

OSMOND LANGE ARCHITECTS + PLANNERS
AIRPORTS PROFILE





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OFFICE LOCATIONS



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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 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.

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

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

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.)

FIELDS OF EXPERTISE

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

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

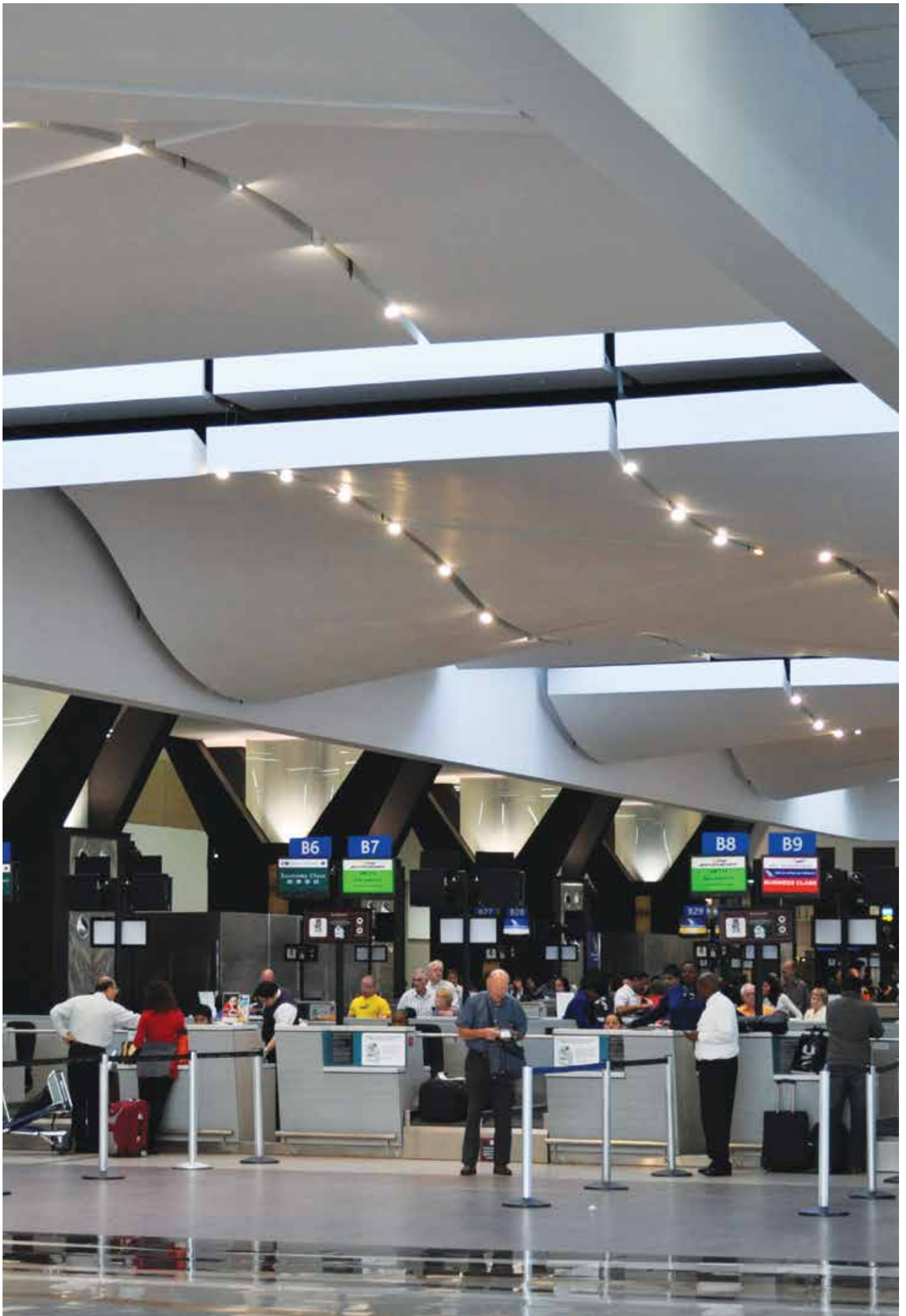
Urban Renewal - Public Environment Upgrades, Parks, Markets

Commercial - Shopping Centres, Office Buildings

Residential - Upmarket, Sectional Title, Affordable

Public Sector- Hospitals, Clinics, Police Stations

Industrial - Manufacturing Plants, Warehouses, Logistics Buildings



AIRPORT PROJECTS

A nation's airports are their interface with the outside world. They are the means by which the nation proclaims to the world. They are the first port of call for most visitors and their last lingering memory once they have departed. They are a foothold on the "physical internet" that connects people across the globe. Airport arrivals halls are to today's world what the great railway station forecourts were to the cities of yesteryear. Airside piers are to today's traveller what the major harbour quaysides were to yesterday's voyager.

Airport terminal buildings are in essence simple processors, absorbing passengers from drop-off kerbs, separating them from their baggage, security screening both passenger and baggage prior to departure and then reuniting them upon arrival. Historically, this process has become an increasingly unpleasant and dehumanising experience, due in part to the adhoc way in which many airports have expanded to meet growth in passenger numbers over the years. The landmark architecture of early airport buildings has been subsumed into a morass of endless forgettable extensions and multi-storey car parks. Views towards the airports on approach and from the terminal buildings towards the aprons and aircraft have become restricted and obstructed, diluting the awe that the experience of air travel used to inspire.

Osmond Lange has built an expertise base and track record in the Aviation Sector spanning the last 25 years. More recently, we have been privileged to play a central role in the design of two of South Africa's major airports, King Shaka International Airport and O. R. Tambo International Airport. Our work on these projects sought to re-imagine the concept of an airport, perhaps for the first time since the golden age of aviation, not just as a tedious pit stop on a long journey to be grudgingly tolerated, but rather as a memorable place in its own right to be savoured, enjoyed and celebrated.

AIRPORT PROJECT LOCATIONS

RIX
RIGA INTERNATIONAL AIRPORT
Riga, Latvia, Europe

ROB
ROBERTS INTERNATIONAL AIRPORT
Monrovia, Liberia

FIH
NDJILI INTERNATIONAL AIRPORT
Kinshasa, Democratic Republic of Congo

MJM
MBUJI-MAYI AIRPORT
Mbuji-Mayi, Democratic Republic of Congo

FBM
LUBUMBASHI AIRPORT
Lubumbashi, Democratic Republic of Congo

POL
PEMBA AIRPORT
Pemba, Mozambique

BBK
KASANE AIRPORT
Kasane, Botswana

MUB
MAUN AIRPORT
Maun, Botswana

JNB
O.R. TAMBO MIDFIELD &
CENTRAL TERMINAL BUILDING
Ekurhuleni, South Africa

DUR
KING SHAKA INTERNATIONAL AIRPORT
Durban, South Africa

KING SHAKA INTERNATIONAL AIRPORT (DUR)

La Mercy | KwaZulu-Natal, South Africa

Date:
Completed 2010

Client:
Ilembe (Pty) Ltd
(Design & Construct Contract for Airports
Company South Africa)

Project Value:
ZAR 8.4 Billion

Collaborators:
Ruben Reddy Architects, Shabangu Architects,
NSM Designs, Mthulusi Msimang Architects

King Shaka International Airport (KSIA) is the first major green field airport to be developed on the African continent for 40 years. The decision was taken to relocate airport operations from the old Durban International Airport south of Durban to a green field site north of the city with a view to providing an initial capacity of 7.5MAP, expandable up to a future ultimate capacity of 45MAP. Osmond Lange was invited by Ilembe (Pty) Ltd, a consortium of building contractors formed to bid for the design-and-build contract for KSIA, to assemble and lead a group of Architectural firms and specialised sub-consultants. The scope of work included the design of more than 70 buildings, the largest and most significant of which is the 103 000m² six level terminal building.

The terminal is divided into two main elements:

- The processor that accommodates all the facilities to process passengers and baggage as well as the retail, administration and technical spaces
- The Airside Corridor that constitutes the circulation route and interface element between the Processor and the aircraft

Structurally the building is designed with a combination of a conventional reinforced concrete frame with 15 x 15 spans and a long span steel roof. This approach allows for economy, speed of construction and the provision of large, column free spaces at the upper level public areas. It also facilitates the incorporation of roof monitors designed to bring natural light into the building.

As the IAJV leader, Osmond Lange was responsible for the management of the Joint Venture including:

- Design leadership
- Management and Interface with the JV member firms at design and administrative level
- Interfaces with Client, Contractor, Local Authorities and ACSA (Airports Company South Africa)
- Interfaces with Consultants of all disciplines involved in the project
- Management of the Passenger Terminal building Design and Documentation team
- Programming, Reporting and press releases
- IAJV financial management
- Quality Assurance





DUBE CARGO TERMINAL (DUR)

Durban | KwaZulu-Natal, South Africa

Date:
Completed 2010

Client:
Ilembe (Pty) Ltd (Design
& Construct Contract for
Airports Company South
Africa)

Project Value:
ZAR 270 Million

Collaborators:
NSM Designs

The Dube Cargo Terminal is a 14 500m² state of the art Cargo Facility and perishables centre. Phase 1 of the terminal is capable of processing up to 100,000 tonnes of cargo per annum with a peak daily processing capacity of 500 tonnes. The building is designed for capacity expansion up to 400,000 tonnes per annum and features both dry cargo and perishables (cold chain) facilities as well a four dedicated aircraft stands. Process and international precedent research, combined with close interaction with specialist consultants, suppliers, users and government authorities yielded an innovative design concept that maximises process efficiency and caters for future expansion, without any significant disruption to ongoing operations. The facility incorporates state-of-the-art cargo handling and management systems. The Architects played a significant role in the in the adoption of advanced customs clearance procedures that make use of sophisticated two-plane scanning which provides border control, security and revenue authorities with high resolution visual inspection capabilities without the requirement of physically breaking-up the UDLs.





O. R. TAMBO INTERNATIONAL AIRPORT (JNB)

Kempton Park | Gauteng, South Africa

Date:
Completed 2009

Client:
Airports Company
South Africa

Project Value:
ZAR 3 Billion

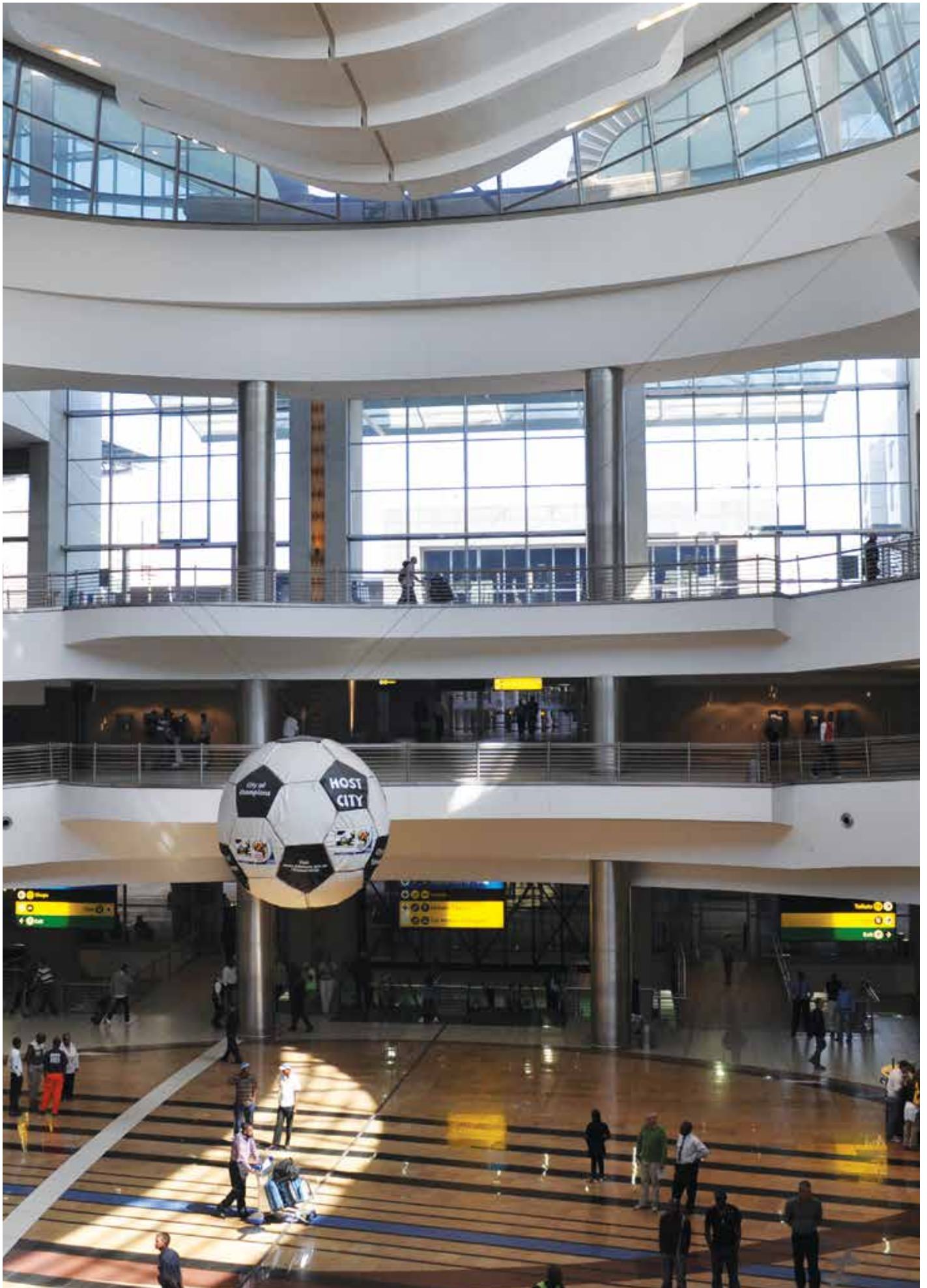
Collaborators:
Arup, Aecom, Bentel
Associates International,
Shabangu Architects

Prior to its redevelopment, O. R. Tambo International Airport comprised a disjointed and disparate series of buildings lining the airports airside/landside interface; a multi-level international terminal building dating from the early 1970s, and three separate single level domestic terminals varying in age from as early as the 1950s. In response to substantial growth in passenger numbers experienced post 1994, O. R. Tambo has undergone a series of large scale extension and redevelopment projects, beginning in the late 1990s.

The final piece in the puzzle, came to completion in 2009, a year prior to the 2010 FIFA World Cup, was the new 120 000m² Central Terminal Building (CTB), which united for the first time under a single roof an 800 metre long terminal precinct, which expanded the precinct's passenger processing capacity to 28MAP. The CTB acts both as an integrator and a centrepiece within the airport's Western Precinct, tying the disparate levels of the various existing terminal buildings together and providing additional terminal capacity, as well as a large increase in retail footprint, in line with the international trend towards increasing non-aeronautical revenue for the airport operator, through enlarged airside and landside retail offering.

Located at the point of intersection of international passenger arrivals, north-south intra-terminal circulation routes, and movement routes from the parkades, bus terminal and Gautrain station, the CTB's centrepiece is its giant oval atrium, which punctures all levels of the terminal building, allowing natural light to wash the building's deep floor plates. As a gathering and meeting place, and point of orientation, the atrium is the central square in the city that O. R. Tambo has become.





MAUN INTERNATIONAL AIRPORT (MUB)

Maun | Botswana

Status:
Architectural Design
Competition Entry

Maun is better referred to as the gateway to the Okavango Delta and the start of every safari expedition. Traveling into the Delta can be done either by 4x4 SUV's or by aeroplane.

Client:
Civil Aviation Authority
of Botswana

Our design will be unique to any other design since this terminal building will blend into the local surrounds with the roof representing the iconic Acacia tree canopy, being supported by large tree trunk like supports surrounded by short reeds, which are embedded in the origin of Maun's name.

Project Value:
N/A

Collaborators:
Profica

The existing terminal will be upgraded to compliment the new terminal building and to further enhance the functionality of the airport.



MTHATHA AIRPORT (UTT)

Mthatha | Eastern Cape, South Africa



Date:
Completed 2015

Client:
Eastern Cape
Department of
Transport, Republic
of South Africa

Project Value:
ZAR 185 Million

Collaborators:
Ikemeleng Architects

Located in South Africa's Eastern Cape Province, Mthatha is a growing urban centre with direct airlinks to Johannesburg. It is also the closest major town to former President Nelson Mandela's home in the nearby village of Qunu. The Mthatha Airport Upgrade encompassed a comprehensive upgrade of the airport including a new single level terminal building, a renovated Control Tower, a new Car Rental building and Car Wash facility, new Fuel Farm facility and a new high security perimeter fence and internal perimeter patrol road.

KASANE AIRPORT (BBK)

Kasane | Chobe District, Botswana



Date:
Completed 1991

Client:
Department of Civil
Aviation, Republic of
Botswana

Project Value:
BWP 15 Million
(1991 value)

Collaborators:
Mott McDonald

Kasane airport facility, located 4km from the town of Kasane in northern Botswana, opened to traffic in 1991 and provides access to the major tourist attraction in the area, the Chobe National Park. The passenger and aircraft movement at the airport consists of international, domestic, scheduled, chartered, private and transit traffic. Kasane airport has experienced significant growth in passenger traffic over the years, from 9 398 in 1991 to 63 267 passengers in 2008 whereas aircraft movements increased from 1 540 aircraft movements in 1991 to 13 549 in 2008.

MAFIKENG AIRPORT (MBD)

Mafikeng | North West, South Africa



Date:
Completed 1984

Client:
Bophutatswana
Government

Project Value:
ZAR 7 Million
(1984 value)

Situated 5km west of the town of Mafikeng in South Africa's North-West Province, this airport was developed in the 1980s to serve passenger traffic to and from former Bophutatswana. Buildings developed include: a main terminal building, a technical block, a fire station, a water tower and pump house as well as several general aviation hangars. The airport's runway is 4.6km long, allowing it to perform the role of a diversion airport for O. R. Tambo International Airport, should the need arise.

PEMBA AIRPORT (POL)

Pemba | Cabo Delgado, Mozambique



Status:
Design Concept

Client:
Institute for
Civil Aviation of
Mozambique

Project Value:
ZAR 70 Million

Collaborators:
BKS

In collaboration with engineers BKS (Aecom), Osmond Lange prepared concept designs for a new terminal building and associated ancillary buildings and infrastructure.

NDJILI INTERNATIONAL AIRPORT (FIH)

Kinshasa, Democratic Republic of Congo



Status:
Feasibility

Client:
Airports Company
South Africa

Project Value:
USD 80 Million

Collaborators:
Aurecon

In support of a proposed Airport Operations Concession, Osmond Lange consulted to Airports Company South Africa in preparing a Masterplan and upgrade options for Ndjili International Airport. Work included the design of a phased redevelopment and expansion of the terminal complex, with a view to meeting the capacity demands for future growth in passenger numbers.

LUBUMBASHI INTERNATIONAL AIRPORT (FBM)

Lubumbashi | Katanga Province, Democratic Republic of Congo



Status:
Feasibility

Client:
Airports Company
South Africa

Project Value:
N/A

Collaborators:
Aurecon

In support of a proposed Airport Operations Concession, Osmond Lange consulted to Airports Company South Africa in preparing conceptual upgrade options for Lubumbashi International Airport.

MBUJI MAYI AIRPORT (MJM)

Mbuji Mayi | Kasai-Oriental Province, Democratic Republic of Congo



Status:
Feasibility

Client:
Airports Company
South Africa

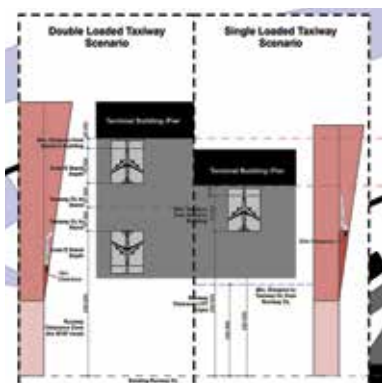
Project Value:
N/A

Collaborators:
Aurecon

In support of a proposed Airport Operations Concession, Osmond Lange consulted to Airports Company South Africa in preparing conceptual upgrade options for Mbuji Mayi International Airport.

ROBERTS INTERNATIONAL AIRPORT (ROB)

Monrovia | Montserrado County, Liberia



Status:
Bid Stage
(Not Awarded)

Client:
National Civil Aviation
Administration (NCAA)

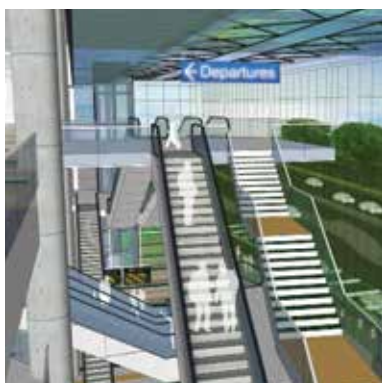
Project Value:
N/A

Collaborators:
Aurecon, Lethola
Cost Consultants

In support of a Consortium Bid for the upgrade and expansion of the Roberts International Airport, Osmond Lange undertook desktop analysis of existing facilities.

RIGA INTERNATIONAL AIRPORT - AIR BALTIC PASSENGER TERMINAL (RIX)

Riga | Latvia, Europe



Status:
Architectural Ideas
Competition Entry
(Shortlisted)

Client:
Air Baltic

Project Value:
N/A

Collaborators:
N/A

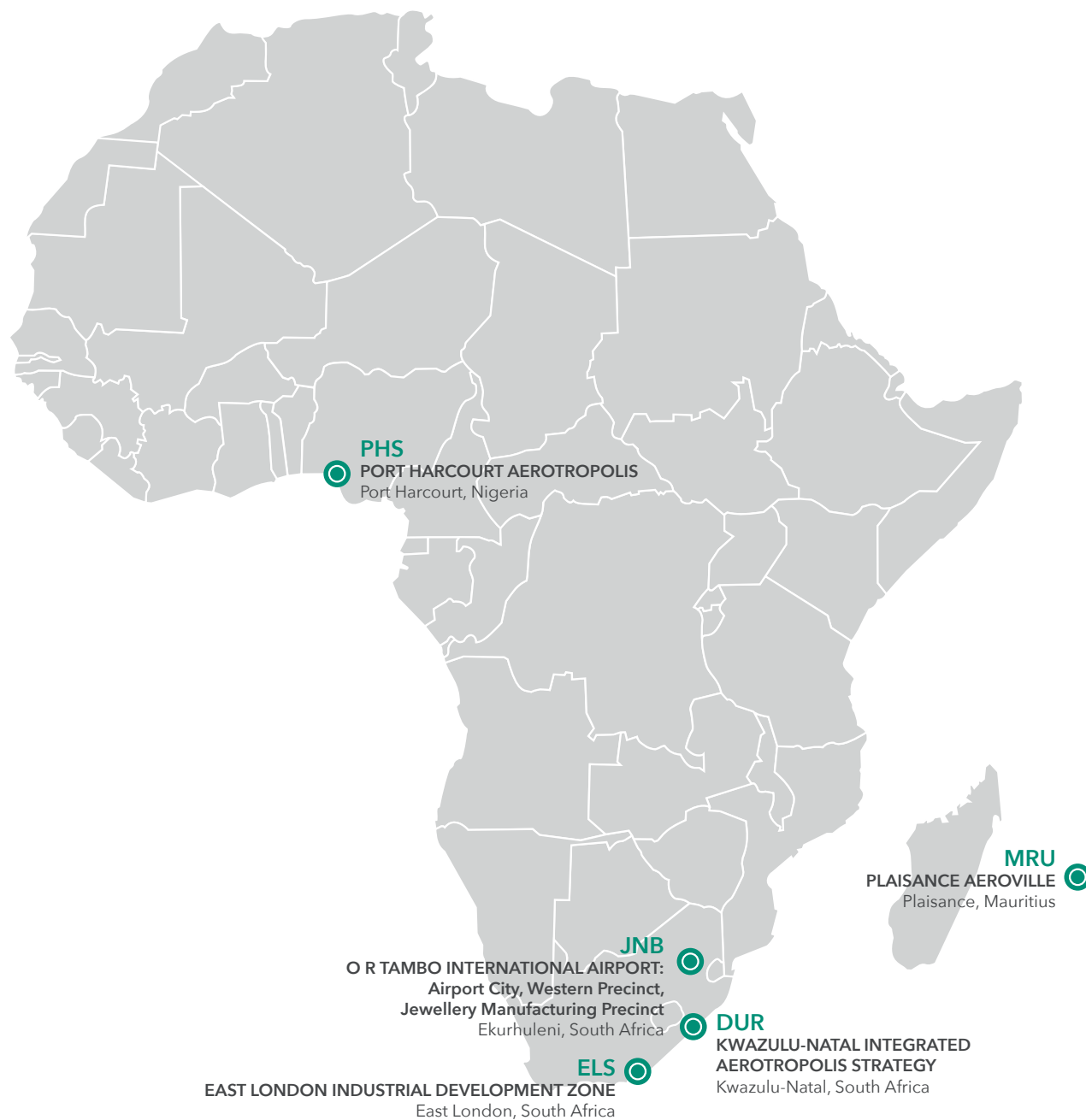
In 2010, Latvia-based airline, Air Baltic advertised an 'Architectural Ideas Competition' for a new dedicated Passenger Terminal to be sited at Riga International Airport. Osmond Lange's competition entry comprised the development of a processor that was distributed in an efficient layout over three main levels: Check-in, Arrivals and Departures in a compact, rectangular envelope capable of expanding and incorporating a central multi-level vertical circulation space that facilitates orientation, way-finding and the flow of passengers.

AIRPORT CITY PROJECTS

Just as historical cities focused activity around railways stations and harbour quaysides, airports will play an increasingly more important role in the economic life and physical development patterns of 21st century cities. The Aerotropolis Concept, originated by US-based academic, Professor John D. Kasarda, is premised upon competitive business advantage derived by rapid access to clients, customers and markets through the global portal of a well-linked airport. An Aerotropolis is essentially concerned with the location of businesses within easy access of an airport, optimising time-saving efficiencies, whilst building and strengthening linkages; pedestrian linkages between the airport terminal and immediately adjacent precincts; public transport linkages between the airport and major surrounding urban areas; road linkages between the airport and nearby regional economic nodes and strategic corridors; and without a doubt most fundamentally, air linkages to national, regional and global centres of business.

Through the combination of our expertise in the fields of airport design and integrated urban planning, Osmond Lange has developed specialised capabilities in relation to the planning of Airport Cities, with a particular focus on the application of the Aerotropolis model within an African and emerging economic context.

AIRPORT CITY PROJECT LOCATIONS



O. R. TAMBO MASTER COORDINATION PLAN (JNB)

Ekurhuleni | Gauteng, South Africa

Status:
Planning Stage

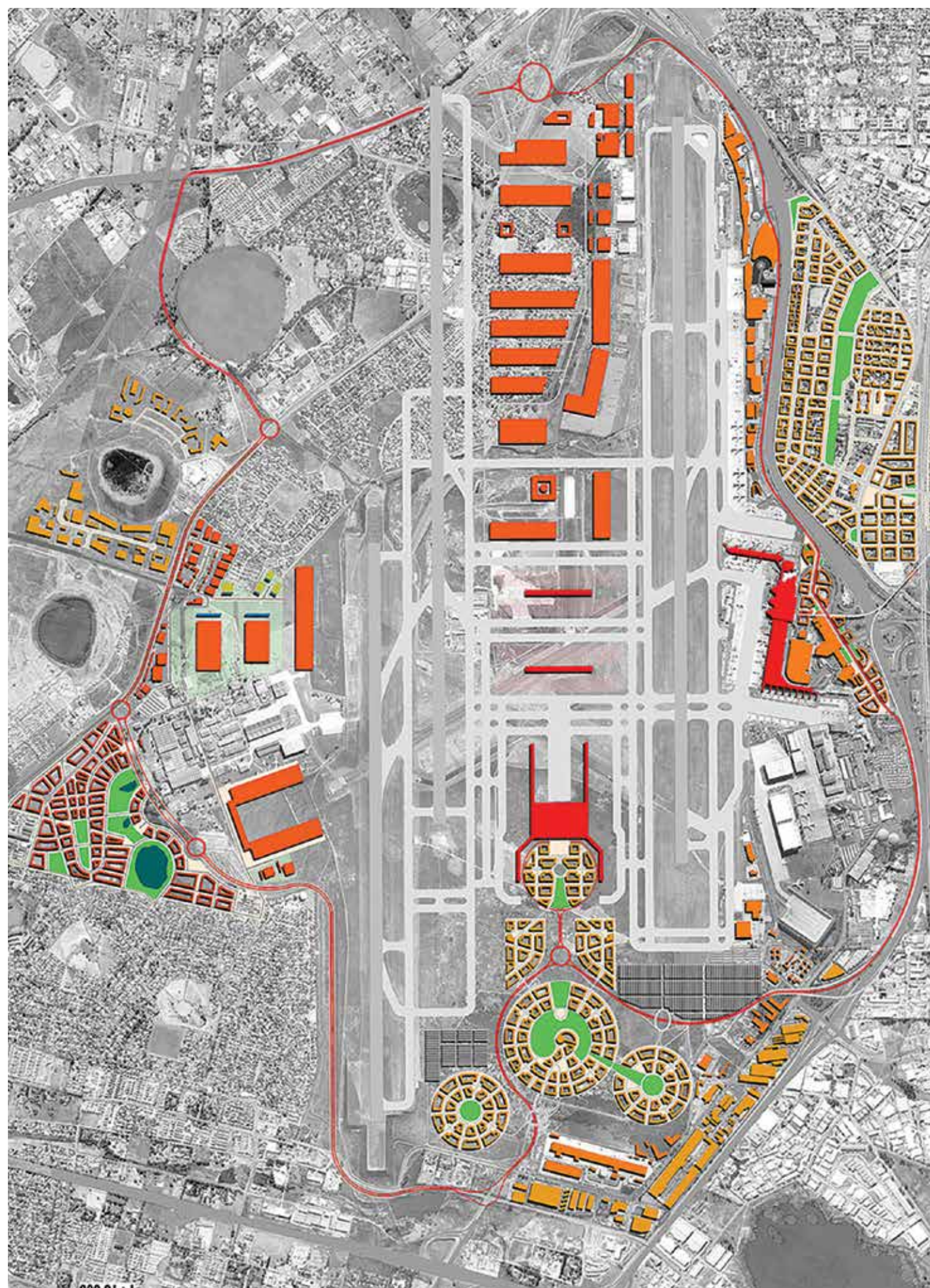
Client:
Airports Company South Africa

Project Value:
N/A

Collaborators:
Arup, Aecom

As part of our work on O. R. Tambo's Midfield Development, Osmond Lange also developed a Master Coordination Plan (MCP) for the non-aeronautical land adjoining the airport. The MCP identified a number of Aerotropolis precincts surrounding the ORTIA site. Based upon the location of each precinct, a core focus was assigned which in turn defined a development vision and rationale for the particular precinct. A spatial logic was built up, whereby primary commercial precincts were earmarked immediately adjacent to the two passenger terminal precincts (Western precinct and Midfield/Southern precinct), a proposed Industrial Development Zone adjacent to the new Midfield Cargo precinct, and a series of secondary commercial precincts located along the proposed ORTIA connectivity ring accommodating complimentary and subsidiary land uses. These secondary commercial precincts are located both on ACSA-owned land (Northern, Denel and Jones Road precincts) and privately owned land (Rhodesfield, Lancaster Park, SAA Technical, Emperors). The MCP covered more than 1200 hectares of developable land, identifying opportunities for the development of up to 4 000 000m² of bulk within the proposed Airport City.





O. R. TAMBO INTERNATIONAL AIRPORT WESTERN PRECINCT (JNB)

Ekurhuleni | Gauteng, South Africa

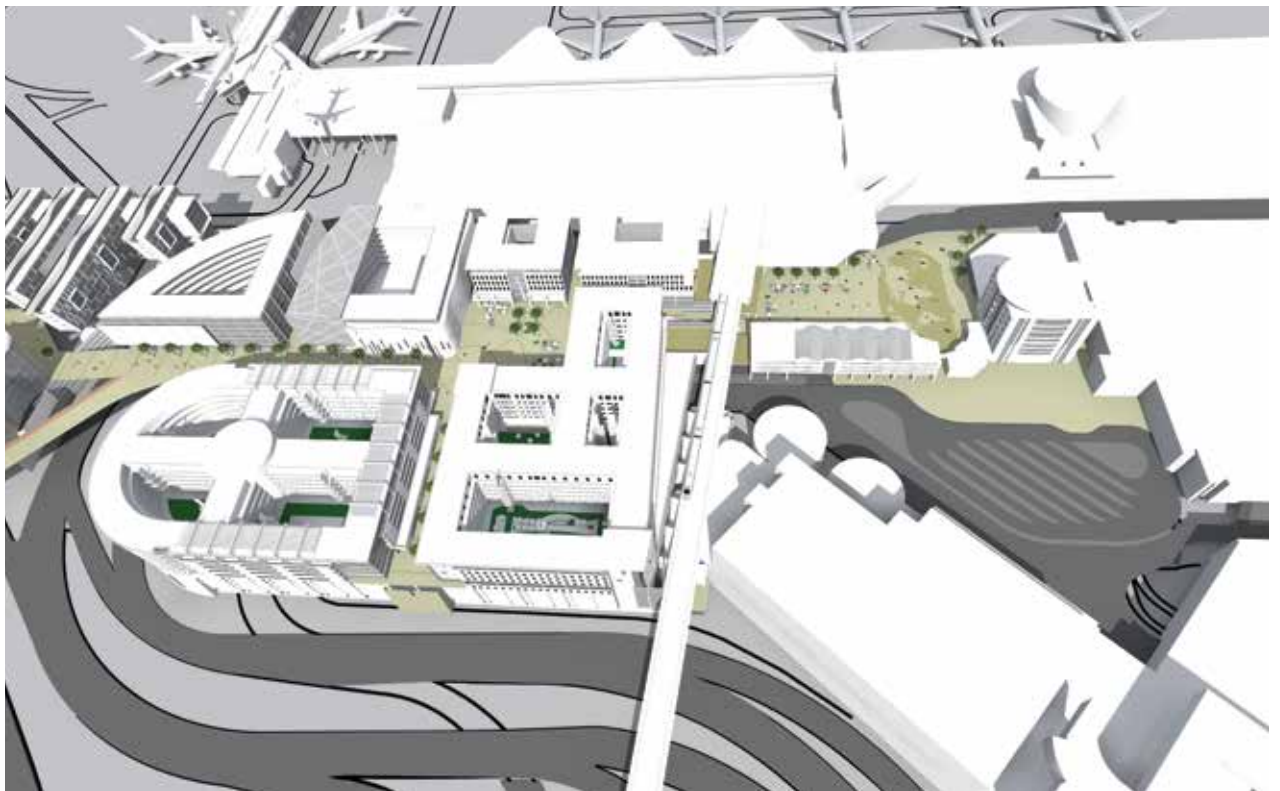
Status:
Feasibility

Client:
Airports Company South Africa

Project Value:
N/A

Collaborators:
Arup, Aecom

As an extension of our work on the O. R. Tambo Master Coordination Plan, Osmond Lange prepared an Urban Development Framework for a proposed commercial development adjoining the existing Western Terminal Precinct at O. R. Tambo International Airport. The framework focused on 7 hectares of developable land located in a series of islands enclosed within the terminal's access road system. The proposed development comprises the decking of these land parcels to form an artificial ground plane for a proposed mixed use precinct, laid out on the principles of New Urbanism, connecting directly to the retail mezzanine of the terminal buildings, and to the airport's Gautrain Station. The proposed development comprises 220 000m² total bulk, including retail, offices, hotels and a convention centre, as well as 5400 new parking bays.





O. R. TAMBO JEWELLERY MANUFACTURING PRECINCT (JNB)

Ekurhuleni | Gauteng, South Africa



Status:
Feasibility Study

Client:
Gauteng Growth
& Development
Agency

Project Value:
ZAR 440 Million

Collaborators:
Bagale Consulting

As part of an initiative to increase beneficiation of minerals prior to export, the Gauteng Provincial Government commenced a study to assess the feasibility of a proposed Jewellery Manufacturing Precinct (JMP), located on a 6 hectare site within O. R. Tambo International Airport's Precinct 3. Osmond Lange's scheme for the proposed JMP comprises 14 000m² of accommodation laid out within a light industrial estate. Proposed facilities include building's accommodating Manufacturing Operations, a Training Institute, a Support Services Building as well as an Exhibition and Conferencing Facility.

EAST LONDON INDUSTRIAL DEVELOPMENT ZONE (ELS)

East London | Eastern Cape, South Africa



Status:
In Progress

Client:
East London IDZ

Project Value:
ZAR 1,7 Billion

Collaborators:
Arup

The East London IDZ is a prime industrial park owned by the Eastern Cape Development Corporation (74%) and Buffalo City Municipality (26%). The IDZ is located on 150 hectares of land between East London's Mercedes-Benz South Africa plant and the East London Airport. The IDZ's focus is on the automotive, agro-processing and aqua-culture sectors. Osmond Lange's involvement in the project dates back to 2004, since when we have developed the Urban Design Masterplan, and Urban Design and Architectural Guidelines for the park. We have also successfully designed and implemented the Estate Buildings and Infrastructure as well as several Industrial Buildings for multiple owners and tenants.

KWAZULU-NATAL INTEGRATED AEROTROPOLIS STRATEGY (DUR)

KwaZulu-Natal, South Africa



Status:
Integrated Strategy
and Scoping Study

Client:
KwaZulu-Natal
Department
of Economic
Development and
Environmental Affairs

Project Value:
N/A

Collaborators:
Aerotropolis Business
Concepts, Gibb,
Urban-Econ

Osmond Lange led a multi-disciplinary team in the preparation of an Integrated Aerotropolis Strategy for the South African province of KwaZulu-Natal. Centred on the new King Shaka International Airport and the Dube TradePort airport city project, the brief for this study focused on the extension of the economic impact of the Aerotropolis to its geographic limits, through the development of a portfolio of business and industrial parks located along key movement corridors linking to the airport. The study was also tasked with the strategic alignment of the various plans and strategies of national, provincial and local government as well as parastatal and private sector roleplayers. The project is located within the Strategic Integrated Project 2 (Durban-Free State-Gauteng Logistics & Industrial Corridor) of the Presidential Infrastructure Coordinating Commission.

PLAISANCE AEROVILLE (MRU)

Plaisance, Mauritius



Status:
Urban Design
Masterplan

Client:
Curimjee Jeewanjee
& Co Ltd

Project Value:
ZAR 5 Billion

Collaborators:
N/A

Plaisance Aeroville is a proposed 234 000m² mixed use precinct, planned on the principles of New Urbanism, on 42 hectares of land located immediately adjacent to Mauritius's main international airport. The precinct is planned to include a mix of retail, offices, residential and hotels, as well as a transport node. Osmond Lange's involvement in the project included the preparation of an Urban Design Masterplan, Urban Design and Architectural Guidelines as well as design detail for Phase 1 (bulk, land use planning, roads, services and urban fabric).

PORT HARCOURT AEROTROPOLIS (PHS)

Port Harcourt | Rivers State, Nigeria

Status:
Planning Concept

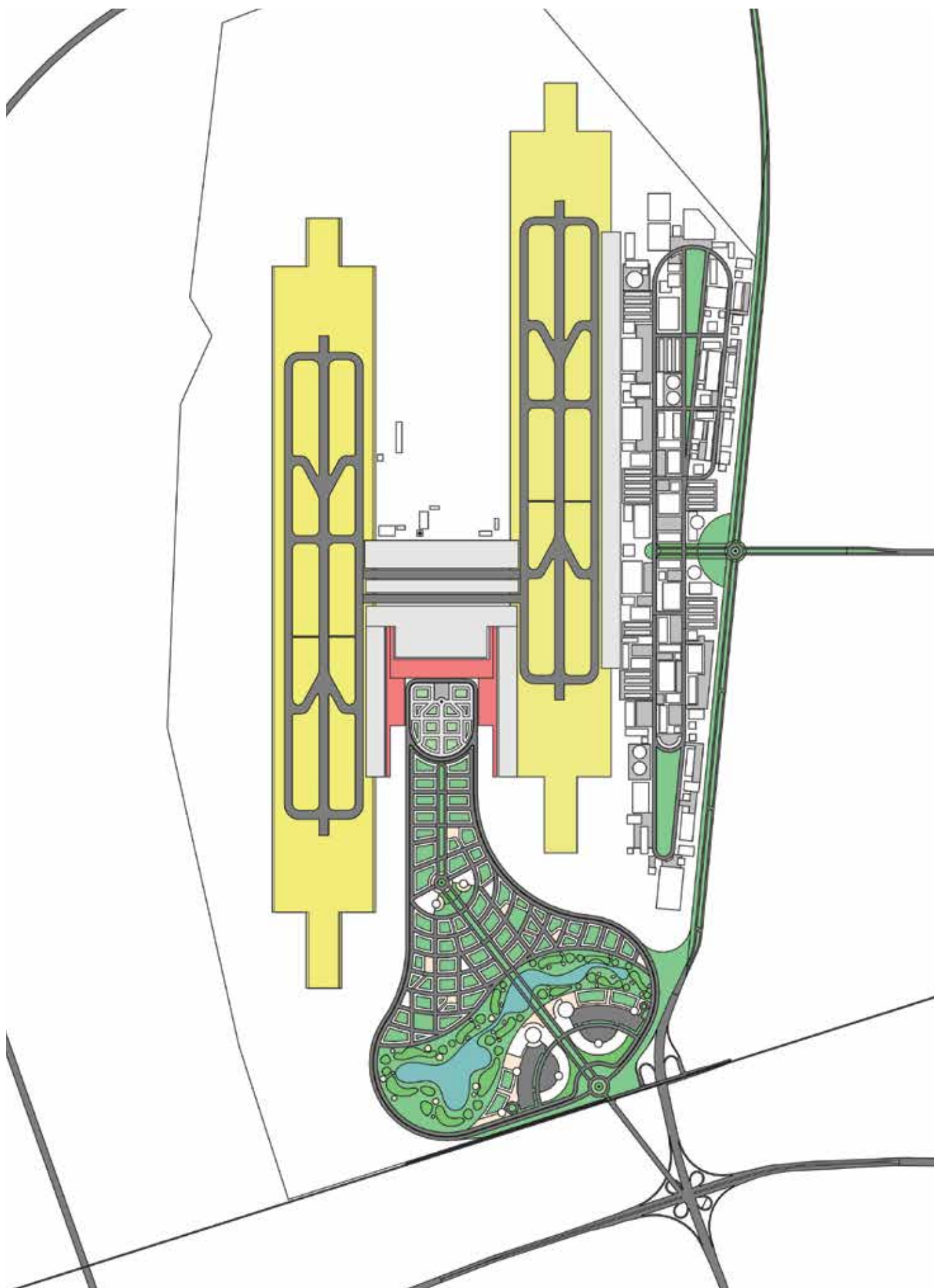
Client:
Government of Rivers
State

Project Value:
N/A

Collaborators:
Gibb

Located north of the capital of Rivers State in the Niger Delta, Port Harcourt International Airport is Nigeria's third busiest airport. One of three anchors that define the city's structure, as set out in the Greater Port Harcourt Development Plan, the airport is the focus of a proposed Port Harcourt Aerotropolis, comprising a mix of office, retail, hotel and industrial development located within two separate precincts. Osmond Lange collaborated with Gibb in the preparation of a planning concept for the Aerotropolis Development.





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