

OSMOND LANGE ARCHITECTS + PLANNERS

TALL BUILDINGS PROFILE





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EAST LONDON

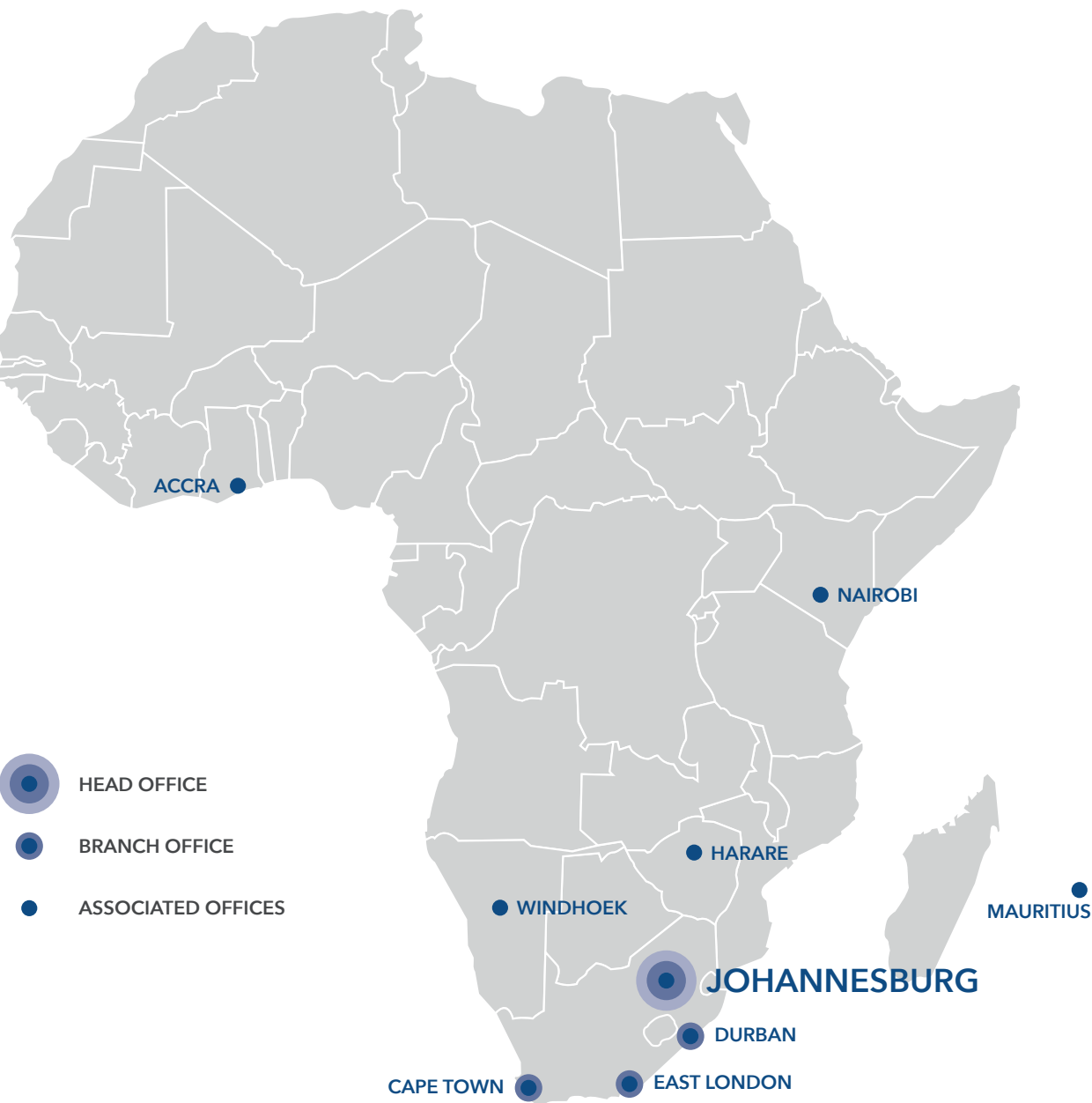
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OFFICE LOCATIONS



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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 | ABSA | Eris Property Group | Amdec

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

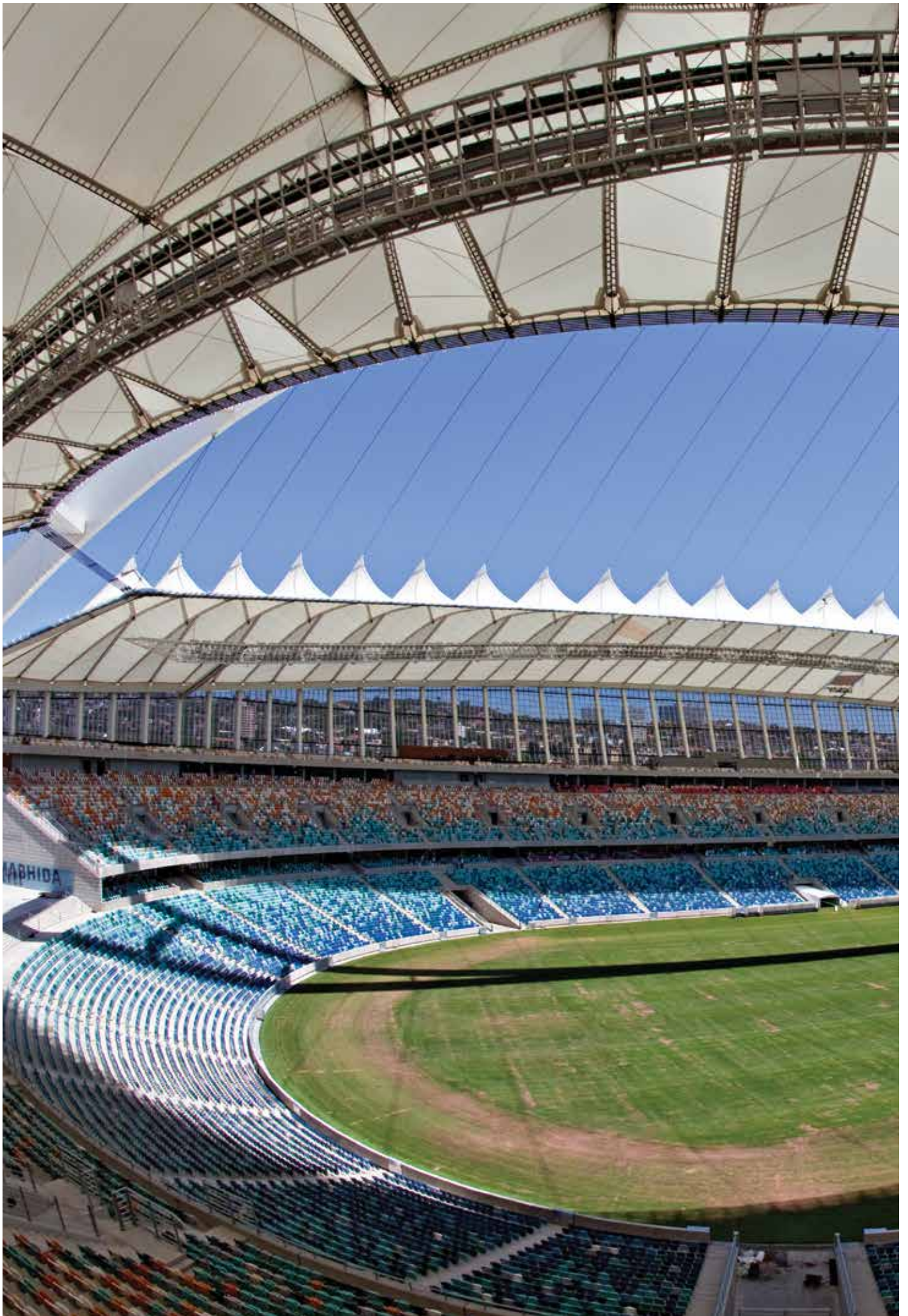
Urban Renewal - Public Environment Upgrades, Parks, Markets

Commercial - Shopping Centres, Office Buildings

Residential - Upmarket, Sectional Title, Affordable

Public Sector- Hospitals, Clinics, Police Stations

Industrial - Manufacturing Plants, Warehouses, Logistics Buildings



KING SHAKA INTERNATIONAL AIRPORT

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



O.R. TAMBO INTERNATIONAL AIRPORT MIDFIELD PRECINCT

Johannesburg | Gauteng, South Africa

Status:
Planning Stage

Client:
Airports Company South
Africa

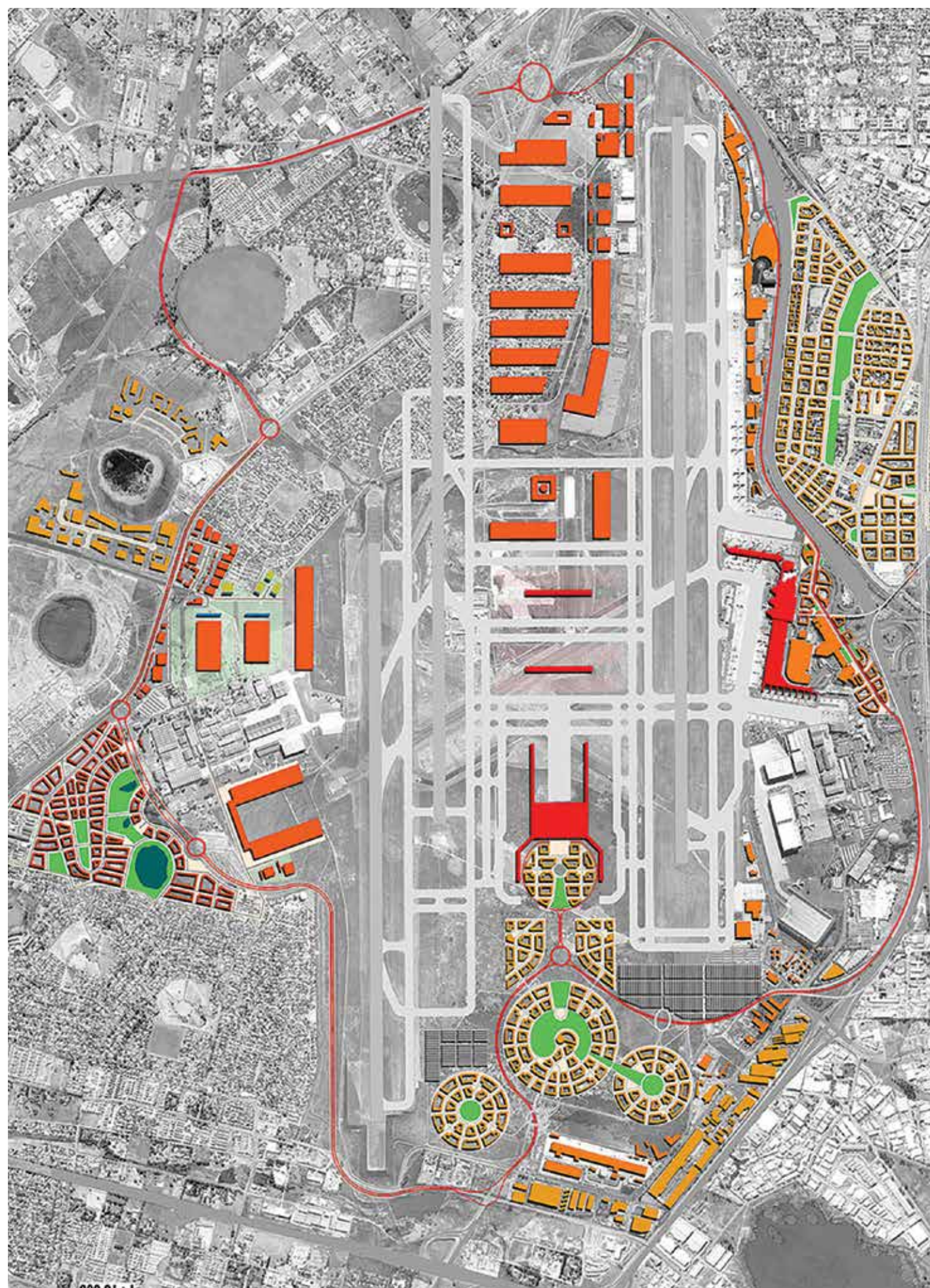
Project Value:
N/A

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.





FEDERAL PALACE

Lagos | Nigeria

Date:
2009 - 2010

Refurbishment of an existing sixteen storey hotel building on Victoria Island

Client:
Sun International

Service Provided:
Stages 1-3, Refurbishment of existing hotel

Project Value:
ZAR 60 Million

Project Size:
12 000m2





GILLOOLY'S OFFICE PARK

Johannesburg | Gauteng, South Africa

Date:
Completed 1998

Client:
Mines Pension Fund
Properties

Project Value:
ZAR 60 Million

Office Size:
10 755m²

Collaborators:
N/A

A commission brief was to re-assess the masterplan and design of three new buildings in an unfinished office park. The buildings are designed to be flexible and accommodate single or multi tenants.



STELLA STREET

Sandton | Gauteng, South Africa

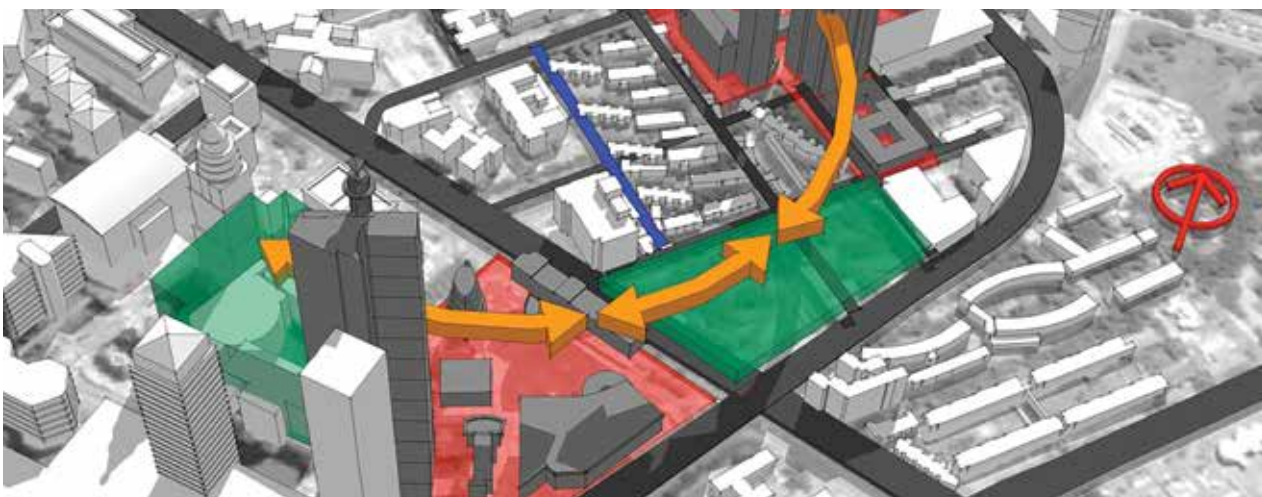
A proposal for a new retail and lifestyle precinct that links Sandton City and the Gautrain Station to Village Walk Shopping Centre.

Date:
2012

Client:
Old Mutual Properties

Project Value:
ZAR 5 Billion

Collaborators:
LYT Architects



RUNHARE HOUSE

Harare | Zimbabwe



THREE ANCHOR HOUSE

Harare | Zimbabwe



99 JASON MOYO AVENUE

Jason Moyo Avenue | Harare, Zimbabwe



Date:
Completed 1997

Corporate Head Office building and letting space.

Client:
Miekles Group

Project Value:
ZAR 95,9 Million

Office & Retail Size:
7 000m²

THE COURSEWAY BUILDING

Central Avenue/Third St | Harare, Zimbabwe



Date:
Completed 1994

Corporate Head Office building, Post office, banking branch and letting space.

Client:
PTC Pension Fund

Project Value:
ZAR 2 219 400 00

Office & Retail Size:
18 000m²

This building has a total area of 18 000m² and occupies a 5 354m² corner site in the Harare CBD. The area is characterised by buildings erected in the 60s the POSB HQ represents a new generation of post-independence architecture. The structure has a total of 21 levels divided in four zones: The basement, the podium, the office tower and the services core. The basement provides accommodation for 71 passenger vehicles.

FIDELITY LIFE TOWER

Harare, Zimbabwe



Date:
Completed 1997

Speculative office building and retail space

Client:
Fidelity Life

Project Value:
ZAR 131 520 000

Office & Retail Size:
12 000m²

FORTY ON OAK

Melrose Arch | Gauteng, South Africa

Date:
Completed 2013

Client:
Melrose Arch
Investment Holdings

Project Cost:
ZAR 200 Million

This recently completed residential apartment building has units ranging from 110m² up to 500m², including five luxury penthouses with roof gardens and pools. It was the first multi unit residential building in South Africa to obtain a 4 star greenstar design rating from the GBCSA.

Number of Units: 59

Involvement capacity: Architect



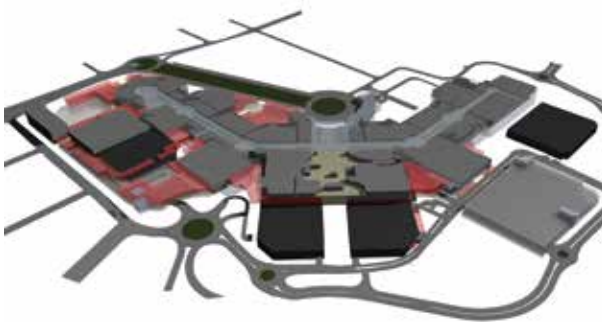
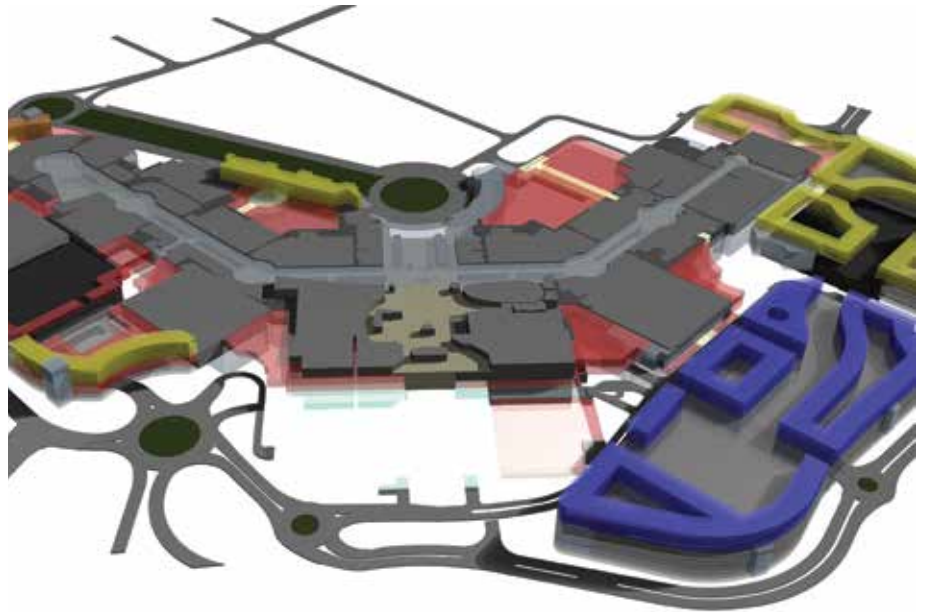


GATEWAY THEATRE OF SHOPPING - EXPANSION PROJECT

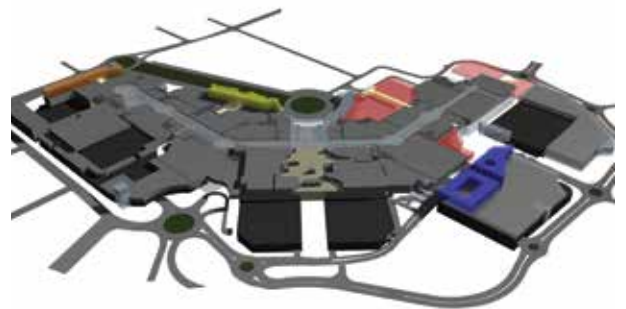
Umhlanga | KwaZulu-Natal, South Africa

Client:
Gateway Theatre of Shopping

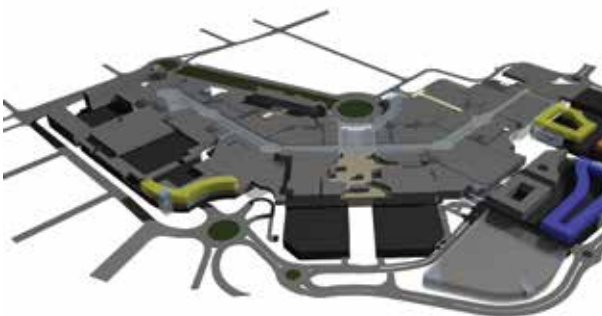
An extension to the existing Gateway Theatre of Shopping, has been established, with the intent to double its bulk and extend its variety as a mixed-use development, rather than a stand alone shopping centre. Emphasis is placed on re-connecting and integrating the centre to the immediate urban context.



Phase 1



Phase 2



Phase 3



Phase 4

ABSA BANK

Clearwater Mall | Gauteng, South Africa

Following extensive experience in design and fit out of ABSA retail branches, Osmond Lange was honoured to be involved in this unique and exciting project. In collaboration with Allen International, the brief called for a branch of the future. The idea was to push the boundaries of retail bank design, creating an interactive experience between the bank and the client.

The latest technology and materials were utilised to shape the users experience. Organic forms, encapsulating touch and ID recognition technology were created using Corian and stretch fabrics. The layout of the bank initiated a streamlined process to self-service banking and efficient ergonomics.

The branch of the future set the standards for branch design and led to the implementation of a new visual identity for the client. The branch has continued to be a huge success for both client and customer.

Date:
May 2012

Client:
ABSA Bank

Project Value:
ZAR 36 Million

Collaborator:
Allen International



MOSES MABHIDA STADIUM

Durban | KwaZulu-Natal, South Africa

Date:
Completed 2009

Client:
South African Football
Association

Project Cost:
ZAR 1, 83 Billion

Size:
85 000m²
56 000 spectators &
14 000 temporary
spectators

Collaborators:
Ibhola Lethu
Consortium,
Architects & Planners,
GMP International,
AMBRO Afrique, NSM
Designs, Mthulisi
Msimang and TJA

To make way for this prestigious contribution, Kings Park Stadium was demolished in the late 2006 to develop a new a stadium complex set to comprise of an adjoining indoor arena, sporting museum, sport institute and a new transmodal transportation station in preparations ahead of the world showpiece. Scheduled to host the 2010 FIFA World Cup five group matches, one second round match, one quarter final and a semi-final match; the catering capacity is set to comprise of:

- 70 000 spectator seats
- Demountable seating will be removed to reduce the capacity to 54 000 post 2010 in legacy mode.
- 50 percent of the seats will be accessible from the main entrance while a 150 suites with housing ability totalling 7 500 set to cover a range of hospitality options.
- There are plans and allocations to increase the capacity of the stadium to 84 000 seats in the future to further accommodate major events such as Olympics.

For the provision and successful accomplishment of this development, the allocated budget amounts to R1,83 Billion.

Planning of the development started:

- Internally in January 2006
- The demolition of Kings Park started June/July 2006
- Piling in November 2006
- Principal Building Constructor started with the site in January 2007



The stadium is owned by the South African Football Association and put to house and cater for a variety of sporting activities such as rugby, cricket and athletics; the stadium is not only planned not be a white elephant, but is also set to be a flexibly operating facility since it will operate seven days a week and 365 days a year unlike other stadiums post 2010 FIFA World Cup. The project brief called for the development of a stadium that is 'iconic', as a beacon to the city of Durban. A key driver for the development to ensure that the project is sustainable.

The stadium's arch is familiar marker against the landscape. From within, the arch forks to create a view of Durban, a window onto the city, symbolically looking back at where the city has come from, on the one side, and the future, on the other side. At a precinct urban design level, a range of activities is catered for. This includes sport and recreation related as well as other activities that contribute to a vibrant public realm.

The stadium is the centre piece of a large integrated development which weaves itself tightly into the landscape of the city. Bounded by Imbizo Place, the 'Peoples Park' in the south, a new train station to the north on Isaiah Ntshangase Road (formerly Walter Gilbert) and a connection to the beach the precinct anchors itself seamlessly into the city's urban fabric.

A 'World first' in the design of roof arch foundations, which involve diaphragm walling to bedrock, massive

cappings and springer plinths. In addition, the stadium also achieved a 'South-African first' for pre-cast design and installation in stadiums and also achieved the specified strict requirements for concrete quality, durability and aesthetics.

The lightweight translucent roof is supported by a steel-cable structure suspended from the arch. The compression ring, in the shape of complex ellipse which is supported by vertical and inclined steel façade columns, assists in absorbing all horizontal forces created by roofing cables while the major structural arch takes up the vertical loading.

Leaning pre-cast concrete columns sweep around the circumference of the stadium bowl. Aluminium fins sit vertically between each of the concrete columns and a woven mesh ties the façade together.

The architects dipped their paint brush into the ocean, used the tones of the beaches, the brightly explicit colours of clothing and the exuberance of handcrafted jewellery to express the vibrancy of the local surrounds in the building. The seating, a pixelated image of bright colouring drawing its inspiration from the ivory coloured beach sand merging into the turquoises and pastel blues of the ocean is a light-hearted aesthetic giving the stadium bowl a sense that it is a landscape.



WUHAN DAQIAO CITY PLAZA

Wuhan, China

Date:
2009

Client:
Hubei Great Wall
Construction Company
Ltd

Project Value:
Multibillion

Size:
Site - 342 663m²



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.

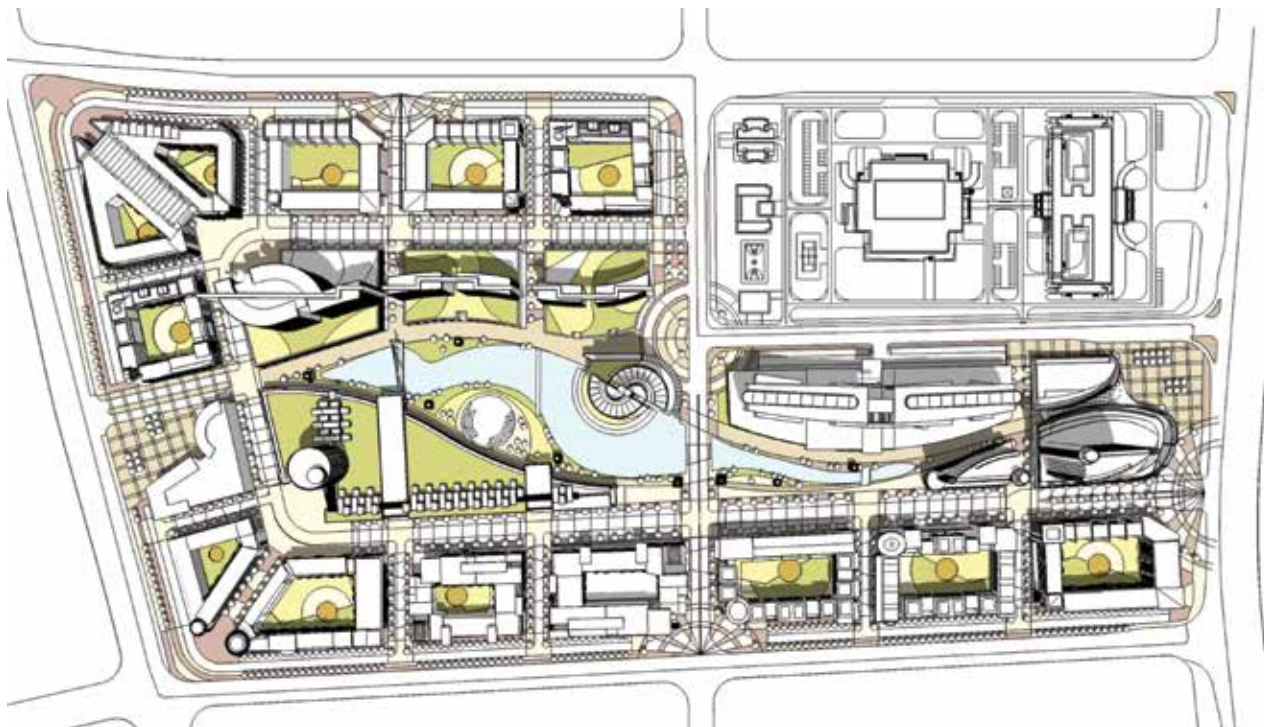
Gateways at the important edges:

- 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.



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.

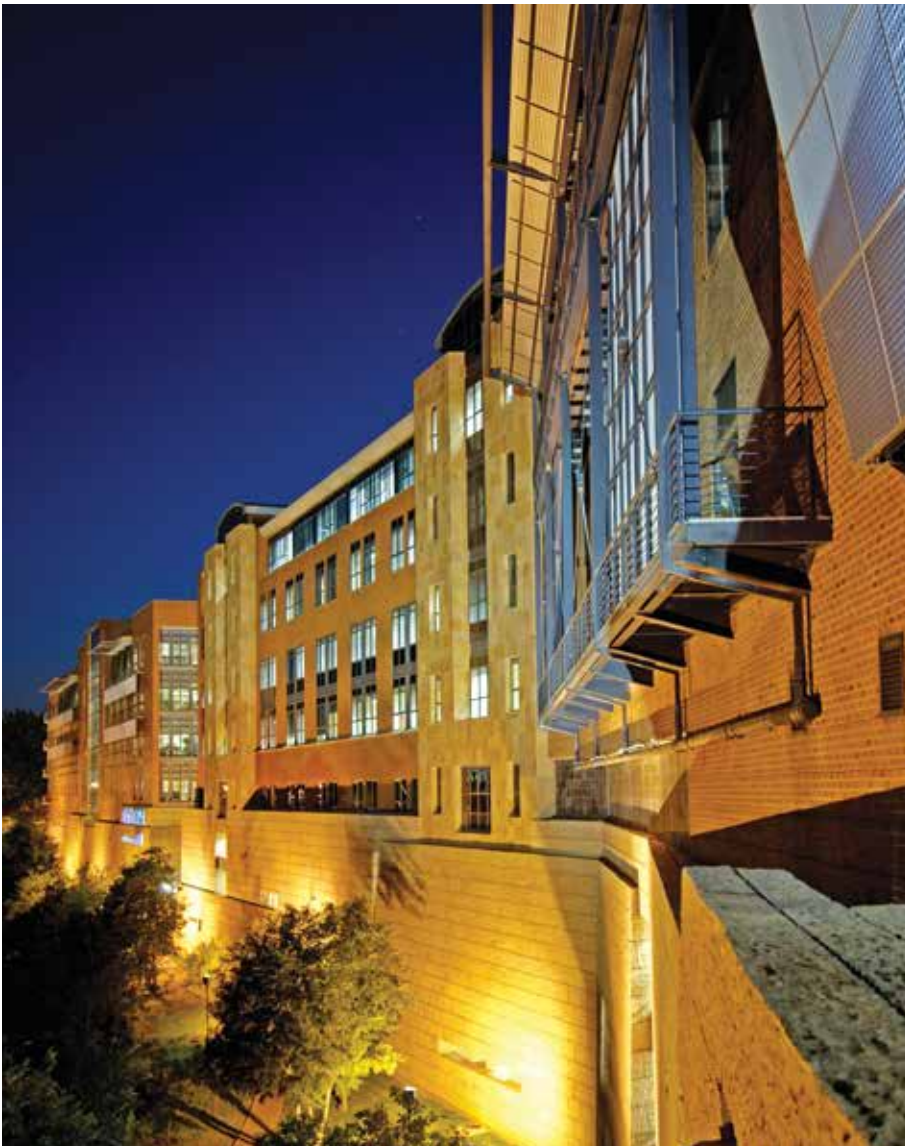
Control of the Product

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 |



BONNY PLACE

Victoria Island, Lagos | Nigeria

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.

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.

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.

Date:
2012

Client:
Bonny Properties
Developments Ltd

Project Value:
Multimillion

Collaborators:
LYT Architecture &
James Cubitt Architects



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