

OSMOND LANGE ARCHITECTS + PLANNERS

# PUBLIC TRANSPORT PROFILE





## JOHANNESBURG (HEAD OFFICE)

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info@o-l.co.za



## DURBAN

1 Nelson Road, 1st Floor Upminster Building,  
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Tel: +27 31 266 0750  
durban@o-l.co.za



## EAST LONDON

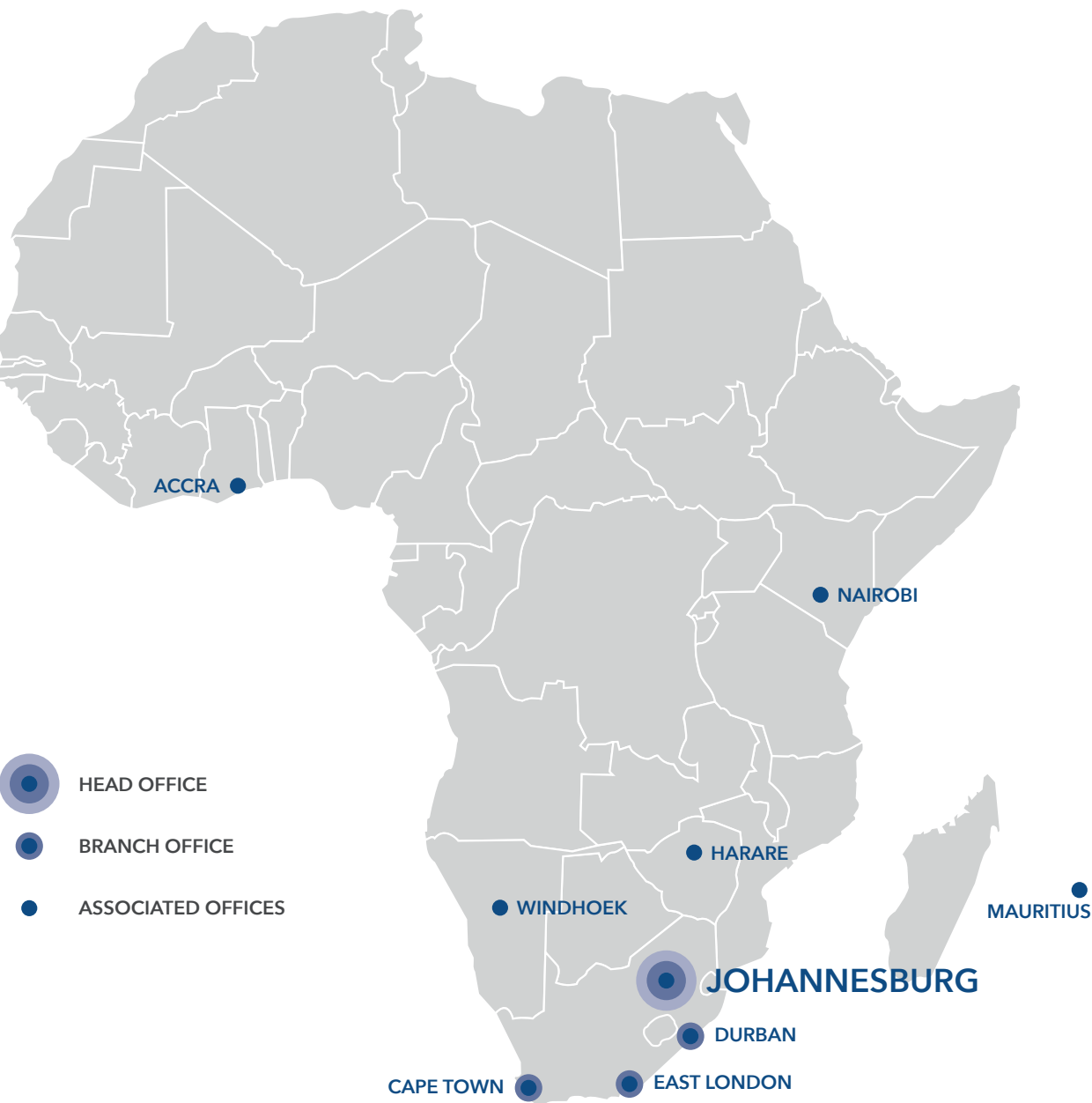
1st Floor, Pilot Mill House,  
The Quarry, Selborne  
Tel: +27 43 721 0033  
els@o-l.co.za



## CAPE TOWN

Tyger Terraces II,  
DJ Wood Way, Bellville  
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cpt@o-l.co.za

# OFFICE LOCATIONS



# CONTENTS



## 01 | INTRODUCTION

Overview.....	6
Directors .....	7
Services Offered .....	8

## 02 | PUBLIC TRANSPORT PROJECTS

Rea Vaya Bus Rapid Transit Project Work Streams .....	10
Rea Vaya Bus Rapid Transit Station Modules.....	16
Rea Vaya Bus Rapid Transit Bus Depots .....	18
Rea Vaya Bus Rapid Transit Bus Shelters.....	22
Franschhoek Bus Shelter.....	23
International Transit & Shopping Centre .....	24
Tshwane Bus Rapid Transit Design Competition Entry .....	25
Kayamandi Taxi Facility.....	26
Gautrain Park Station Precinct .....	27





# 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 developed specialised expertise in relation to the design and implementation of major airport and airport city projects, including the Central Terminal Building and proposed Midfield Terminal precinct at Johannesburg's O. R. Tambo International Airport, as well as Durban's King Shaka International Airport.

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## KEY FACTS

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

## SELECTED MAJOR CLIENTS

Airports Company South Africa | Eastern Cape Department of Transport | Botswana Department of Civil Aviation | KZN EDTEA | East London IDZ | Currimjee Jeewanjee

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## 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

## 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

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## 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.)

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## 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

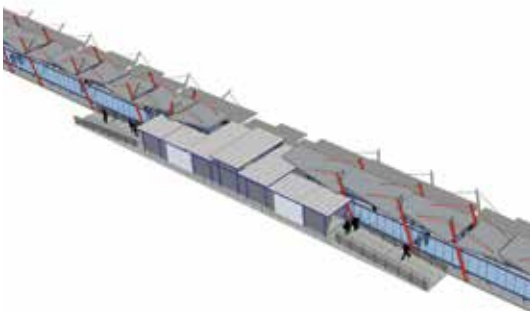
Industrial - Manufacturing Plants, Warehouses, Logistics Buildings





# REA VAYA BUS RAPID TRANSIT WORKSTREAMS

Johannesburg | Gauteng, South Africa



As the architects for the stations of South Africa's first Bus Rapid Transit (BRT) system, Ikemeleng Architects have pioneered design innovations and standards that have been widely adopted by other BRT systems around the country. Due to the Rea Vaya BRT network being the first fully operational system in the country, our team has also gained invaluable knowledge in relation to operational and maintenance aspects of the station design that have allowed us to further refine and develop the design typologies to improve their functionality and increase their robustness.

During the five years since the inception of the Rea Vaya project our brief has evolved and expanded substantially, far beyond simple standard architectural services. Our relationship with our client, Johannesburg Development Agency and its operational and end-user stakeholders, has transformed gradually over time into a partnership that has facilitated design innovation and responsiveness to shifting needs and requirements.

Some of the multitude of work streams we have assumed responsibility for include:

## Design Standards

- Contribution to design standards for South African
- BRT stations, in consultation with National Department of Transport, international BRT specialists and bus manufacturers.
- Preparation of five alternative design "look and feel" options in response to a brief agreed at an initial stakeholder workshop.

## Stakeholder Engagement

- Separate workshops with city councillors, city departments and external stakeholder groups.
- Formulation of participatory design engagement process, based on presentation of negotiable and design components.

## 3D BIM Modelling

- Use of 3D BIM modeling software, ArchiCAD, to model and test complex geometry and connection of structural members and planes.
- Duplicate as-built virtual 3D building in office of on-site construction, facilitating rapid and informed response to consultant and contractor queries.



### Access Control

- Turnstile selection and design integration (including visit to manufacturing plant in Germany).
- Formulation of night-security operational model locking and securing of station, roller shutter operations and closing off of individual modules.



### Station Signage

- Station signage plan in consultation with accessibility consultant and operations stakeholders.

### Bus Docking System

- Design of low tech economic guidance system, stopping points, distance control measures & safety clearances.





#### Automatic Doors

- Definition of functional and control model for operation of station doors in consultation with door specialist

#### Ticketing Module

- Design of module as a free standing box ready for plug-in and play.
- Interface with manufacturer around design development of prototype (first of its kind).

#### Platform Design

- Platform design developed from concrete road culverts, geared to rapid installation and economical fabrication.
- Exploration of low and mixed height platform floor options.

#### Shelter Module

- Structurally independent, overlapping roof shelter modules. Splayed geometry to overlap station doors sheltering boarding and alighting passengers.

### Passive Cooling

- Semi closed system, allows for cross-ventilation via natural means
- Cool air drawn into station at bottom with warm air dissipating at the top.
- Insulated roof structure maintains a comfortable temperature internally.
- Glazing is safety laminated and tinted to filter UV rays and reduce thermal gain during hot weather.

### Accessibility Design

- Design and integration of multiple accessibility measures, including material differentiation, colour and texture changes along surface edges, floor highlights, an induction loop system at the ticket counter, lean rail system (in consultation with Accessibility Specialist).

### Promotional Video

- Preparation of brief and voice over script, including translation from English into SeSotho and isiZulu.
- Project management and administration of external specialist team.

### Station Precinct Public Environment Upgrade

- Formulation of approved palette of paving materials and furniture elements.
- Paving of pedestrian sidewalks.
- Landscaping of medians (coordinated with Landscape Architect and in consultation with City Parks).
- Street furniture selection and design, including litter bins, bollards, streetlights, and benches.







### Urban Design & Land Use Management Guidelines

- Densification guidelines for BRT Station nodes.
- Land Use Management Tool.
- Urban Design Guidelines for public spaces and building inter faces.
- Vision plans for BRT route corridors.

### Media & Communications

- Route Map graphics.
- Drawings of station building for promotional purposes.
- Interviews with media publications.
- Articles for media publications.
- Papers presented at Conferences and Universities.
- BRT Tours for media, academics and international visitors.

### Our Cities Ourselves

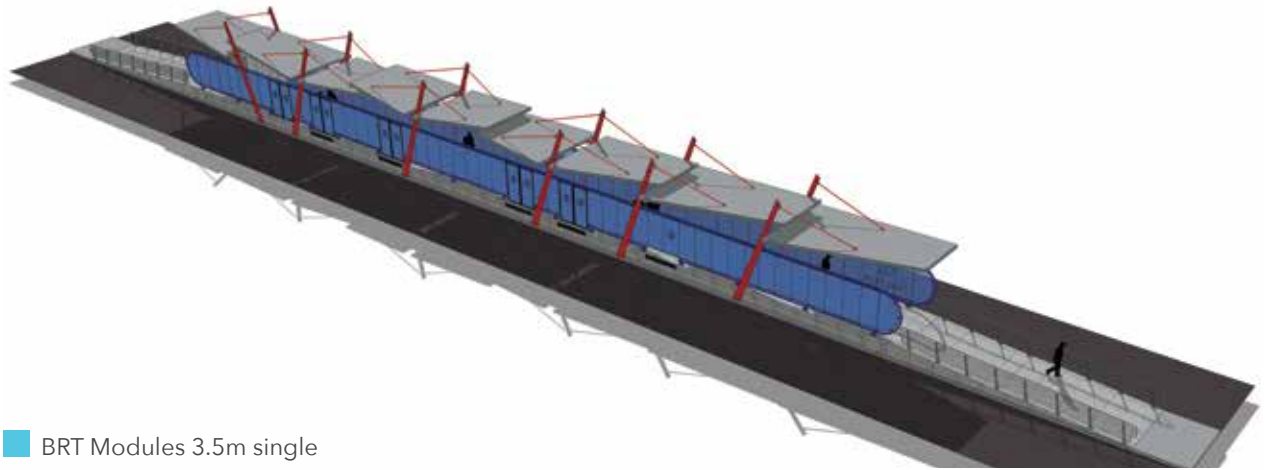
- Funded and appointed by New York based advocacy organization, Institute for Transportation and Development Policy.
- Visioning exercise for densification of 1km<sup>2</sup> around a BRT station.
- Preparation of graphics and narrative for international touring exhibition.
- Papers presented at launches in New York and Johannesburg.



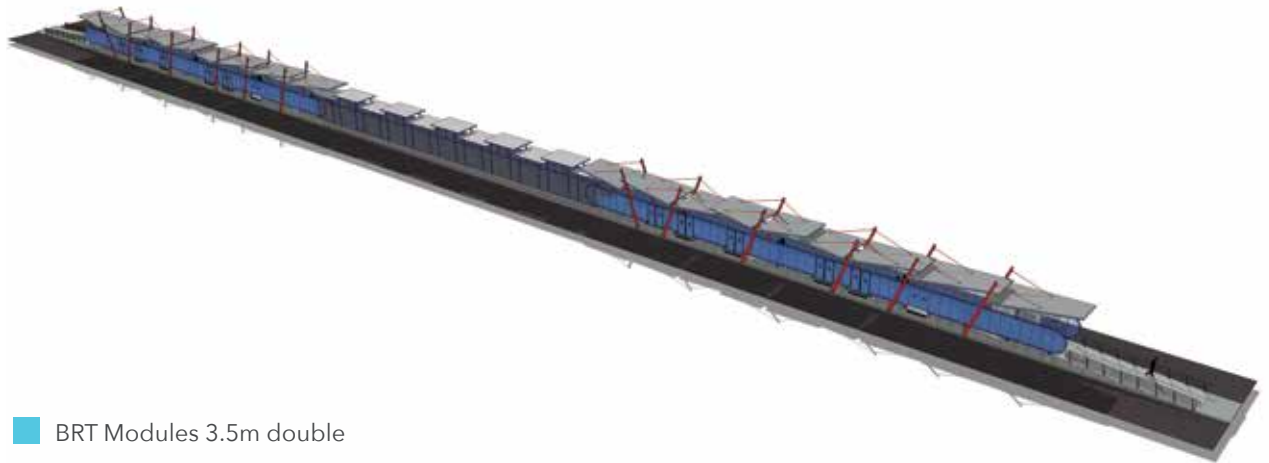


# REA VAYA BUS RAPID TRANSIT STATION MODULES

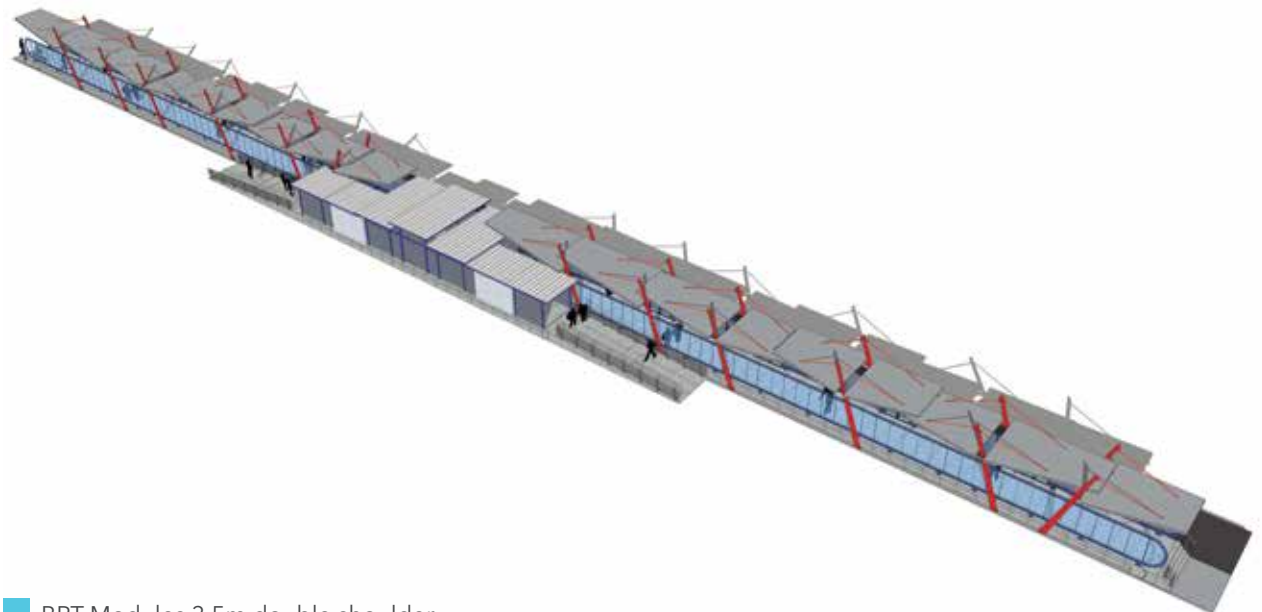
Johannesburg | Gauteng, South Africa



■ BRT Modules 3.5m single

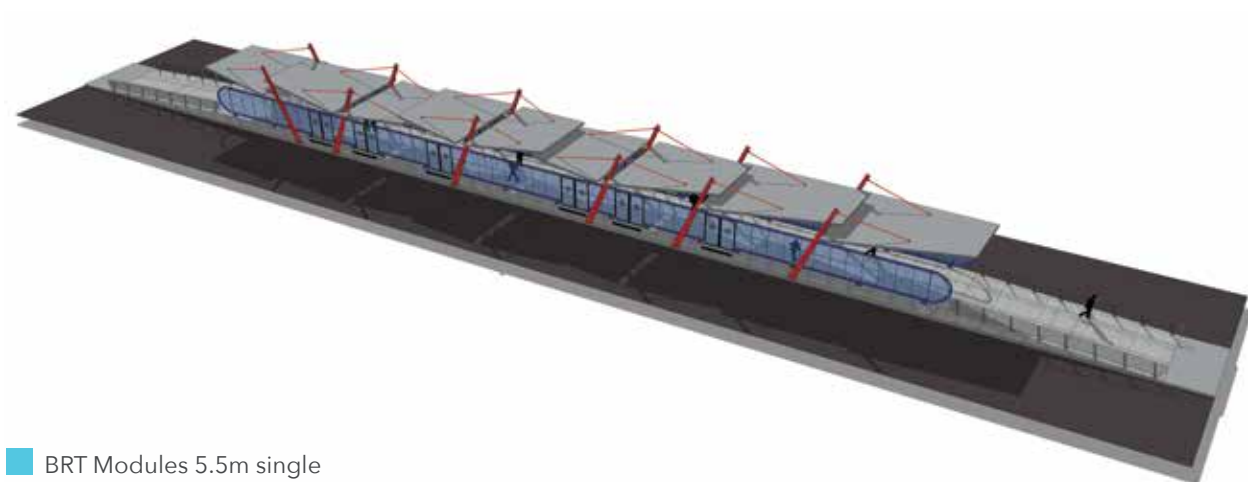


■ BRT Modules 3.5m double

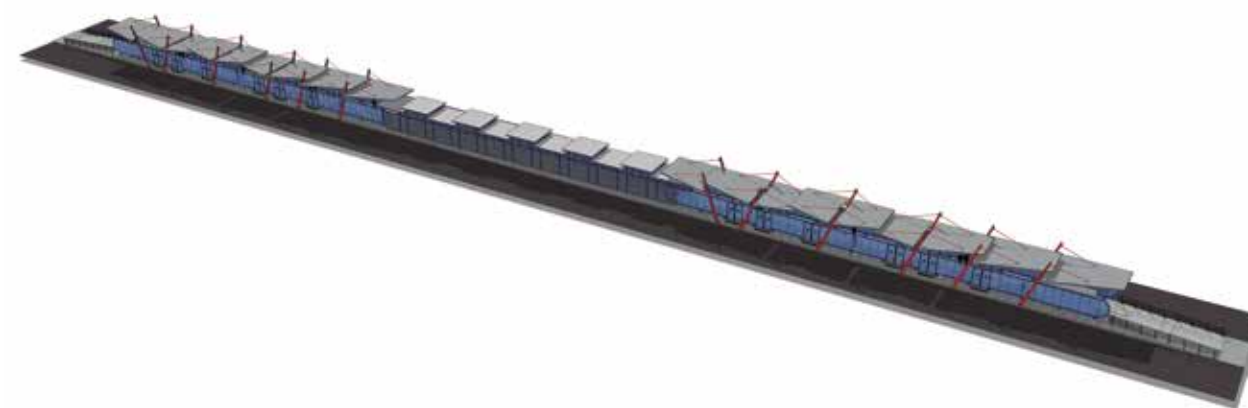


■ BRT Modules 3.5m double shoulder

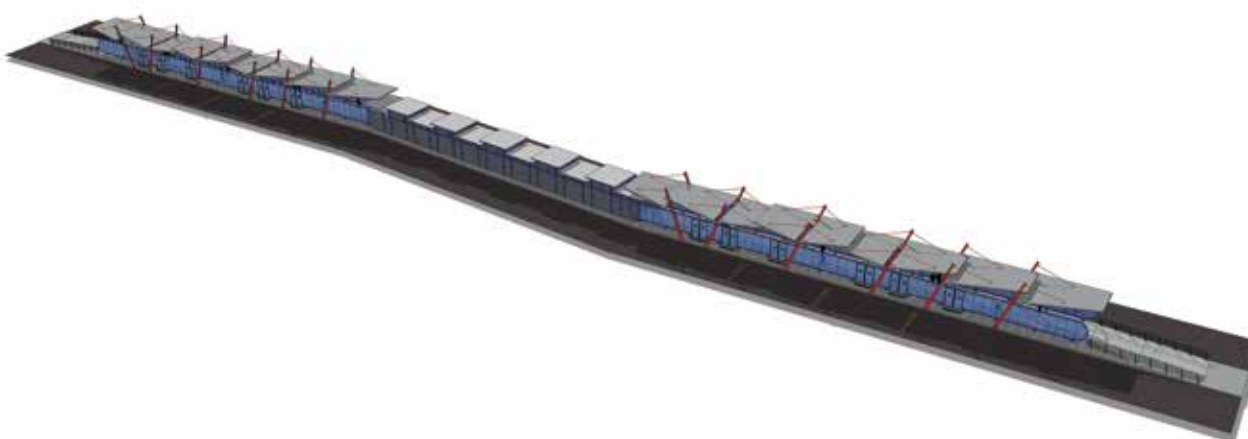




■ BRT Modules 5.5m single



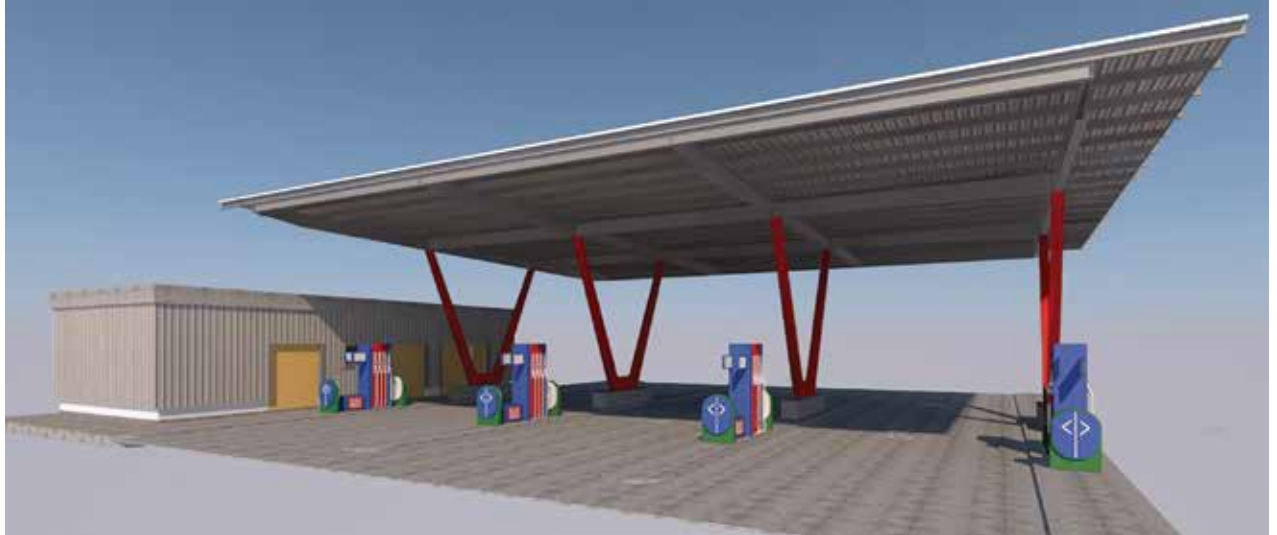
■ BRT Modules 5.5m double



■ BRT Modules 5.5m double offset

# REA VAYA BUS RAPID TRANSIT BUS DEPOTS

Johannesburg | Gauteng, South Africa



BRT Bus Depot Selby - Refueling Bay 3D Images



BRT Bus Depot Booyens - Layover Facility





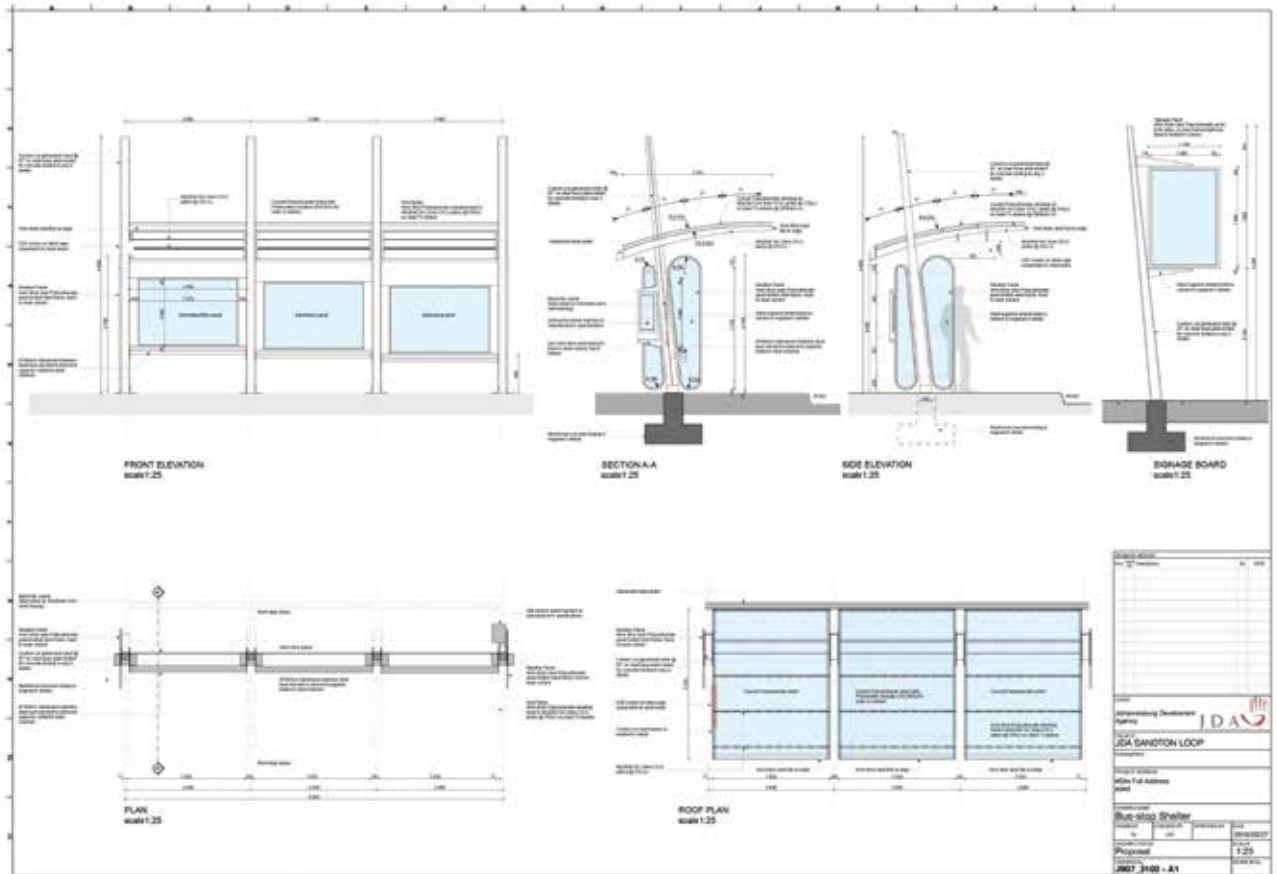






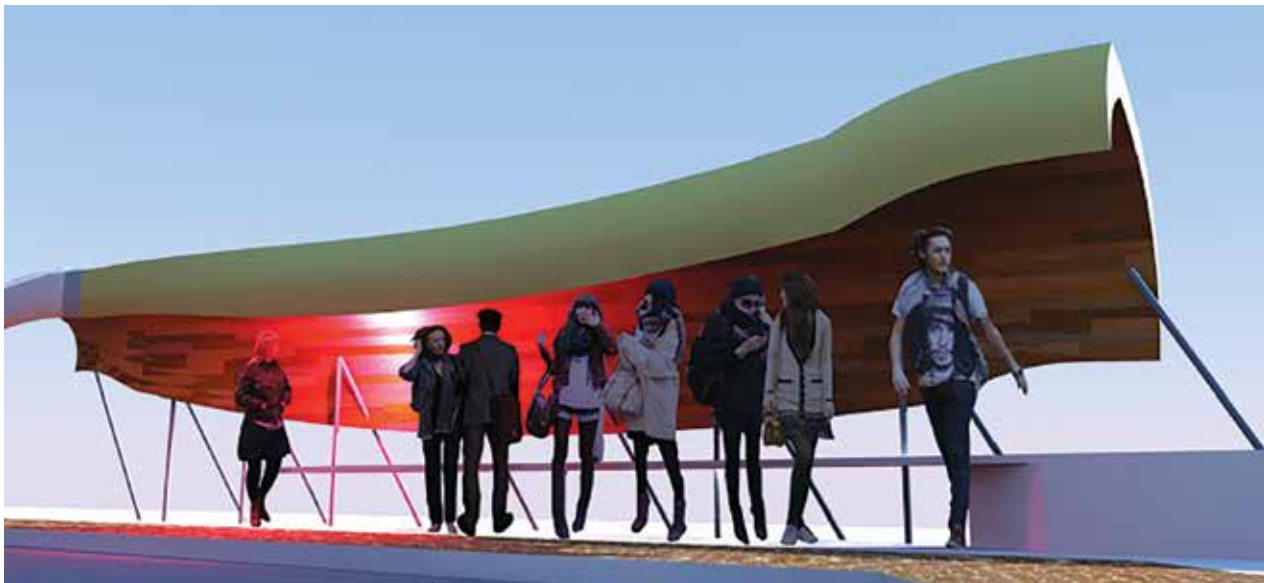
# REA VAYA BUS RAPID TRANSIT BUS SHELTERS

Johannesburg | Gauteng, South Africa



# FRANSCHHOEK BUS SHELTER

Franschhoek | Western Cape, South Africa









# TSHWANE BUS RAPID TRANSIT DESIGN COMPETITION ENTRY

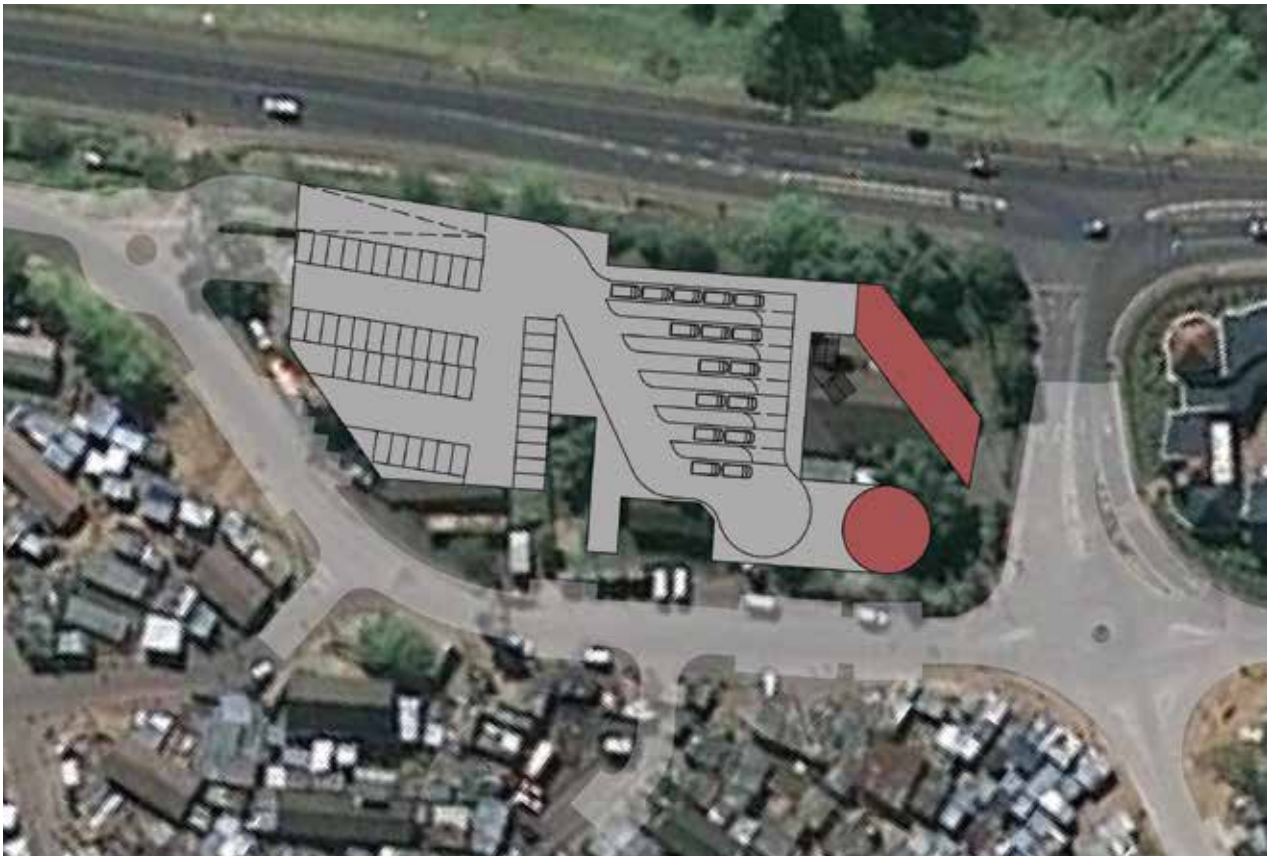
Tshwane | Gauteng, South Africa





# KAYAMANDI TAXI FACILITY

Kayamandi | Western Cape, South Africa





# GAUTRAIN PARK STATION PRECINCT

Johannesburg | Gauteng, South Africa

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.

Date:  
2008

Client:  
Johannesburg  
Development Agency

Project Value:  
ZAR 1.2 Million (Fees)

Collaborators:  
Henry Paine,  
Herbert Prins &  
Ikemeleng Architects





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