

OSMOND LANGE ARCHITECTS + PLANNERS

URBAN DESIGN PROFILE





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OFFICE LOCATIONS



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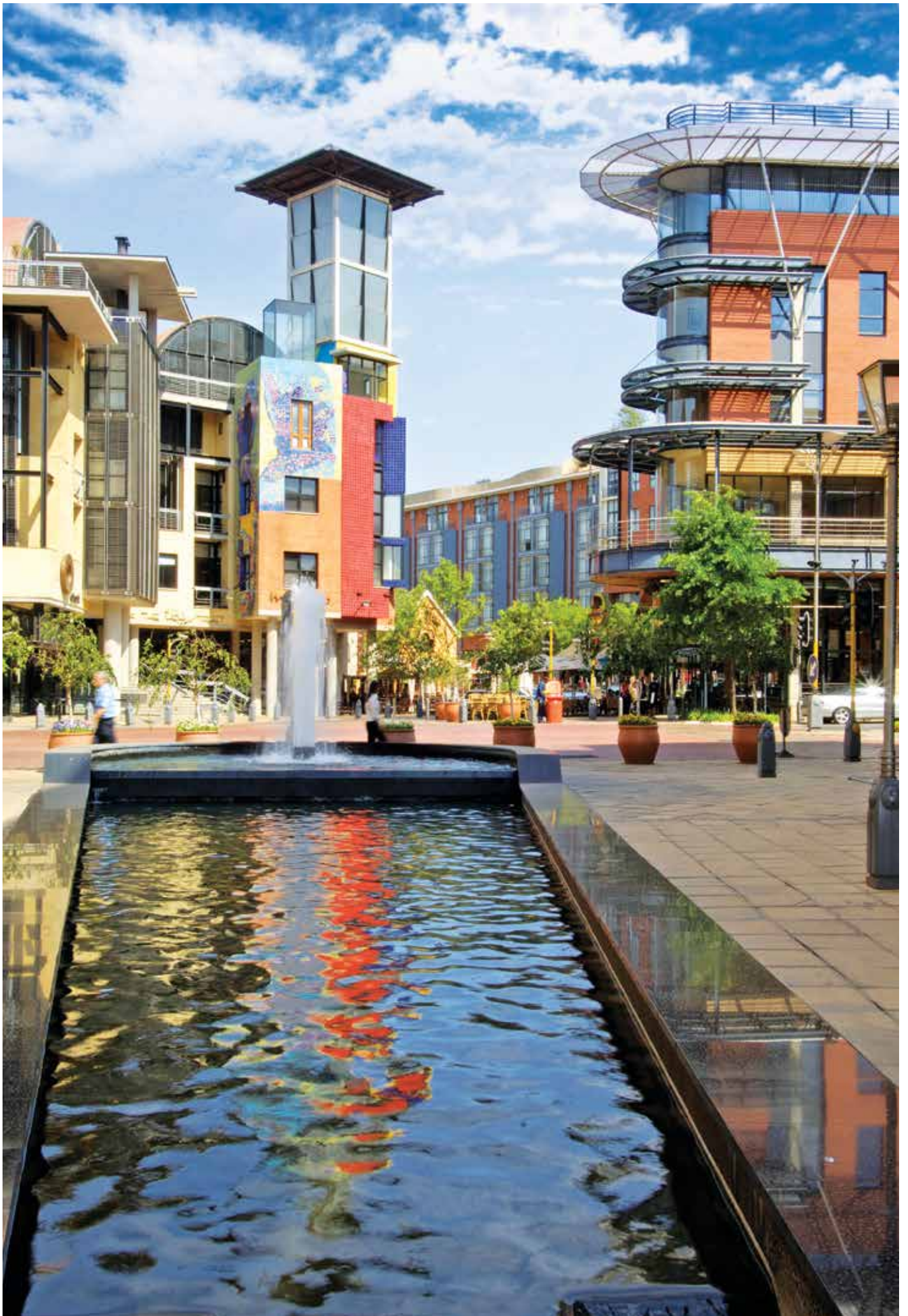


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OVERVIEW

ABOUT

Osmond Lange Architects & Planners was established in 1929 and is one of the larger architectural practices in South Africa, with offices in Johannesburg, Durban, East London and Cape Town. The company has built up extensive design and technological expertise specialising in large projects and has actively participated in some of the largest joint ventures in South Africa as lead consultants. The practice blends architecture, urban design and development management skills to deliver an integrated package of professional services to its clients.

Osmond Lange has undertaken work across various sectors, including residential, retail, industrial, education, healthcare and commercial offices with a particular specialisation in relation to the planning of integrated mixed use commercial precincts. Latterly, the practice has demonstrated a specific interest in urban design, undertaking the formidable task of urbanising some of Africa's and the world's, largest cities. These developments began closer to home with projects including Melrose Arch and the O. R. Tambo Aerotropolis. More recently, the practice has branched globally, including 'Bonny Place' Victoria Road, in Lagos, Nigeria, as well as the Wuhan Daqiao City Plaza, in Wuhan, China.

KEY FACTS

Year Established: 1929 | 8 Directors | Number of Staff: 80+ | Four offices in South Africa

SELECTED MAJOR CLIENTS

City of Johannesburg | Johannesburg Development Agency | Johannesburg Property Company
City of Ekurhuleni | Amdec | Old Mutual | Airports Company South Africa

BROAD-BASED BLACK ECONOMIC EMPOWERMENT

Osmond Lange is a Level 4 Contributor to Broad-Based Black Economic Empowerment, measured in terms of the Broad-Based Black Economic Empowerment Act (53/2003) of the Republic of South Africa.

SUSTAINABLE BUILDINGS DESIGN

As a member of the Green Building Council of South Africa, Osmond Lange is amongst the leading proponents of sustainable design. One of our recent projects, 40 on Oak at Melrose Arch, was the first Multi-Unit Residential building to achieve a 4-Star Green Star Rating. Several of our team members are Green Star Accredited Professionals.

DIRECTORS



DAVID CURRIE

David graduated from the University of Witwatersrand in 1992 and joined Osmond Lange in 1999, where he played senior role in the management and design of Melrose Arch. David's expertise range from **large industrial complexes, shopping centres and office buildings**, to **hospitals and airports**. David relocated to East London in 2007 to provide leadership at Osmond Lange's founding office.



DEON VAN ONSELEN

Deon, a Professional Architect with 27 years' experience, has specialised in all aspects of the profession with focus on design and related team leadership. His expertise in **Health Care** and **Public Works** has been demonstrated in various works throughout his 20 years as an Osmond Lange Director, including O. R. Tambo Central Terminal Building, Natalspruit Hospital and the Heineken Sedibeng Brewery.



FRANÇOIS NORTJÉ

François became a practicing architect in 1989, working for a highly regarded architectural design firm, with multiple SAIA awards. François' talent extended to Public Building projects including Khayelitsha Magistrate's Court and Newlands Rugby Stadium Redevelopment. Joining Osmond Lange in 2010, François has been redesigning and upgrading ABSA offices and banking halls.



GRAHAM WILSON

Graham has 35 years' architectural experience and numerous years with Osmond Lange. His interest in the built environment has progressed to focus extensively on **Urban Design** and **Master Planning** of civic centres, universities, office buildings, shopping centres and hospitals. Graham's passion is the response new buildings have on public space and the creation of delight in dense, walkable, livable cities.



JONATHAN MANNING

Jonathan has over 20 years' experience as an architect with specific skills and expertise in **Urban Design** and **Public Works** including Constitution Hill, Rea Vaya Bus Rapid Transit and O. R. Tambo International Airport. With a global and multi-cultural upbringing, Jonathan is passionate about the power of architecture to improve quality of life, celebrate cultural identity and ultimately transform society.



RIDWAAN BHANA

Ridwaan is a Senior Architectural Technologist, specialising in **commercial** and **residential** work. With a National Diploma in Architecture from the Technikon Witwatersrand, Ridwaan's career has spanned over 15 years, incorporating a variety of projects including mosques, schools and the new domestic terminal at O. R. Tambo International Airport.



SIBUSISO MAUZE

Sibusiso is a Professional Architect with over 15 years' experience. Studying at the University of Natal and growing up in Umlazi has made Sibusiso passionate about how architecture can improve the lives of the less fortunate. Throughout his time at Osmond Lange, he has channelled this interest into multiple **Public Works**, including Rea Vaya Bus Rapid Transit.



VICTOR UTRIA

Victor was born in Colombia and obtained his degree in Architecture from the Federal University of Rio de Janeiro, Brazil. He has more than 35 years' experience in a wide variety of **commercial, residential, industrial and institutional** projects. Extensive international travel and fluency in English, Spanish and Portuguese, allow him to bring extra depth to his work.

SERVICES OFFERED

URBAN DESIGN SERVICES

Urban Design Frameworks and Masterplans | Urban Development Frameworks (UDFs)/ Spatial Development Frameworks (SDFs) | Urban Design & Land Use Guidelines | Development Strategies
Architectural Guidelines | Transit-Oriented Development | Public Environment Upgrades
Design of Parks and Green Spaces | Design of Street Furniture (benches, litter bins, bollards etc.)

ARCHITECTURAL SERVICES

Standard Architectural Services, including:

Inception | Concept & Viability | Design Development | Documentation & Procurement | Construction Monitoring | Close-Out

Development Management

Principal Agency

Additional services, including:

Needs Assessment and Brief Development | 3D Modelling and Rendering | Preparation of Marketing Material

FIELDS OF EXPERTISE

Transport - Airports, Bus Rapid Transit, Railway Stations, Taxi Facilities

Master planning - Mixed Use Precincts, Housing Developments, Industrial Estates

Urban Renewal - Public Environment Upgrades, Parks, Markets

Commercial - Shopping Centres, Office Buildings

Residential - Upmarket, Sectional Title, Affordable

Public Sector- Hospitals, Clinics, Police Stations

Industrial - Manufacturing Plants, Warehouses, Logistics Buildings



MELROSE ARCH

Johannesburg | Gauteng, South Africa

Date:
1997 - Present

Client:
Sentinel Mining Industry
Retirement Fund and
later AMDEC

Project Value:
ZAR 4 Billion

Collaborators:
N/A

Osmond Lange was approached by the Sentinel Mining Industry Retirement Fund in 1996 to create the brief, design and co-deliver (in association with Arup) the first phase of the Melrose Arch development. The client requirement was to create nodal property investment of lasting quality that would stand the test of time. Although primarily envisaged as an office park, it is the incorporation of a wide range of mixed uses that gives Melrose Arch its life.

Since the occupation of the first offices at Melrose Arch in late 2001, the new 'town within a town' has established itself not only as Johannesburg's premier office address, but just a great place to be, meet for lunch or dinner, live, stay over, workout, and do business..

From the outset, Osmond Lange's vision was to successfully our client's wish - to create a development that would arouse interest, where the public would want to be, all of which would add to its sustainable financial success.



In a civic society, the public spaces define the ethos of that community. Commerce is what brings a city to life; the ground plane of a city is where it all happens. The thing that most differentiates Melrose Arch is the Third or Public Space. If the first place is your home, the second is where you work, then the third place is the neutral ground; the empty stage where real connection occurs.

The space between the buildings becomes the positive space, with the building facades forming the boundaries. Osmond Lange were responsible for the design and execution of the urban fabric at Melrose Arch. The concept that the pedestrian is more important than the motor vehicle is the philosophy that predominates the design.

Bulk Modelling

3D Bulk Modelling techniques used at Melrose Arch

allow ongoing optimization of product, delivery and performance. They are also structured to facilitate annual valuations of the precinct.

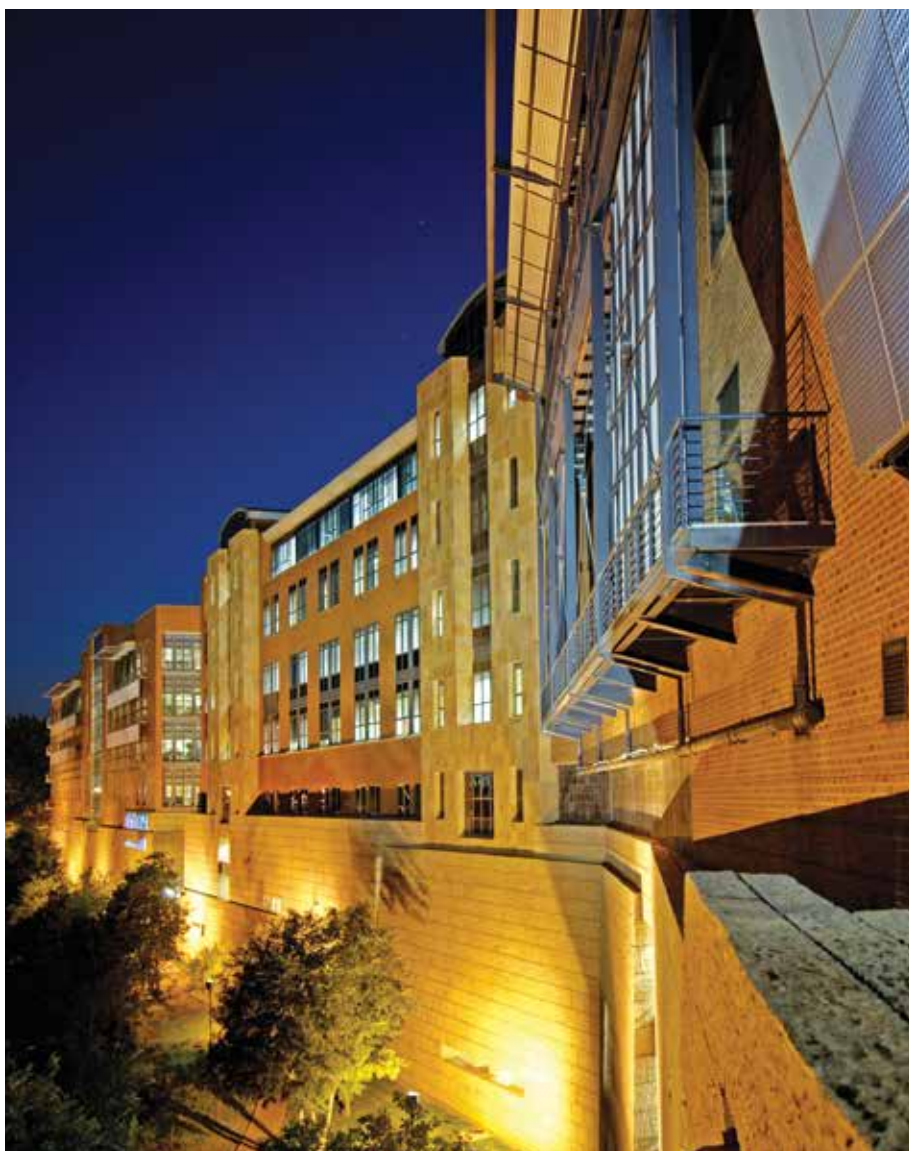
Control of the Product

Osmond Lange was responsible for the production of 'Functional Specifications' and a comprehensive set of urban design guidelines. These have ensured a strong consistency of character, while allowing rich diversity.

These were used to brief the many different teams appointed to design the 15 buildings making up Phase 1. Heading up a 'Design Coordination' team, Osmond Lange ensured that the vision remained intact.

Interior Design

Osmond Lange Architects were responsible for a number of the interior tenant fit outs in Melrose Arch.



In order to immediately differentiate Melrose Arch from other nodal developments, a conscious decision was taken to develop the first phase as a microcosm of the whole.

Therefore Phase 1 consists of the following:

Offices	54 773m ²
Shops & Restaurants	6 851m ²
Hotel	5 875m ²
Garage & Showroom	4 956m ²
Entertainment	920m ²
Gym	3 576m ²
Residential Apartments	10 258m ²
TOTAL	87 209m²

These users are placed over a 100 000m² 'superbasement' for parking. In addition, the first of two public squares and half of the 'High Street' was completed.

The final 'precinct' is envisaged to contain the following:

Offices	228 600m ²
Shops	40 000m ²
Hotel	16 459m ²
Public Garages	5 000m ²
Entertainment	3 455m ²
Gym & Instruction	6 576m ²
Dwelling Units	25 000m ²
TOTAL	325 100m²



MELROSE ARCH SUPER BASEMENT

Johannesburg | Gauteng, South Africa

Due to the current high reliance on private vehicle transport, Melrose Arch has an extremely high parking requirement. Innovative solutions were required to accommodate the cars, without allowing car parks to overwhelm and dominate the urban fabric. The concept of 're-skinning the planet' whereby a new ground or street level, in places 12m above the existing ground, allows for large structured parking decks that flow freely under all the roads. This accommodates diversity in usage by the many varied tenants.

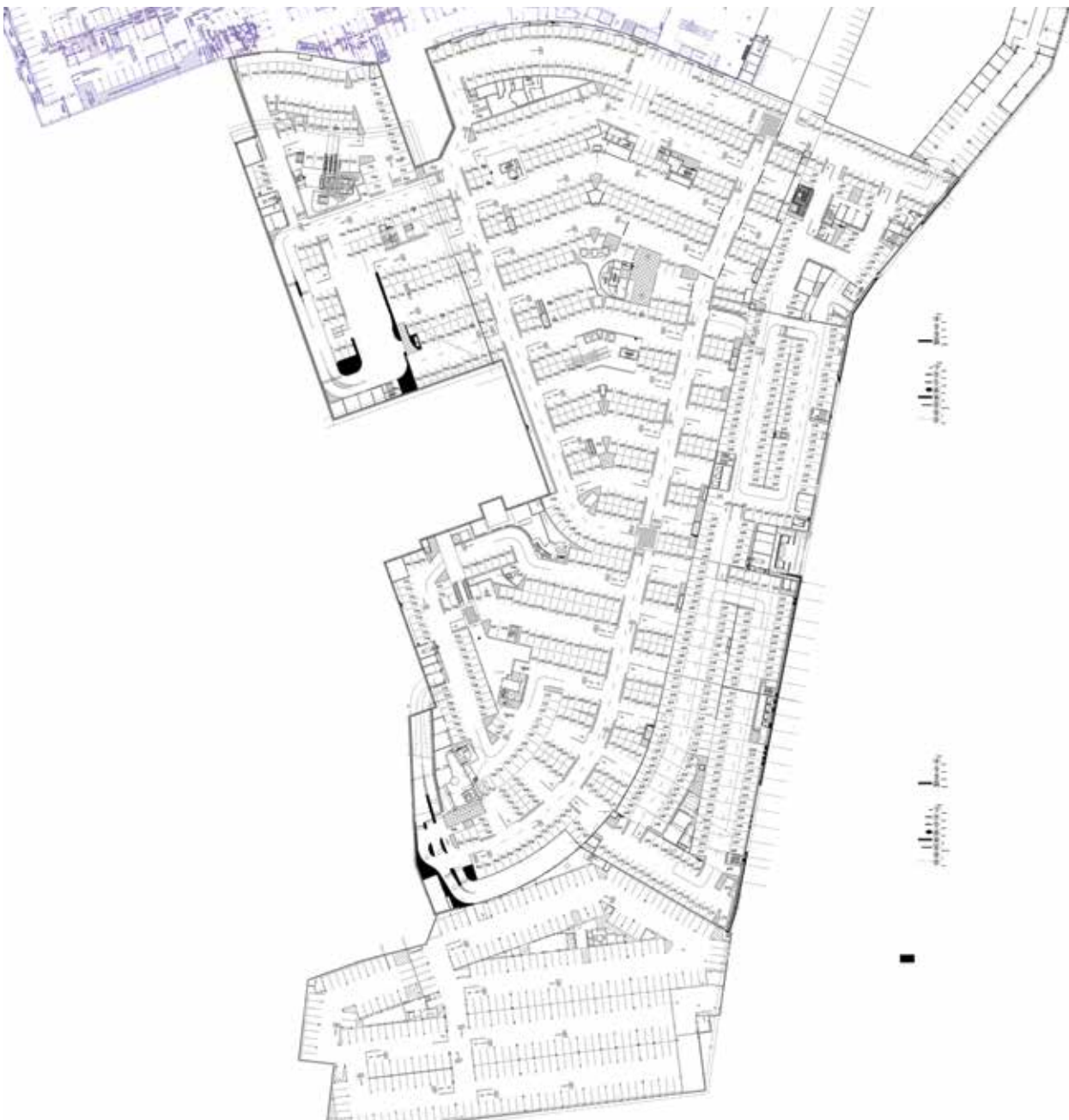
Osmond Lange Architects were appointed to design, coordinate and execute their concept, which involved coordinating the design of structure and services for 11 buildings on top.

Date:
1997 - Present

Client:
Mining Pension Fund
and later AMDEC

Project Value:
ZAR 4 Billion

Collaborators:
N/A



SUMMERVILLE NEWTOWN

Lagos, Nigeria

Date:
2008

Client:
ARM Nigeria

Osmond Lange has been selected to prepare a masterplan for a 'new town' 35km east of Lagos. The proposal is coupled to the construction of a series of new toll roads intended to alleviate the current traffic problems that beset the city of 14 million.

The master plan employs the principles of New Urbanism to ensure a dense transport-orientated sustainable 'city' that attempts to arrest the current pattern of endless suburban sprawl which is currently consuming what is left of the natural environment on the Lekki Peninsula.



BURGERSFORT

Burgersfort | Mpumalanga, South Africa



Date:
2008

The expansion of mining activity in the Burgersfort region, Mpumalanga has resulted in an explosion in the construction of housing and attendant commercial activity. As with most small towns undergoing a sudden burst of growth, the development has been largely uncoordinated, resulting in an unstructured town centre surrounded by small-box 'clone' housing. The proposal, situated on land to be rehabilitated from a previous mine, incorporates a high density mixed use core with the emphasis on cohesive design and control of the public realm.

CAUDAN BASSIN

Port Louis, Mauritius



Date:
2010

Backed by a ring of spectacular volcanic mountains, the only logical way for the heart of this bustling city to expand is into their historic dock areas (as with Cape Town).

The proposal is for a mixed use development comprising of offices, shops, restaurants, showrooms and apartments in 5-6 storey buildings forming the backdrop to accessible urban space.

WUHAN DAQIAO CITY PLAZA

Wuhan, China

Date:
2009

Client:
Hubei Great Wall
Construction Company
Ltd

Project Value:
Multibillion

The emphasis of this scheme is on the cohesive design and control of the public realm, rather than treating it as a leftover space between buildings or 'developments'. This will require rigorous definition, allowing architectural variety within a rigid structure, ultimately creating a walkable, vibrant, compact, mixed use community.

The aims of urban design are as follows:

- Create a coherent, holistic, single vision with easily understood principles that can guide the development cooperation, when confronted with a broad range of problems from investor requirements to site specific issues.
- Provide a clearly defined urban model which allows no grey areas of uncertainty.
- Establish a clear understanding of what the public environment looks like and how that can be translated into a sense of identity.
- Create an environment that is safe and secure for tenants and visitors alike. Urban form plays a vital role in providing a protected realm.
- Allow development flexibility, ensuring a structure that can respond to changing markets and requirements.
- Maximise the social exchange of all users through urban form.
- Create an environment that promotes ease of movement for both vehicular and pedestrian traffic.
- To propose lead projects and suggest phasing methods to ensure a holistic approach throughout the lifespan of the project.
- To pay particular attention to landscaped open space and its use.



The Concept Plan, New Gateways, Beacons and Landmarks

The use of gateways, beacons, and landmarks facilitate orientation within the development as well as from the outside.

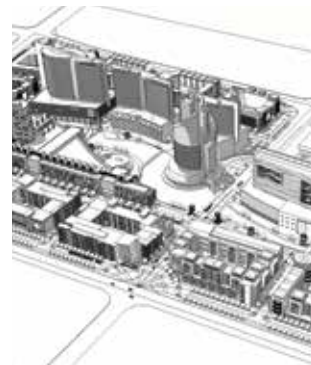
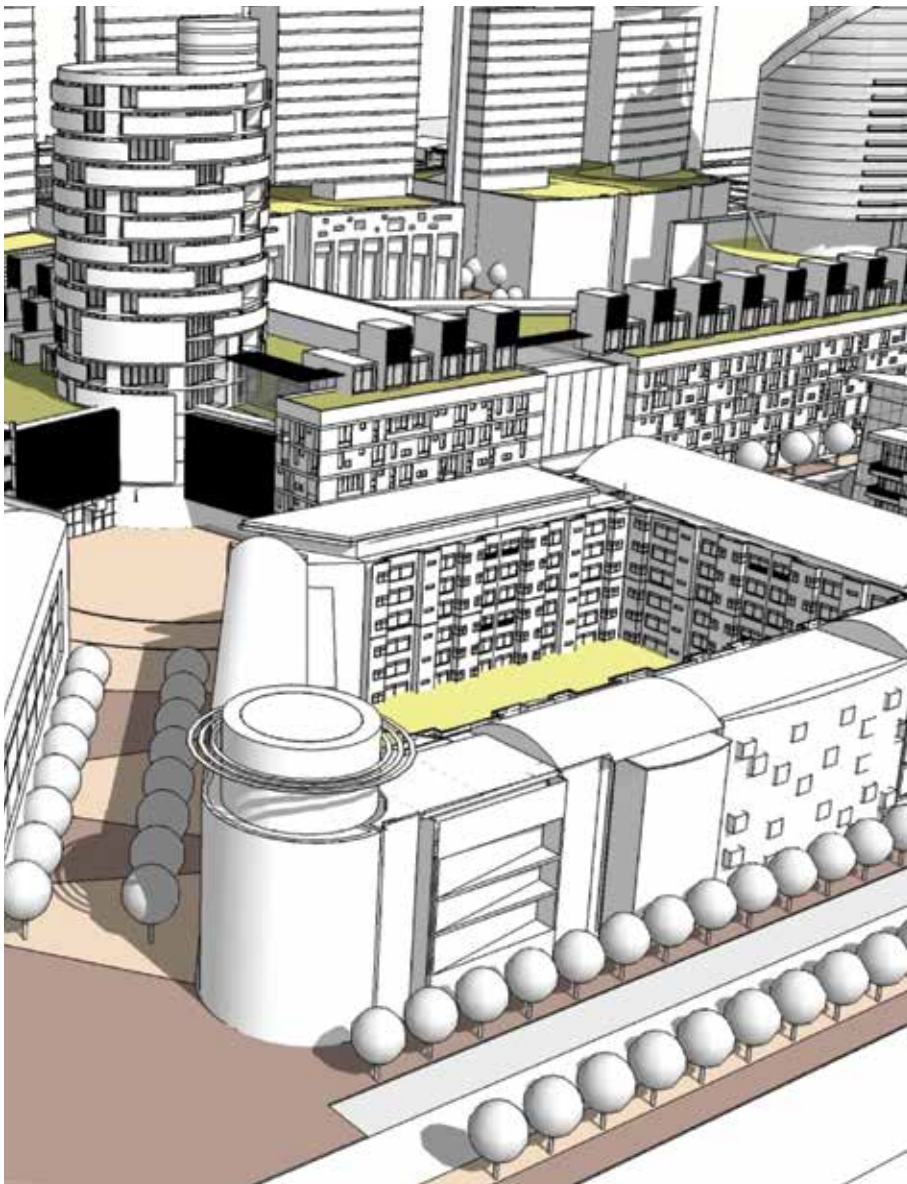
Gateways at the important edges:

- Centre of Western Edge on Guanshan First Road (vehicular and pedestrian)
- South West Corner at intersection (pedestrian)
- Southern Edge (Guanming Boulevard)
- Eastern Edge (vehicular and rapid transit station)
- Northern Edge
- Landmark Tower on Lake
- A tower on the lake will form a focal point to ensure greater orientation for visitors.
- Three Landmark Tower Blocks to signify the position of the City Plaza from further away.

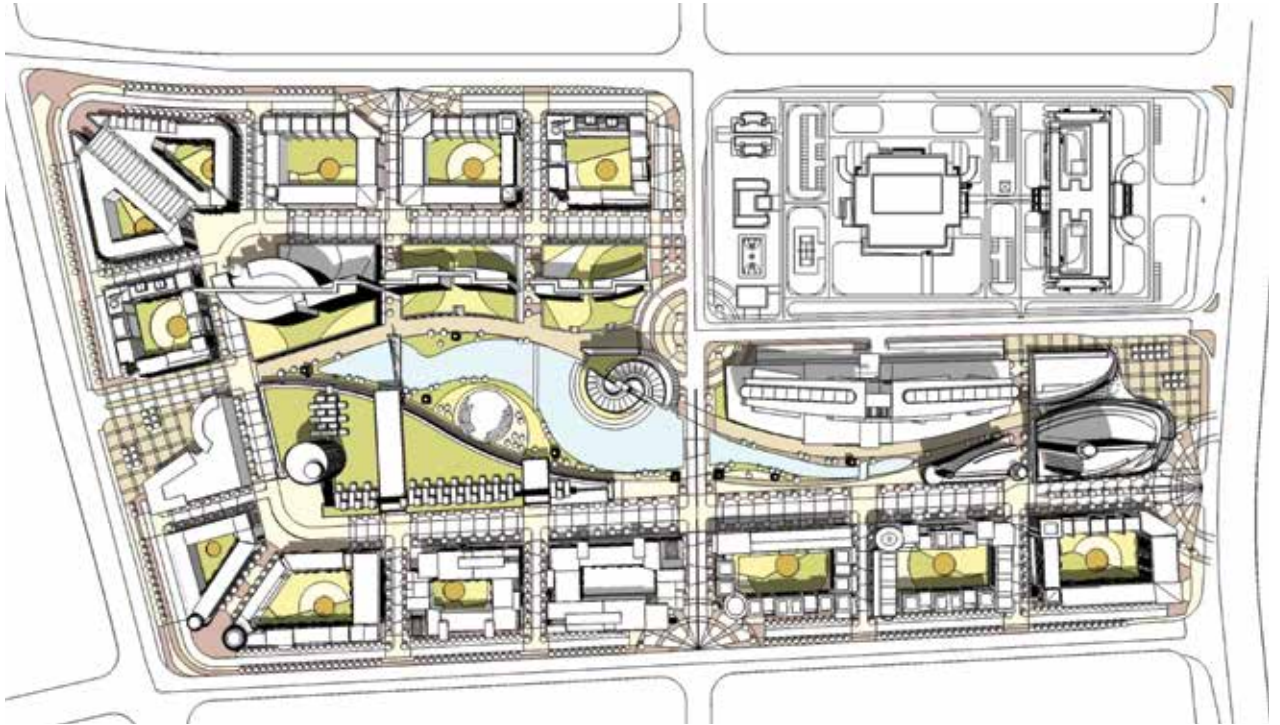
Landscape Architecture Concept

Using the existing body of water on the site, a lake is created that will extend the length of the park. The northern lake edge will be the boardwalk. Since this will be the sunny side of the park, this is ideal placement for restaurants and pedestrian movement.

The southern side of the lake has a soft edge providing a more tranquil and quiet side.



All of the deep-space blocks surrounding the park are designed to become roof gardens. These gardens will overlook the park below and will be spaces for relaxing and recreation. These gardens will have swimming pools, tennis courts, basketball courts and seated areas.



O. R. TAMBO MASTER COORDINATION PLAN

Ekurhuleni | Gauteng, South Africa

Osmond Lange are leading the Midfield Development team responsible for masterplanning the new Midfield Terminal building at O. R. Tambo International Airport.

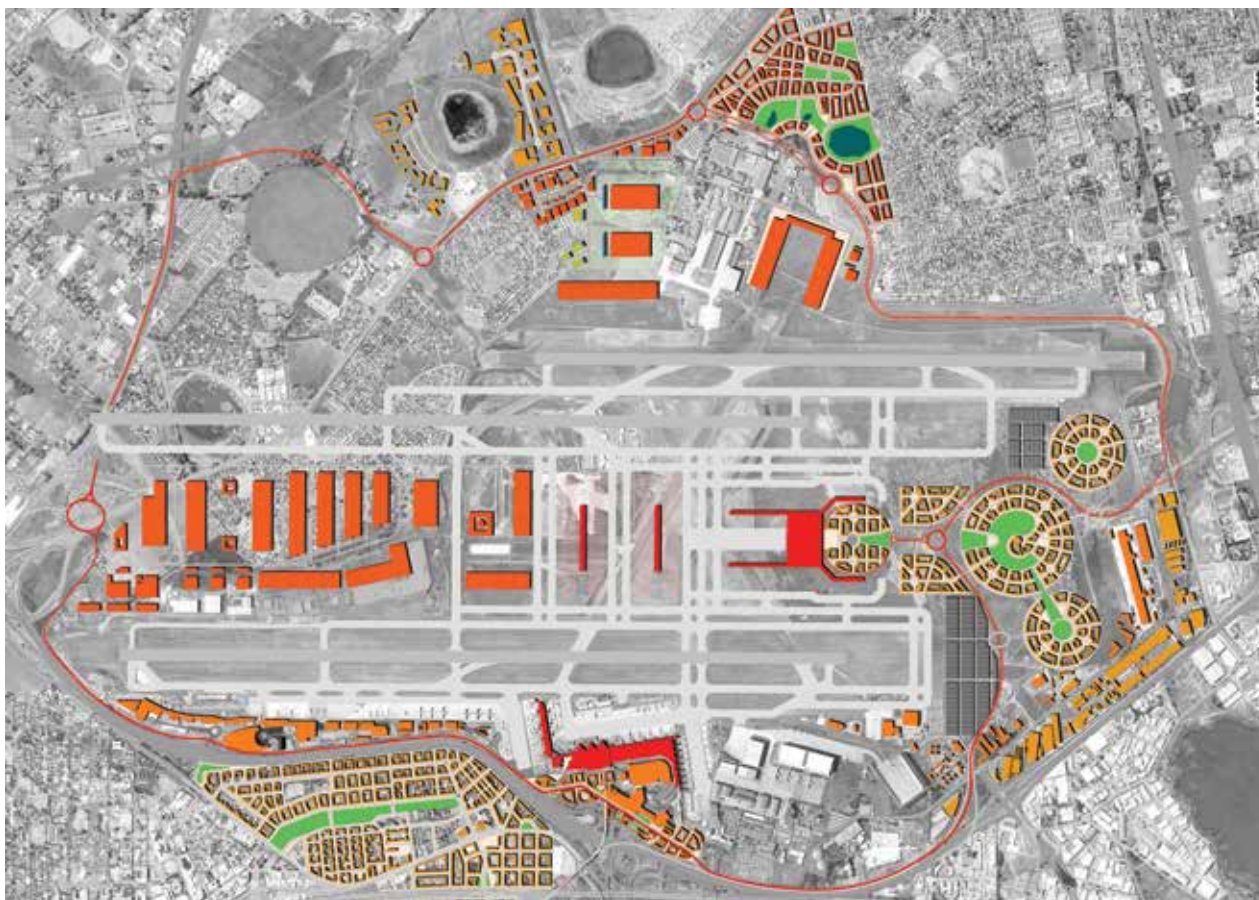
The terminal building is planned for phased development, gradually expanding the airport's ultimate capacity to 65 million annual passengers. The masterplan includes a multi-level terminal processor building, adjoining airside piers and two satellite piers linked to the terminal by an Airside People Mover (APM).

Besides the aviation components, our planning work also encompasses development on the integral public transport interchange, structured parking and adjoining airport city precinct, including hotels, retail and offices. Initial work has focussed on terminal configuration options, development of an evaluation matrix including capex and lifecycle cost modelling as well as the Urban Design Masterplanning for the entire Airport Precinct.

Date:
2008 - 2011

Project Value:
Multibillion

Client:
Airports Company
South Africa



PLAISANCE AEROVILLE

Plaisance, Mauritius

Date:
2012 - 2015

Most of the commercial developments in Mauritius has taken place in the centre and north eastern parts of the island.

Client:
Currimjee Jeewanjee
& Co Ltd

The airport is situated at the relatively undeveloped southern tip of the island. It involves commuting time of between half an hour to an hour to reach the airport from the commercial nodes.

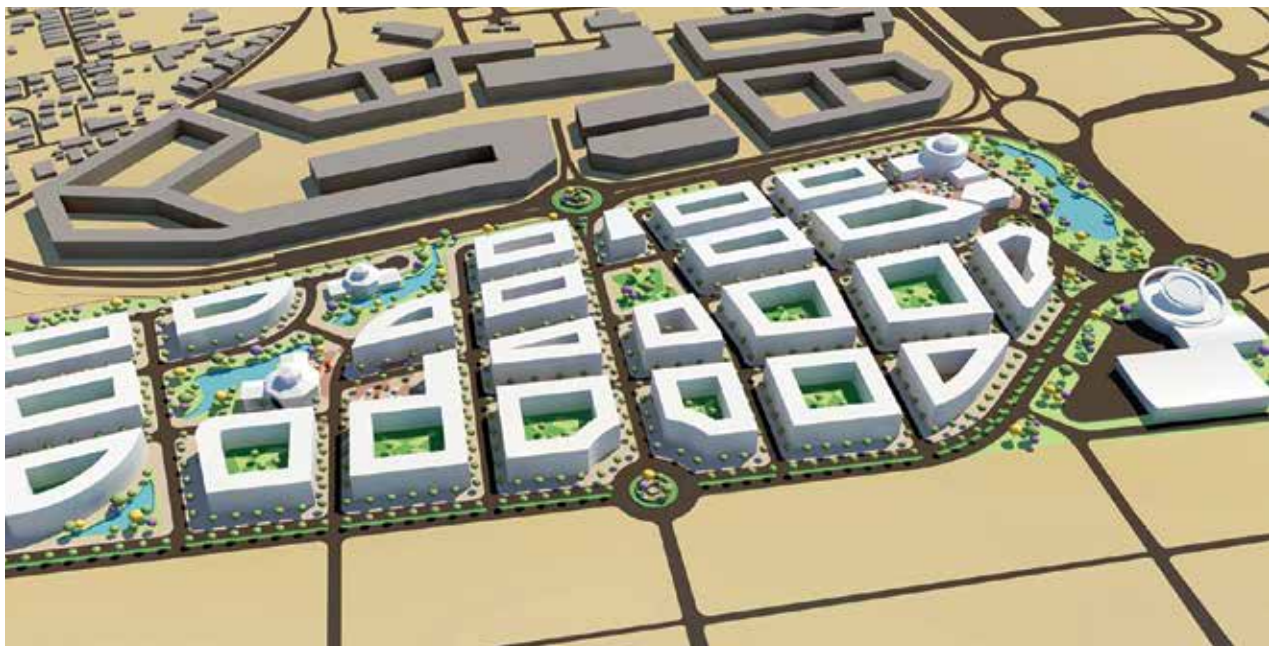
Project Value:
Multibillion

A 42 hectare property immediately adjacent to the Airport has been planned to create an Airport City, drawing on the needs of tourism, business and industry to be close to the country's main 'front door'.

Collaborators:
Arup

The first phase is intended as a 'microcosm of the whole', incorporating retail, offices, hotel and a conference centre surrounding a square and the inception of a 'High Street'.

Osmond Lange are the Master Planners and Urban Designers and are responsible for preparing the architectural guidelines, as well as for the design and delivery of the urban fabric.



STATION PLAZA

Windhoek, Namibia

The historic railway station is situated at the eastern end of the CBD of Windhoek in an area that business is expanding rapidly into. TransNamib owns a large triangular piece of ground that is currently under utilised and can definitely be more valuably utilised. The plan is to create a mixed use precinct to include high density, affordable residential apartments, shops and offices.

Osmond Lange have prepared a masterplan which has been accepted in principle by the City of Windhoek as part of their CBD development framework. Osmond Lange, in association with BMA Architects are planning the first phase retail, centred on a new square with the historic railway station as its main focus. The interchange of long and short distance buses, taxis and of course, rail, is fundamental to the planning as well as the creation of a 24/7 residential/commercial precinct.

Date:
2012

Client:
TransNamib

Project Value:
ZAR 243 Million

Collaborators:
Barnard Mutua
Architects



BONNY PLACE

Victoria Island, Lagos | Nigeria

Date:
2012

The site is located on a prime piece of waterfront, facing the Lagos Lagoon, on Victoria Island and occupies a kilometer along Ahmadu Bello Way right next to the Federal Palace Resort Hotel.

Client:
Bonny Properties
Developments Ltd

This development will be the first thing visitors see when travelling to Victoria Island using the bridge next to the Lagos Yacht Club in the north.

Project Value:
Multimillion

The first key to the design is the extensive lagoon frontage. This allows for a pedestrian-friendly environment to be created along the lagoon edge with promenade scale landscaping to enhance scenic beauty so that it becomes possible to place leisure activities, like restaurants, bars and clubs along this edge.

Collaborators:
LYT Architecture &
James Cubitt Architects



MUTUAL PLACE

Sandton | Gauteng, South Africa

The advent of massive mixed-use density increase for the Sandton Central Business District, coupled with the Gautrain Rapid Rail and allied public transport systems marks the 'coming-of-age' of Sandton as the power-house of business on the African Continent.

Far sighted plans for the area will see the metamorphosis of Sandton from a carbased 'area', characterised by roads, internalised malls, and stand-alone fenced single-use buildings to a pedestrian based 'Place', characterised by streets, squares, and walkways framed by mixed-use buildings and populated by people 24/7.

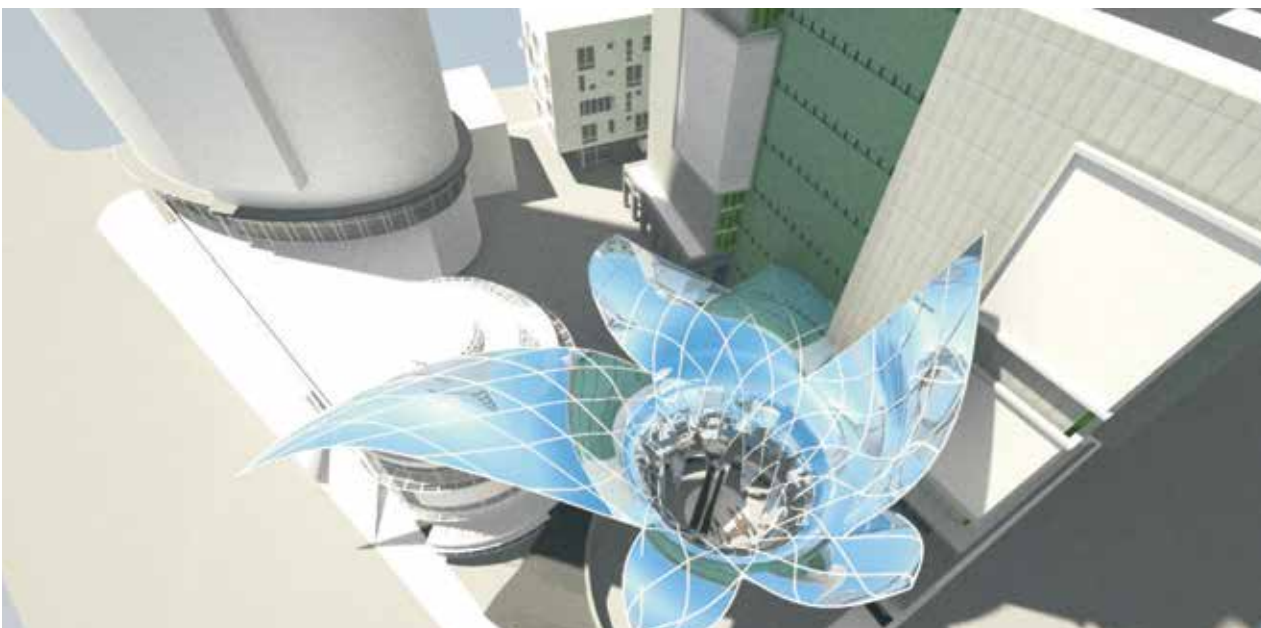
As a far-sighted leader in the South African Property Industry, Old Mutual have invested in a site that will become the pre-eminent business address in Sandton. The Rivonia Road/West Street corner marks the gateway to the Core of the Central Business District from the point of view of both road and rail-based commuters.

Date:
2010

Client:
Old Mutual

Project Value:
ZAR 270 Million

Collaborators:
Ikemeleng Architects,
NSM Designs &
Ruben Reddy Architects



OUR CITIES OURSELVES

Soweto | Gauteng, South Africa

Date:
2010

Client:
Institute for
Transportation and
Development Policy

Project Value:
USD 14 000 (Fees)

Collaborators:
Ikemeleng Architects

Our Cities Ourselves was an international exhibition funded and initiated by the U.S. based Institute for Transportation and Development Policy. Ten architectural practices from ten different countries were asked to imagine what shape and form a small part of their cities would take twenty years from now, centred around safe and enjoyable walking, cycling, and public transit. Osmond Lange, together with sister practice, Ikemeleng Architects, were granted the honour of representing Johannesburg.

We were asked to look at a one square kilometre area of Orlando, one of the older townships forming part of Greater Soweto, with particular focus on how the introduction of the Rea Vaya Bus Rapid Transit service might transform Orlando over the next twenty years, and what form a more equitable and efficient urban environment might take. The exhibition was opened in New York in July 2010 and travelled to Argentina, Mexico and Brazil, prior to its Johannesburg opening in February 2011.



SOUTH AFRICAN CITY FUTURES

Rosebank, Park Station & Alexandra | Gauteng, South Africa

Khayelitsha | Western Cape, South Africa

Korsten Schauderville | Eastern Cape, South Africa

Johannesburg Development Agency (JDA) and the Nelson Mandela Bay Development Agency (MBDA) on behalf of South African Cities Network (SACN), African Centre for Cities (ACC) and Architects Collective.

Neighbourhoods are parts of the city, yet entities in their own right. They are where communities are grown, where experiences are shared, where cultural and other expressions are found and where unique challenges are faced. The "South African City Futures: Visualising the Futures of our Neighbourhoods" project explores individual and collective future-orientated decisions and interventions obtained from looking through the eyes of community members.

This project is about doing things differently. It focuses developing effective tools for public participation in South African communities where narrative and cultural expression play a crucial role in how we think and communicate. The project was also aimed at directing the outcome of processes to be more useful and grounded.

Date:
2014 - 2015

Client:
Johannesburg
Development Agency
& Nelson Mandela Bay
Development Agency

Project Value:
ZAR 1.5 Million in
Professional Fees

Collaborators:
South African Cities
Network,
African Centre for Cities,
Architects Collective,
Johannesburg
Development Agency,
Nelson Mandela Bay
Development Agency

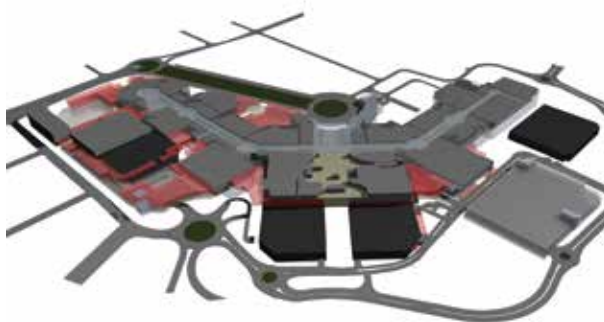
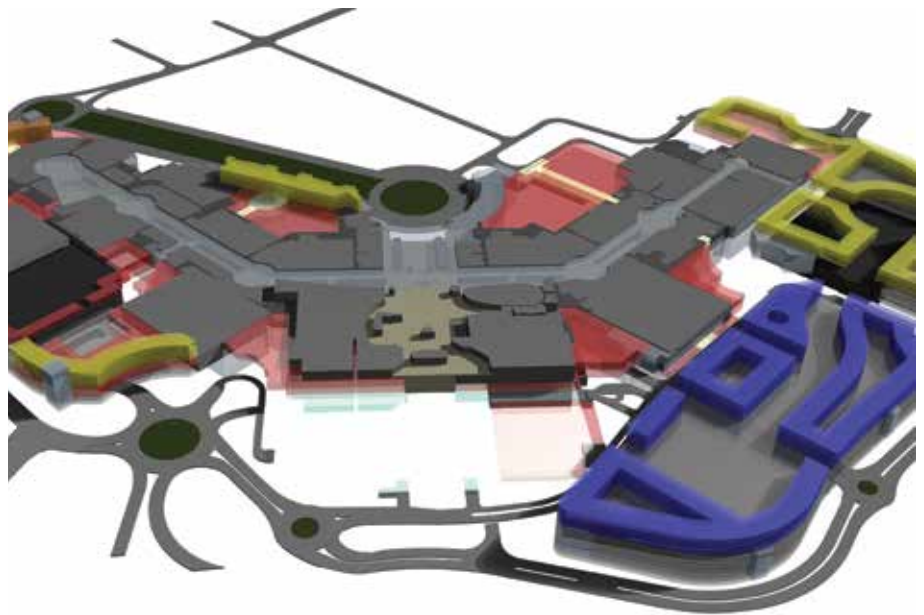


GATEWAY THEATRE OF SHOPPING - EXPANSION PROJECT

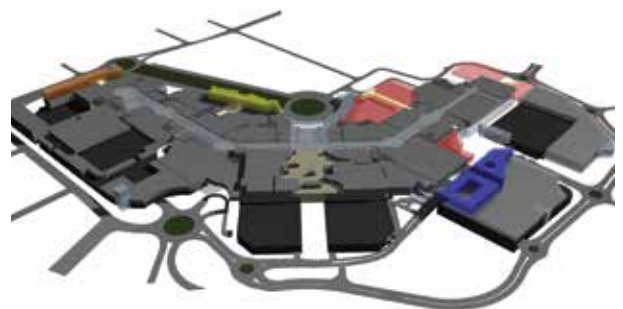
Umhlanga | KwaZulu-Natal, South Africa

Client:
Gateway Theatre of Shopping

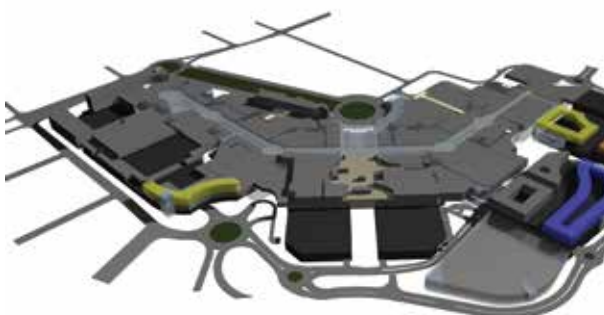
An extension to the existing Gateway Theatre of Shopping, has been established, with the intent to double its bulk and extend its variety as a mixed-use development, rather than a stand alone shopping centre. Emphasis is placed on re-connecting and integrating the centre to the immediate urban context.



Phase 1



Phase 2



Phase 3



Phase 4

NOVO SOMMERSCHIELD

Maputo, Mozambique

Up-market mixed-use precinct for Maputo

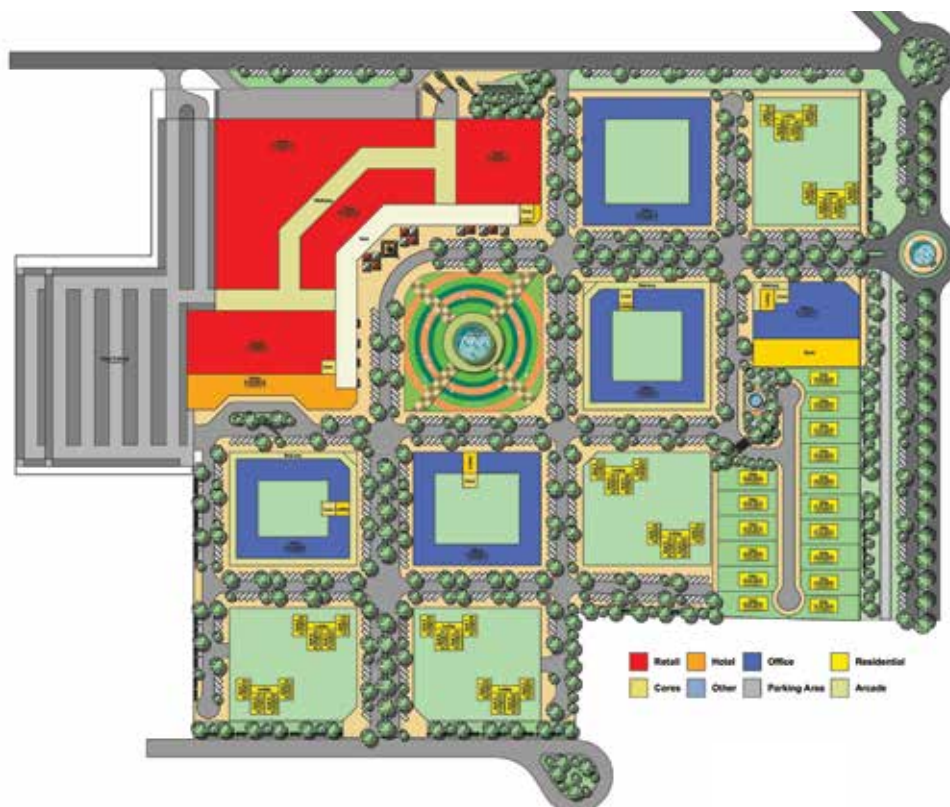
It comprised of a shopping centre with various office and residential buildings arranged on a derelict site close to the heart of Maputo.

Mark Foster's vision for the project was to create not only a regional shopping centre but also a mixed-use hub for the upwardly trendy expatriate community, based in Maputo.

Date:
2012

Client:
Mark Foster International

Project Value:
ZAR 1.2 Billion



GAUTRAIN PARK STATION URBAN DESIGN FRAMEWORK & HERITAGE MANAGEMENT FRAMEWORK

Johannesburg | Gauteng, South Africa

Date:
2008

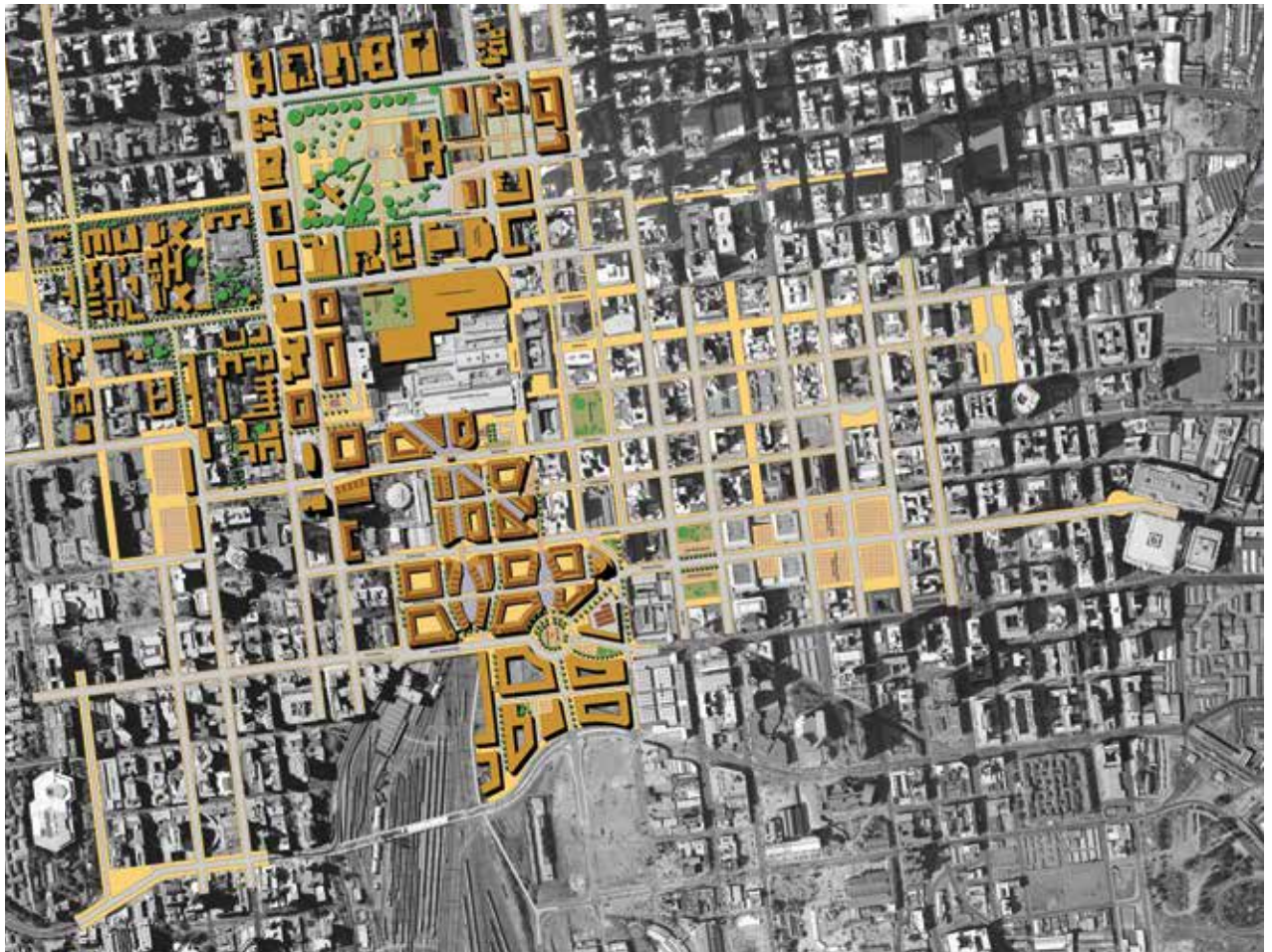
Client:
Johannesburg
Development Agency

Project Value:
ZAR 1.2 Million (Fees)

Collaborators:
Henry Paine,
Herbert Prins &
Ikemeleng Architects

Osmond Lange led a consortium working on a combined Urban Design and Heritage Management Framework for the Park Station Precinct in Johannesburg CBD, the largest intermodal transport interchange in Sub-Saharan Africa. The aim of the project was to lay a foundation for urban regeneration and the maximization of development opportunities building upon the development of the new Gautrain station as a catalyst.

A combined approach to urban design and heritage management was adopted, with the substantial heritage significance of the area seen as an opportunity rather than a constraint. The urban design sought to integrate principles of Transit-Oriented Development. Key issues addressed included intermodal interchange integration, land use, bulk and density, built form and building street edge interfaces as well as public environment character and integration.



PARK STATION RAIL DECKING STUDY

Johannesburg | Gauteng, South Africa

The brief this urban design study was to formulate a development vision for a new transit-oriented development on an elevated deck constructed above the railway sidings located between Pageview, Fordsburg, Newtown and Braamfontein.

Date:
2009
Client:

Johannesburg
Development Agency

Project Value:
Consultancy Appointment

Collaborators:
Ikemeleng Architects,
Arup, KYD Consulting
Engineers & Aftek
Consulting Engineers
Crane Registered
Quantity Surveyors



INNER CITY EASTERN GATEWAY URBAN DEVELOPMENT FRAMEWORK

Johannesburg | Gauteng, South Africa

Date:
August 2016

Client:
Johannesburg
Development Agency

Project Value:
Consultancy
Appointment

Collaborators:
Urban-Econ, Hatch Goba,
U Space & Tanya Zack
Development Planners

A coherent and nuanced spatial framework to guide future investment in the eastern precincts of the Johannesburg CBD and to establish a clear gateway between the Inner City and Eastern Suburbs, and the Ekurhuleni Metropolitan Municipality Aerotropolis Developments.

The key purpose of the Inner City Eastern Gateway Urban Development Framework (UDF) was to provide a template for this process of densification, including how and where densities can be increased, what supporting infrastructure needs to be put in place to facilitate it, and what improvements to the public environment and social amenities need to be implemented to ensure the creation of a well integrated, livable urban area.

It was intended that this framework will become a reference guide against which all new development proposals can be evaluated in terms of their suitability, and remoulded to better suit the needs of the greater community.





BRIXTON SOCIAL CLUSTER URBAN DESIGN STUDY

Brixton | Gauteng, South Africa

Date:
October 2015

Urban Planning and design lead in the repurposing and redesign of existing social facilities to create a new social cluster in Brixton, Johannesburg.

Client:
City of Johannesburg

Osmond Lange Architects and Planners (Pty) Ltd were appointed by the City of Johannesburg Department of Development Planning & Facilitation in 2015/2016 to research and prepare an Urban Design Concept for the Brixton Social Cluster.

Project Value:
Consultancy
Appointment

The Urban Design Concept Plan for the Brixton Social Cluster proposes a combination of catalytic interventions and public facilities upgrades and redevelopment aimed at transforming the project area from its current underdeveloped and blighted state to a vibrant and sustainable social cluster that will offer a range of uses and choices to people who live, play, study, share, socialise and visit these facilities.



SOLOMON MAHLANGU FREEDOM SQUARE MIXED-USE PRECINCT

Tshwane | Gauteng, South Africa

The project was conceived as a park upgrade to an existing park at the entrance to Mamelodi along with the creation of a museum but grew to become a new civic and mixed-use "heart" for the Mamelodi township.

Currently the designed buildings in the precinct include a museum, community theatre, community library and an arts school. These buildings along with the open space and squares will form the gateway into Mamelodi.

Public Participation with the community and research into the 21 November 1985 massacre that took place on the grounds where the project is located (at the height of the "state of emergency" in front of the municipal complex named Mini-Muntoria) ensured the inclusion of this history even into the design of precinct.

The project is currently ongoing with further efforts to secure funding from both Council and National Treasury.

Date:
2012

Client:
City of Tshwane

Department:
Sports & Recreation

Project Value:
ZAR 2,5 Billion
Construction Cost



CORRIDORS OF FREEDOM: SPECIAL DEVELOPMENT ZONES

Johannesburg | Gauteng, South Africa

Date:
2016

Client:
City of Johannesburg
& Development
Department

Project Value:
ZAR 1.5 Million in
Professional Fees

Collaborators:
GIBB & Amara Quantity
Surveyors

The Special Development Zones project originated from the city's "Corridors of Freedom" vision. This spatial vision for the city is based on Transit-oriented Development. In future the city will consist of well-planned transport arteries - the "Corridors of Freedom" - linked to interchanges where the focus will be on mixed-use development and high-density accommodation, supported by office buildings, retail development and opportunities for leisure and recreation.

The main purpose of these corridors are so that more Joburgers will live closer to their workplace and be able to work, stay and play without having to own or use private motorised transport. Safe, affordable and convenient buses, cycling and pedestrian activity will replace the carbon-burning private car.

In so doing the "Corridors of Freedom" will transform entrenched settlement patterns which have pushed the majority of residents to the outskirts of the city, away from economic opportunities and access to jobs and growth.

The ongoing efforts in realizing the city's "Corridors of Freedom" vision has now reached its first true implementation phase. Three neighbourhoods, each located along future and current BRT routes, and in close proximity to Johannesburg CBD has been identified for rapid redevelopment. The creation of Special Development Zones in these neighbourhoods will act as a mechanism and catalyst for development and densification.



Purpose of Special Development Zones

The purpose of Special Development Zones is firstly to encourage homeowners and developers to invest in the identified areas by making it more attractive to develop here through planning and monetary incentives. Secondly its purpose is to create a plan or blue-print for the resulting re-development in order to achieve attractive, safe and desirable neighbourhoods that house more people as well as provide more opportunities in terms of employment, leisure, civic life and education.

In order to accommodate the targeted higher densities of people and activities, special attention has been paid to services to ensure that they are adequate. These services include water provision, storm water reticulation, electricity provision and traffic management. The same also applies to the provision of adequate social and green spaces.



SPECIAL DEVELOPMENT ZONES: ORANGE GROVE, EMPIRE-PERTH KNOWLEDGE PRECINCT, BRIXTON

Johannesburg | Gauteng, South Africa

Date:
2016

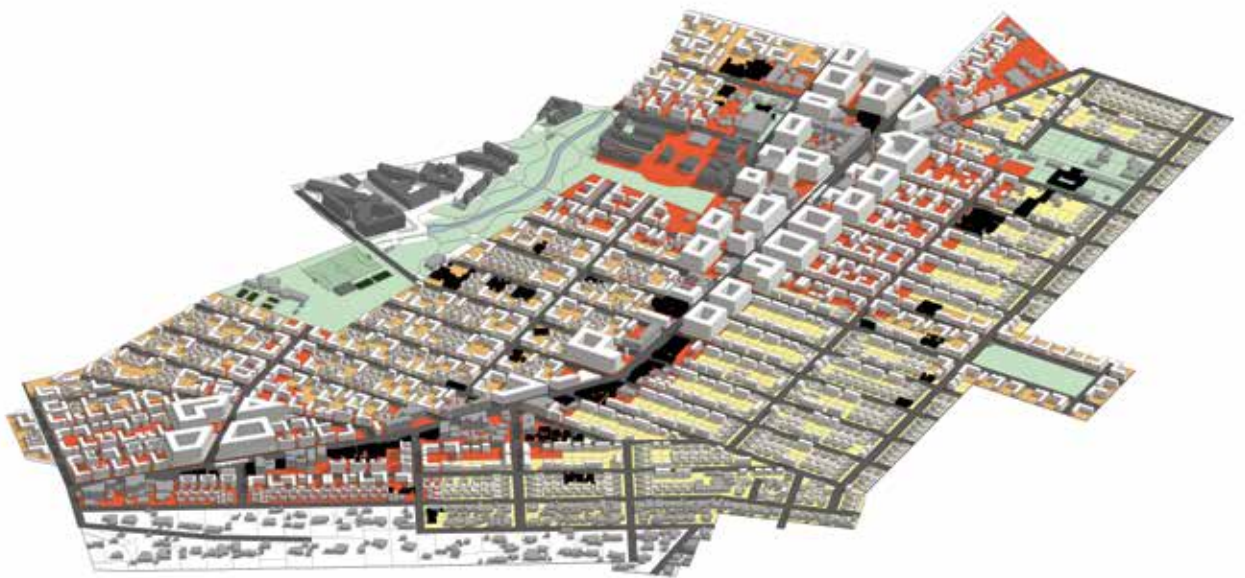
Client:
City of Johannesburg
City Planning

Project Value:
ZAR 5,6 Million
Professional Fees

Collaborators:
GIBB & AMARA
Quantity Surveyors

Located strategically within the “Corridors of Freedom” and served by the Rea Vaya Bus Rapid Transport (BRT) system’s main trunk routes, these areas present an opportunity for densification and the creation large scale Transport Oriented Developments (TOD’s). This is in line with the city’s vision of housing lower income groups, previously destined to live far from employment and other opportunities on the outskirts of the city, closer to the city core with direct access to safe and affordable public transport.

The project entailed a study and interrogation of previous frameworks with specific regard to proposed densities and guidelines in order to establish an implementable and feasible urban model. This would then serve as the base model for all the various technical studies. Coupled with urban design and architectural development guidelines the outcome of the project is a town planning mechanism that should be able to approve compliant Site Development Plans and Building Plans for high density developments within four weeks. Along with an amended Town Planning scheme and Development Incentive Programme this should ensure the desired densification by sufficiently encouraging property developers to take part in the development these neighbourhoods.



PARKHURST FEASIBILITY AND URBAN DESIGN STUDY

Johannesburg | Gauteng, South Africa

The project dealt with a council-owned property located strategically between Parkhurst, Greenside and Victory Park in Johannesburg. Currently a disused and vandalised sports grounds the city wants to use it for densification due to it's desirable position.

The concept was to develop next to green space in such a way that it will encourage the development to take ownership of the surrounding green space with regards to security and maintenance.

The site was historically used as a dump site and land fill, which results in complicated geological challenges. There is also a wetland that came into existence within the last 10 years. Investigations are ongoing to determine whether this is because of broken undocumented water infrastructure or because of a shift if water and rock tables.

The studies are currently being completed along with preliminary designs and feasibilities.

Date:
2016

Client:
Johannesburg Property
Company on behalf of
City of Johannesburg

Department:
Strategic Planning

Project Value:
ZAR 650 Million
Estimated Construction
Cost



EKURHULENI METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK

Ekurhuleni | Gauteng, South Africa

Date:
December 2014

Client:
Ekurhuleni Metropolitan
Municipality
(sub-consultant to Gibb)

Project Value:
Consultancy
Appointment

Collaborators:
Gibb

As part of our contribution to the Ekurhuleni MSDF project, Osmond Lange developed an urban design vision for a new Ekurhuleni City Centre. The City Centre is envisaged as a new downtown for the City of Ekurhuleni; an administrative and commercial centre, a cultural, educational and sporting hub, a focal point and place of gathering for the people of Ekurhuleni and the broader Gauteng City Region.

The masterplan is set out around three major axes linking a Commerce Plaza, City Plaza and Sports Stadium, together forming a triangular core. A major new City Park is envisaged, set out around a series of lakes created from former quarries and borrow pits, the eastern edge of which will be lined with upmarket high density residential apartment buildings looking westwards across the park towards O. R. Tambo International Airport.



UMZIMVUBU URBAN DEVELOPMENT FRAMEWORK

Eastern Cape, South Africa

The Umzimvubu Local Municipality, hereinafter referred to as 'ULM' required the services a consortium of suitably qualified professionals to develop a Rural Precinct Plan for the central business districts Mount Ayliff (Maxesibe) and Mount Frere (Kwa Bhaca) and also to include three of ULM's nodal points i.e.: Ntenetyana Dam, as well as the Junctions of Phuti and Phakade.

The purpose of the conceptual framework plan was to capture the existing and proposed major CBD development initiatives and programmes in a single document. Cognisance was also given to projects directed towards the development of the identified nodes which would positively contribute to a synergistic relationship between the CBD and nodes.

Date:
2016

Client:
Uzimvubu Local
Municipality

Project Value:
Consultancy
Appointment

Collaborators:
Tshani Consulting



COMMUNITY CENTRES, JOHANNESBURG

Pennyville, Rabie Ridge, Orlando & Diepsloot | Gauteng, South Africa

Client:
Johannesburg
Development Agency
on behalf of City
of Johannesburg:
Community
Development

The City of Johannesburg initiated this project to supply historically disadvantaged communities with much needed social amenity. The concept was to place these with existing or new sports grounds in these neighbourhoods so that they could act as catalytic projects to establishing a civic "heart" around which nodes could develop. The focus was on using necessary infrastructure provision to also provide for public space creation.

Project Value:
ZAR 85 Million
Estimated Construction
Cost

The concept further extended to require modular design so many more of these could be erected. It also required "place making" in the sense that each one in a different neighbourhood should look and feel different, responding to local cultural and identity conditions, without being completely redesigned.

Collaborators:
Tshani Consulting

The project is currently implementing the first community centre in Rabie Ridge with the others to follow suit in the next financial year.



MILPARK URBAN DEVELOPMENT FRAMEWORK

Johannesburg | Gauteng, South Africa

The purpose of the Milpark Urban Development Framework was to take proposals found in the Empire - Perth Development Corridor Strategic Framework and formulate a more in depth, local precinct plan which would facilitate sustainable development and add to the enhancement of not only the precinct, but the Corridor at large.

An approach, guided and shaped by pedestrian movement, social inclusivity, economic growth, environmental quality and liveability was proposed for the Milpark Precinct Plan. At the heart of this approach was the central aim of first and foremost, creating connections for people to move between places of residence, work, public transport and other facilities in the precinct. The design of the public environment addressed the social needs of people living and working in the area now and in the future, and created opportunities to contribute to the establishment of sustainable communities.

Date:
April 2016

Client:
City of Johannesburg

Project Value:
Consultancy
Appointment



NEW CANADA STATION PRECINCT DEVELOPMENT

New Canada | Gauteng, South Africa

Date:
April 2014

Client:
Blue Bantry Consortium

Collaborators:
Creative Axis &
Indigo-Kulani Architects

The Station Square

The existing station and the area immediately surrounding it will be re-developed to create a public square, bounded on three sides (North, West, and East) by retail on the ground floor, and offices/medical suites on the three floors above. A vibrant and safe communal space will be created in one phase. An Intermodal transport interchange with the Rea Vaya and local taxis takes place immediately adjacent to the south of the square. Existing Pedestrian Bridges allow the safe passage of commuters across New Canada Road to the Rea Vaya Station, and Pennyville residential area on the other side.

A magistrate's court has been planned immediately to the east of the station, prior to this planning exercise, which is unfortunate as it is fenced off and surrounded by landscaping, with very little public interaction, active facades, or public space definition.



The Residential Neighbourhood

The bulk of the available PRASA land is situated to the east of the Magistrates Court. A strong pedestrian route is envisaged between the Station and the Residential Neighbourhood adjacent to the Magistrates Court Fence. A controlled street market is envisaged to line the boundary of the Court facing onto a generous sidewalk.

The Residential Apartment Buildings consist of 4 storey walk-ups (Ground plus 3) arranged in a 'defensible perimeter block' form around a central landscaped private courtyard. The streets become well-defined and well overlooked public spaces, which, while being used for vehicular access and parking, will be designed as a shared space, with the safety of pedestrians and children as the top priority. Although the perimeter block layout ensures a high degree of passive security, the layout is designed to allow for a perimeter fence between the main East-West service road, and the apartments if necessary.

A small amount of formal convenience retail is allowed for at the main vehicle entrance off New Canada Road, outside the security line in order provide a service to the wider neighbourhood.

Secure access to the residential neighbourhood is achieved with gates and booms. While the whole premise of a 'Transit-Oriented Development' is that private vehicles are less of a necessity, it appears that there is still a fairly high parking requirement in similar neighbourhoods. Residents tend to leave their cars at home when commuting to work, however use their vehicles on evenings and weekends. For this reason, as much parking as possible is located adjacent to the units as 'street parking'. Additional overflow parking is shown in diagrammatic form below the current 1:100 year flood line to the east end of the site.

A Dense, walkable community has been created in extreme close proximity to the New Canada station and intermodal interchange. All daily needs will be within a maximum 10 minute walking distance for those housed in the most remote units. A highly sustainable alternative to sprawling, land-hungry, socially bankrupt 'housing schemes', which is perfect alignment with the aims of the City of Johannesburg, and PRASA.



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