soft, hilly landscape and the surrounding Atlantic Ocean. Cape Town Stadium is situated as a solitary body embedded in Green point Common at the foot of Signal Hill and is ordered respectfully into the landscape. The exterior veil of the stadium was designed as an abstract, linearly arranged membrane construction. Its unique undulating silhouette, which is the result of the geometry of the stadium body, transforms the stadium into a sculptural object and intensifies its integration into the existing landscape. The light membrane is composed of expansive concave elements that form a cohesive flowing facade, which follows the stadium's undulating shape. The light-coloured glass-fibre tissue emphasizes this effect, since its colour creates a sense of depth and animation, and the translucent surface absorbs and reflects the effect of the existing daylight. At sunset, the stadium possesses a reddish glow, a blue one on a bright summer day and has a gray appearance on a stormy day in winter. The stadium, designed to mainly accommodate football and rugby games, provides seating for approximately 55,000 spectators, divided over three tiers. Of these seats, 4,800 are business and VIP seats. Thanks to their inclination, all seats possess excellent visibility of the field, within a maximum viewing distance of 190m to the furthest point of the pitch.

The interior of the stadium is designed in such a way that its entire focus is directed on the playing field, creating an intense and exciting atmosphere. The roof construction is a combination of a suspended roof with radial truss structure. The undulating roof is outfitted with laminated safety glass elements and its interior is faced with a diaphanous membrane. Technical features are integrated into the space between the glass roofing and the membrane, such as sound and lighting systems. This space also provides protection from the weather and serves as a sound insulating volume.

The Stadium is carefully positioned on top of a podium, one which responds to the historic fabric of the city and to the stadium itself. Given its respectful reserve, Cape Town Stadium is destined to become one of the city's landmark features. It has become a catalyst to integrate its direct surroundings around the Greenpoint Common and will function as an additional impetus for further positive developments in the adjoining urban structure, neighbourhood and the entire urban fabric.



Cape Town Stadium

Budget - R 4 billion

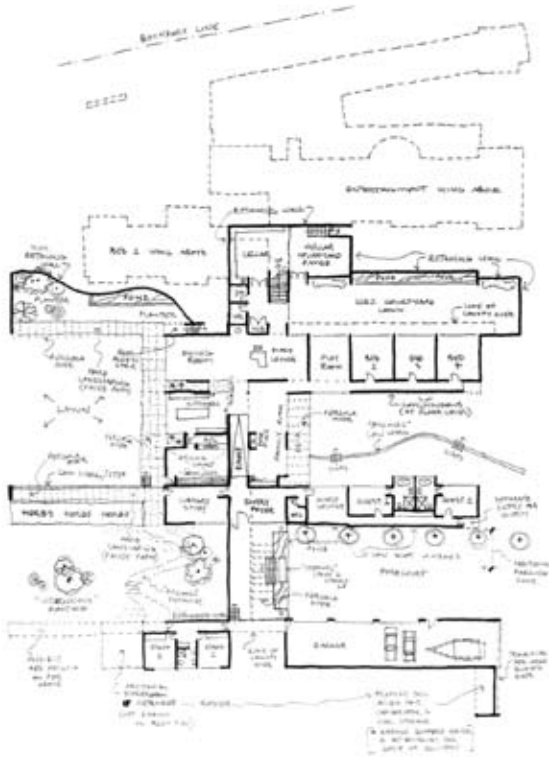
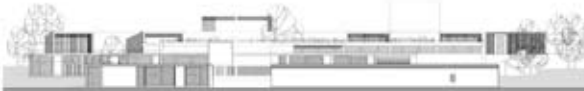
Client - city of cape town, FIFA

Team - stadium architects jv, stadium urban designers jv.

Project Type - public

Location - greenpoint, cape town

Status - completed



To provide an African Contemporary Style family home on the one hectare site in a way that connects it to the landscape, physically, visually and spiritually. The footprint is in excess of 1 500 m² and includes both guest and staff accommodation, as well as home office facilities and lavish entertainment spaces.

Hugging the landscape, the structure nestles into the contours, stepping to accommodate the slope and fragmented into a series of parallel wings - each functionally distinct and designed to suit specific needs. The rectilinear structural grid dominates, yet a whimsical play of organic and skewed lines off-set the rigidity to balance the overall concept

Predominantly a heavy brick and concrete wall structure, it spills out to the north-eastern aspect with vast floor to ceiling openings, set back behind over-sailing concrete canopies or screened by slatted timber shutters. The other facades are, in contrast, more solid with smaller puncture-hole openings. The play of levels and juxtaposition of forms allows for a variety of internal spaces and volumes, with rooflights providing articulation to the overhead form.

To maintain a semi-rural feel, the landscape is envisaged to be mainly indigenous, with pockets of lush planting within protected courtyards and the inclusion of more trees to recreate forests and clusters within an otherwise grassland surround. The landscaping includes large portions of the roofscape, which allow the structure to relate to the ground plane and serves to improve insulation and increase thermal mass.



House Kukama

Budget - not disclosed

Client - mr & mrs kukama

Team - jakupa architects & urban designers

Project Type - private

Location - zevenfontein, kyalami

Status - stage 4 completed



Jakupa has been responsible for urban design input into both City-wide Non-motorised Transport [NMT] planning proposals and the implementation of four projects within the Klipfontein Road public transport route scheme. Our engagement in the city-wide NMT plan revolve around making an argument that the ability to access the amenities or benefits of the City as a human right. The most basic infrastructure to facilitate freedom of movement is NMT routes. The argument is developed to include building responsibly within our developmental context where people are prioritised over the needs of vehicles.



For the built projects the intent was to implement a section of non-motorised transport [NMT] that integrate movement systems with the natural logic of urban spatial systems in a humanistic manner. It further seeks to propose appropriate design solutions that are specific to the site. Rather than asphalt paths, we have made spaces for recreational and commercial activities that support better functioning urban spaces and one that seeks to maximise the found potential for the route as it passes through.



Non-Motorised Transport Liesbeek Parkway

Budget - R 10 million

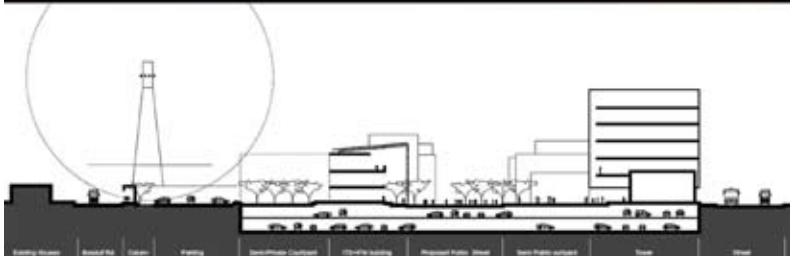
Team - jakupa architects & urban designers

Location - liesbeek parkway, observatory, cape town

Client - city of cape town transport department

Project Type - transport

Status - phase two implementation



The project is ordered through urban and environmental strategies: The building's urban footprint relates to a pedestrian activity spine running from Vangate Mall through the site along a desire line to Langa. Environmentally, the buildings form and articulation is derived from a response to wind, sun and water. Internal spatial arrangements and environmentally friendly design strategies and technologies contribute to making this a leading example of sustainable architectural design. The building will accommodate the PGWC (Transport) new public transportation administrative infrastructure, other departmental offices and the alcohol testing centre.

Public transport shared service centre

Budget - R 120 million

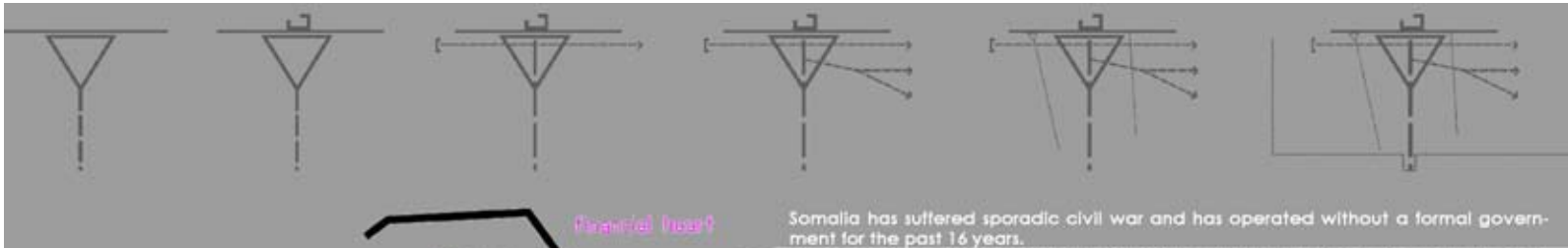
Client - provincial government
western cape

Team - jakupa architects & urban designers
in joint venture with mdl

Project Type - public

Location - erf 68505; volstruis rd, athlone

Status - complete



Somalia has suffered sporadic civil war and has operated without a formal government for the past 16 years. Planning for accommodating the thousands of people displaced through war and a continuous series of natural disasters was undertaken as part of the Somalia Urban Development Program, for UN Habitat, Somalia. A substantial hurdle was to argue for the inclusion of the poor into the existing fabric of the town rather than the planned UN relocation of IDPs to a desolate patch 11km outside town. An argument was developed on economic, social and a win-win scenario for both parties.



physical separation = social segregation



integration = social symbiosis

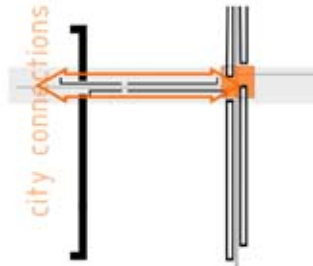
- what we build is an expression of our culture and social values
- settling the poor means providing the best of existing the poor (skit age homes, etc)
- building towns = building communities
- building towns need to build on the existing social networks already established
- consolidation = increased opportunity for social support systems to flourish
- integration of communities reduces perpetuating social segregation and isolation
- the sharing of public facilities and amenities reduces the need to develop separate facilities



- concentrate public spending on infrastructure in particular strategic locations to become primary attraction for investment
- buildings in isolation will minimize impact and will not create enough activity to promote spontaneous development whereas grouping a number of buildings will
- link similar services together in thematic concentrations although not exclusively so
 - economic hubs
 - services hubs
 - social hub
- arrange buildings to directly relate to a public space aspect, entrance, shelter, scale, etc



- connect nodes with a hierarchy of accessibility routes and encourage a functionally based development along its length. hubs will naturally grow along access routes joining them together seamlessly over time
- development along these primary routes should be housing public interactive spaces with less public facilities on blocks above



- make strong links between existing towns and proposed new nodes that encourage the building into and integration of services that already exist
- secondary connections/axes are important locations for leveraging private investment
- look for existing potential connections and build on these first

Bossasso Urban Structuring Plan for IDP Resettlement

Budget - \$1000 000

Client - un habitat [somalia], roaas, nairobi

Team - khalied + somalia team

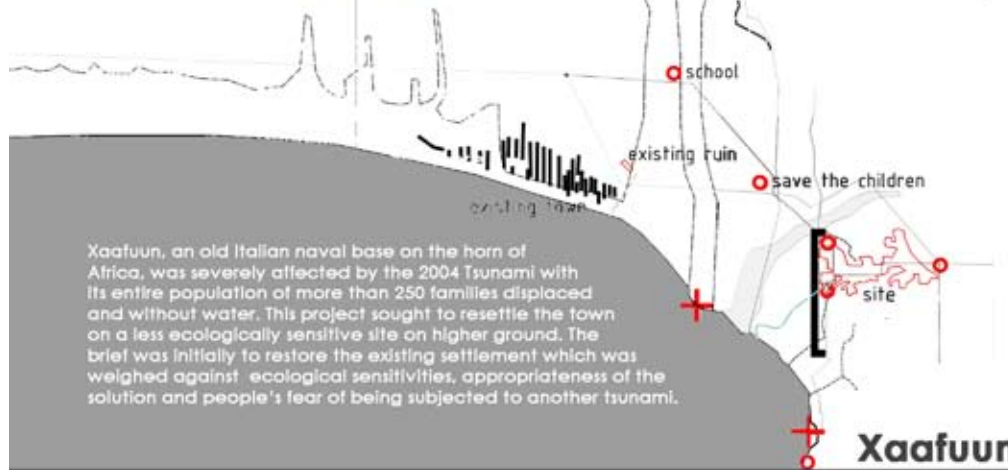
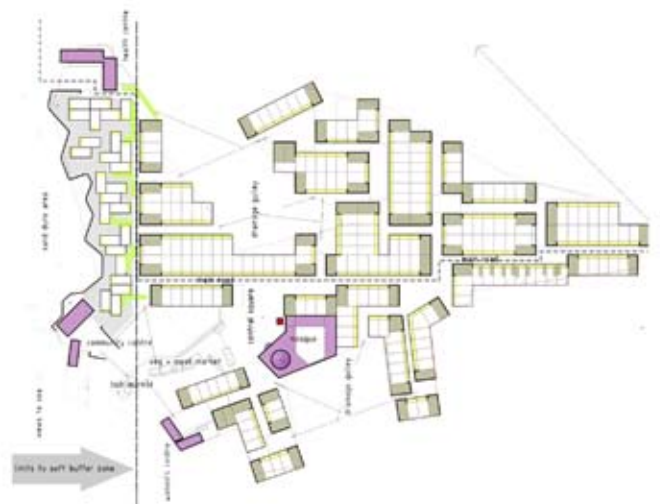
Project Type - institutional > strategic structure plan

Location - bossasso, puntland region, somalia.

Status - implementation of idp housing currently underway by undp, goj, etc.



xaafuun house prototype



Xaafuun, an old Italian naval base on the horn of Africa, was severely affected by the 2004 Tsunami with its entire population of more than 250 families displaced and without water. This project sought to resettle the town on a less ecologically sensitive site on higher ground. The brief was initially to restore the existing settlement which was weighed against ecological sensitivities, appropriateness of the solution and people's fear of being subjected to another tsunami.



Xaafuun Tsunami resettlement Project

Budget - \$1 000 000

Team - khalied + somalia team

Location - bossasso, puntland region, somalia.

Client - un habitat [somalia], roaas, nairobi

Project Type - institutional > strategic structure plan and emergency housing

Status - implementation of idp housing currently underway by undp, goj, etc.

