

## SCOPING REPORT

### Environmental Impact Assessment

#### Proposed Rezoning of Erf 3522, Walvis Bay

*From Single Residential (1 unit per 300 m<sup>2</sup>) to Local Business (Bulk Factor 2)*

Walvis Bay, Erongo Region



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<b>CLIENT</b>	Mr Zhou Jiansheng
<b>LOCATION</b>	Erf 3522, Corner of Hage Geingob Avenue & Sixteenth Road, Walvis Bay Proper. Walvis Bay, Erongo Region
<b>EAP/Consultant</b>	RJ Dynamics Investment CC (Lead Practitioner: Ms. Rauna Nghifikwa)
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# TABLE OF CONTENTS

EXECUTIVE SUMMARY .....	1
<b>1. INTRODUCTION .....</b>	<b>2</b>
1.1 PURPOSE OF THIS REPORT .....	2
<b>2. THE PROJECT TEAM &amp; STAKEHOLDERS .....</b>	<b>2</b>
<b>3. PROJECT DESCRIPTION &amp; LOCATION .....</b>	<b>3</b>
<b>4. LEGAL &amp; REGULATORY FRAMEWORK .....</b>	<b>5</b>
<b>5. THE RECEIVING ENVIRONMENT .....</b>	<b>11</b>
<b>6. PROJECT ALTERNATIVES .....</b>	<b>13</b>
6.1. ALTERNATIVE PROPOSALS .....	13
6.2. SITE ALTERNATIVES .....	13
6.3. NO-REZONING ALTERNATIVE.....	13
6.4. DESIGN ALTERNATIVE .....	14
<b>7. ENVIRONMENTAL IMPACT ASSESSMENT .....</b>	<b>14</b>
7.1. ASSESSMENT METHODOLOGY.....	14
7.2. ASSESSMENT OF IMPACTS & MITIGATION MEASURES.....	17
7.2.1. <i>Planning and design phase impacts</i> .....	18
7.2.2. <i>Construction impacts on the biophysical environment</i> .....	19
7.2.3. <i>Construction phase impacts on the socio-economic environment</i> .....	21
7.3. OPERATIONAL IMPACTS .....	25
7.3.1. <i>Visual and Sense of Place Impacts</i> .....	25
7.3.2. <i>Noise impacts</i> .....	26
7.3.3. <i>Air quality and emission impacts</i> .....	26
7.3.4. <i>Waste management impacts</i> .....	27
7.3.5. <i>Socio-economic impacts</i> .....	27
7.4. CUMULATIVE IMPACTS.....	28
7.5. ENVIRONMENT MANAGEMENT PLAN .....	29
7.6. SUMMARY OF POTENTIAL IMPACTS.....	29
<b>8. STAKEHOLDER ENGAGEMENT.....</b>	<b>30</b>
8.1. FIRST ROUND CONSULTATION.....	30
8.2. SECOND ROUND CONSULTATION .....	32
<b>ANNEXURE A: NEW DEVELOPMENT PLAN.....</b>	<b>33</b>
<b>ANNEXURE B: REGISTERED MAIL BY NAMPOST .....</b>	<b>34</b>
<b>ANNEXURE C: NEWSPAPER ADVERTS.....</b>	<b>36</b>

## **EXECUTIVE SUMMARY**

This EIA assesses the proposed rezoning and development of Erf 3522 W, located at the corner of Hage Geingob Avenue and Sixteenth Road, Walvis Bay Proper. The project seeks to change the land use from Single Residential 1 to Local Business with a bulk factor of 2, to allow the construction of 39 residential units, including garages and parking bays.

The site is in a fully built-up urban area. An existing house on the erf will be demolished to make way for the new development. The project aligns with Walvis Bay's urban densification goals and addresses local housing demand.

Key findings:

- No sensitive environmental receptors (no natural vegetation, water bodies, or heritage sites on site)
- Potential impacts are limited to typical urban construction effects (dust, noise, traffic, waste)
- All impacts can be effectively managed through standard mitigation measures outlined in the EMP
- Positive outcomes include new housing stock, job creation, and efficient land use

Recommendation: The project is environmentally acceptable, provided the Environmental Management Plan (EMP) is implemented and all regulatory approvals are secured.

## 1. INTRODUCTION

Mr. Zhou Jiansheng, the owner of Erf 3522, appointed RJ Dynamics Investment CC to guide the Environmental Impact Assessment (EIA) process and secure an Environmental Clearance Certificate (ECC).

Currently, the property is zoned as "Single Residential," which only allows for one main dwelling house. The project proposes rezoning the erf to "Local Business" (Bulk Factor 2). This change in zoning permits the demolition of the existing old house and the construction of a high-density residential complex comprising 39 housing units, complete with garages, parking, and necessary municipal services.

This rezoning aligns with the Municipality of Walvis Bay's goals for urban infill, sustainable land use, and addressing the growing demand for housing in the area.

### 1.1 Purpose of this Report

The goal of this report is to identify the potential environmental, social, and economic impacts of changing the land use. The objective is to ensure that any negative impacts are mitigated, allowing the project to proceed sustainably. Based on this assessment, it is recommended that the Environmental Clearance Certificate be issued, subject to standard environmental management conditions.

## 2. THE PROJECT TEAM & STAKEHOLDERS

The project is executed through cooperation between the developer, environmental professionals, and regulatory authorities.

- **The Proponent:** Mr. Zhou Jiansheng is responsible for ensuring the project meets all legal, planning, and environmental requirements throughout its lifecycle.
- **Environmental Practitioner:** RJ Dynamics Investment CC (Led by Ms. Rauna Nghifikwa) is responsible for conducting the environmental assessment and guiding the EIA process.
- **Regulatory Authorities:** The Ministry of Environment, Forestry and Tourism (MEFT) and the Municipality of Walvis Bay reviewed the proposal to ensure compliance with local planning policies and national environmental laws.
- **Key Stakeholders:** Neighbouring property owners (including the Development Bank of Namibia), local residents, contractors, and service providers.

### 3. PROJECT DESCRIPTION & LOCATION

**Location:** Erf 3522 is a 1,763 m<sup>2</sup> property located at the corner of Hage Geingob Avenue and Sixteenth Road in Walvis Bay Proper. The aerial view in **Figure 1** shows the exact location of the property at this junction.



*Figure 1: Aerial view showing the location of Erf 3522 at the corner of Hage Geingob Avenue and Sixteenth Road, Walvis Bay*

**Current State:** The site is flat, fully serviced by municipal infrastructure, and currently holds an old, single-family residential house. The site is currently occupied by this old residential house, as shown in **Figure 2**, which will be demolished to make way for the new development.

**Zoning & Land Use:** According to the existing land use map in **Figure 3**, the property is designated for residential use. **Figure 4** illustrates the current zoning of Erf 3522 W as "Single Residential."



*Figure 2: An old house that is currently on the site*

**Proposed Development:**

1. Demolition of the existing house.
2. Construction of 39 residential units with associated garages and parking.
3. Connection to municipal water, sewage, electricity, and stormwater drainage systems.

Because the site is in a developed urban area with existing roads and services, it is highly suitable for this densification project.



*Figure 3 Existing Land use*



Figure 4 Current Zoning of Erf 3522 W

#### 4. LEGAL & REGULATORY FRAMEWORK

The project complies with several key national and local laws. The most relevant include:

- **Environmental Management Act (Act No. 7 of 2007) & EIA Regulations (2012):** Requires an Environmental Clearance Certificate for land rezoning and listed activities.
- **Urban and Regional Planning Act (Act No. 5 of 2018):** Governs the rezoning process, spatial planning, and zoning schemes.
- **Walvis Bay Zoning Scheme & By-Laws:** Dictates local land-use rules, bulk factors, building plan approvals, and service connections.
- **Public and Environmental Health Act (2015):** Ensures that increased population density and waste generation are managed safely.
- **Labour Act (2007):** Protects workers' rights, ensures fair labour practices, and mandates occupational health and safety during construction.
- **Water Resources Management Act (2013):** Guides water use and prevents the pollution of water resources during construction and operation.
- **National Heritage Act (2004):** Requires a "chance-find" procedure if heritage objects are uncovered during excavation.

Table 2 below provides a summary of the legal instruments considered to be relevant to this development and the environmental assessment process.

*Table 1: Legislation applicable to the proposed development*

<b>LEGISLATION/POLICY</b>	<b>RELEVANT APPLICATION</b>	<b>AUTHORITY</b>
Namibia Constitution First Amendment Act of 1998	<p>Article 91 (c) provides for duty to guard against “the degradation and destruction of ecosystems and failure to protect the beauty and character of Namibia.”</p> <p>Article 95(l) deals with the “maintenance of ecosystems, essential ecological processes and biological diversity” and sustainable use of the country’s natural resources.</p>	National Government
Walvis Bay Zoning Scheme as underwritten by the Urban and Regional Planning Act, 2018 (Act No.5 of 2018).	The proposed rezoning will require the approval from the concerned statutory bodies, such as the Local Authority and the Urban and Regional Planning Board (URP Board). The Local Authority will be in charge of evaluating the proposed rezoning of the site according to the local guidelines, infrastructure provision, and possible effects on the environment of the site. This will be followed by the URP Board to ensure consistency with the objectives of urban planning and sustainable development.	Local Authority and URP Board
Environmental Management Act, 2007 (Act No.7 of 2007) and EIA Regulations.	The rezoning of land from residential to commercial is a listed activity which requires an Environmental Clearance Certificate to be undertaken. The Ministry	Ministry of Environment, Forestry and Tourism

	<p>of Environment, Forestry and Tourism (MEFT) is the custodian of this Act with certain powers delegated to the Local Authority (LA).</p>	
<p>EIA Regulations GN 28, 29, and 30 of EMA (2012)</p>	<p>GN 29 Identifies and lists certain activities that cannot be undertaken without an environmental clearance certificate.</p> <p>GN 30 provides the regulations governing the environmental assessment (EA) process.</p>	<p>Ministry of Environment, Forestry and Tourism</p>
<p>Draft Procedures and Guidelines for conducting EIAs and compiling EMPs (2008)</p>	<p>Part 1, Stage 8 of the guidelines states that if a proposal is likely to affect people, certain guidelines should be considered by the proponent in the scoping process.</p>	<p>Ministry of Environment, Forestry and Tourism</p>
<p>Labour Act, 2007 (Act No.11 of 2007), as amended.</p>	<p>All provisions to the Act should be followed by the proponent and contractors through all the stages of the rezoning. The Act sets out the rules of the game as far as employment is concerned, and it ensures that there will be no exploitation of the workforce and that workers are treated equally and fairly.</p> <p>The Act also ensures that employers must promote equality among employees through the prohibition of discrimination on grounds such as gender, colour, ability, religion or any other reason. Adherence to these conditions is important in protecting the rights of workers as well as promoting good labour practice.</p>	<p>The Ministry of Labour, Industrial Relations and Employment Creation (MLIREC)</p>

<p>Atmospheric Pollution Prevention Ordinance, 1976 (APPO:1976).</p>	<p>Give general information on pollution control measures that should be adopted, particularly dust emission reduction measures. In relation to the proposed rezoning, as well as the development thereafter, it is necessary to adopt the best practical means of reducing any dust emissions resulting from the proposed development.</p> <p>The adoption of these pollution control measures is crucial in preventing possible health hazards for people living around the affected areas as well as minimizing possible nuisances caused by the development.</p>	<p>Ministry of Environment, Forestry, and Tourism</p>
<p>Public and Environmental Health Act, 2015 (Act No.1 of 2015).</p>	<p>The Act provides an elaborate framework within which issues regarding public and environmental health are regulated and managed through a systematic and uniform framework. Some of the issues dealt with by the Act include the notification, prevention, and control of infectious diseases and sexually transmitted infections; maternal, antenatal, and neonatal care; water supply and food sanitation; nutrition of infants; waste disposal methods; environmental health nuisances; and public and environmental health planning. The Act also replaces the</p>	<p>Local Authority</p>

	<p>Public Health Act 36 of 1919 (SA GG 979).</p> <p>Land rezoning to be put into another use may lead to changes in population density and even lead to waste production, traffic, noise pollution, and other related factors. Thus, the possibility of such an activity resulting in nuisances and hazards to the environment should be taken into account when planning for it.</p>	
National Heritage Act No. 27 of 2004	The Act is aimed at protecting, conserving and registering places and objects of heritage significance.	National Heritage Council
Urban and Regional Planning Act No 5 of 2018	<p>To consolidate the laws relating to urban and regional planning; to provide for a legal framework for spatial planning in Namibia; to</p> <p>provide for principles and standards of spatial planning; to establish the urban and regional planning board; to decentralise</p> <p>certain matters relating to spatial planning; to provide for the preparation, approval and review of the national spatial development framework, regional structure plans and urban structure plans; to provide for the preparation, approval, review and amendment of zoning schemes; to provide for the establishment of townships; to provide for the alteration of boundaries of approved townships, to provide for the</p>	Local Authority

	<p>disestablishment of approved townships; to provide for the change of name of approved townships; to provide for the subdivision and consolidation of land; to provide for the alteration, suspension and deletion of conditions relating to land; and to provide for incidental matters.</p>	
<p>Hazardous Substance Ordinance 14 of 1974</p>	<p>To provide for the control of substances which may cause injury or ill-health to or death of human beings by reason of their toxic, corrosive, irritant, strongly sensitizing or flammable nature or the generation of pressure thereby in certain circumstances; to provide for the division of such substances into groups in relation to the degree of danger; to provide for the prohibition and control of the importation, manufacture, sale, use, operation, application, modification, disposal or dumping of such substances; and to provide for matters connected therewith.</p>	
<p>Water Act No. 54 of 1956</p>	<p>Section 23(1) deals with the prohibition of pollution of underground and surface water bodies. The pollution of water resources should be avoided during construction and operation of the development.</p>	<p>Ministry of Agriculture, Fisheries, Water and Land Reform</p>
<p>Water Resources Management Act No. 11 of 2013</p>	<p>The pollution of water resources should be avoided during construction and operation of the development. Should water need to be abstracted, a water abstraction permit will be required from</p>	<p>Ministry of Agriculture, Fisheries, Water and Land Reform</p>

	<p>the Ministry of Water, Agriculture and Forestry.</p> <p>Part 12 deals with the control and protection of groundwater</p> <p>Part 13 deals with water pollution control</p>	
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**5. THE RECEIVING ENVIRONMENT**

Prior to assessing impacts, an evaluation of the current state of the site and its surroundings was conducted:

- **Biophysical Environment & Topography:** The location of the site is generally flat, as seen in **Figure 5**, which displays the topography within the boundary wall of the site. This flat terrain does not pose any topographical challenges for the development. There is no natural vegetation or wildlife on the erf, as it has already been disturbed by previous development.
- **Surrounding Area:** **Figure 6** shows the project's surrounding area, highlighting that the site is integrated into an established urban environment with existing residential and commercial properties, paved roads, and municipal infrastructure.
- **Hydrology & Climate:** Walvis Bay is a water-scarce coastal town with low rainfall, frequent fog, and strong winds. There are no rivers or surface water bodies near the site. Proper stormwater drainage is essential to manage occasional runoff.
- **Socio-Economic Environment:** The area is a mix of residential and commercial properties. The local economy relies on trade, services, and port-related activities.
- **Cultural Heritage:** Initial checks showed no known heritage or archaeological sites on the property. However, a chance-find procedure will be strictly followed during excavation in case any hidden historical items are uncovered.



Figure 5 The topography within the boundary wall of the site



Figure 6 The project surrounding area

## **6. PROJECT ALTERNATIVES**

In accordance with the requirements of the EMA and EIA Regulations, it is important to consider alternative projects to ensure that the most sustainable choice is made. Alternative projects can include alternatives regarding the location, design, technology, and operational methods of the proposed project.

### **6.1. Alternative Proposals**

The possible alternatives to the rezoning will require consideration of different approaches of alternative solutions to accomplish the desired development aims of the project. The alternatives commonly considered consist of site alternatives, no-rezoning alternative, and alternative design for the proposed development. The evaluation of alternatives serves as an integral part of the planning and environmental decision-making process since it allows for the selection of most viable development solution. The following alternatives have analysed and considered for the rezoning of Erf 3522, Walvis Bay.

### **6.2. Site Alternatives**

The proponent considers the current site to be highly suitable and an appropriate choice for the proposed rezoning and development into a local business premise. Erf 3522 has an advantageous position within the established environment and can benefit from the urban infrastructural facilities available. The site presents favourable conditions for accommodating the proposed activity and the development is expected to thrive considering its location and the broader urban development context.

The selected site is able to meet the development objectives and requirements of the proponent in addition to providing improved utilisation of urban land resources. Moreover, the planned rezoning conforms with the planning objectives of the Walvis Bay Urban Structure Plan and supports principles of orderly urban development through land use optimisation in an already developed urban area. For this reason, consideration for an alternative site is not regarded as necessary, as relocation would require additional planning.

### **6.3. No-Rezoning alternative**

Under the no-rezoning alternative, Erf 3522 W, would be left with its current zoning designation of "Single Residential", limiting the land uses to those permitted by the zoning regulations and consent uses associated with it. This no-rezoning alternative will mean that the intended rezoning

cannot take place and consequently, there will be limitations to achieving diversified uses in the area.

Although the no-rezoning alternative will preserve the site's existing residential status, this does not meet the proponent's intentions in respect to the long-term plans to develop the erf. Similarly, the no-rezoning alternative may represent an underutilization of a strategically situated urban piece of land, especially considering that the property has potential for contributing to the economic development and more efficient land use planning.

#### **6.4. Design alternative**

The existing structure/house on Erf 3522 W, represents potential opportunity in its adaptation for redevelopment purposes through changing its usage from residential to local business. Although the current structure will be demolished, the site and location of the site was found to be structurally adequate and capable of supporting the planned development through minimal modifications.

Utilizing the current site reduces the need for extensive change in the environment such as land clearing and construction activities needed in addition to reducing the environmental impact caused by these processes. Any changes or improvements necessary in regard to the structure will be carried out according to the relevant municipal guidelines.

Building plans (Annexure A), structural changes, and alternation were prepared and submitted to the Municipality of Walvis Bay Municipality for assessment and approval prior to the commencement of development activities on site to ensure that the proposed conversion complies with relevant planning, engineering, and building standards.

### **7. ENVIRONMENTAL IMPACT ASSESSMENT**

#### **7.1. Assessment methodology**

This section provides details of the assessment methodology that will be used in assessing the magnitude of the environmental impacts that may arise as a result of application made to rezone Erf 3522, Walvis Bay. This assessment method applies to the construction process and the operation process and focuses on biophysical and socio-economic impacts related to the change in use of the property as provided for under the Walvis Bay Zoning Scheme.

The proposed development involves the use of land in an existing single residential zone; therefore, consideration should also be made for the appropriate allowable primary uses as well as consents in accordance with the zoning certificate, including but not limited to dwellings,

residential buildings, guesthouses, home-based businesses, and other consents, pending council approval. The following development control criteria, among others, namely; coverage bulk; height limitations; density; parking; and building lines, are considered in relation to the development envelope that governs all activities in relation to rezoning.

In impact assessment, uncertainty is a feature of the process owing to its predictive nature. To systematically and consistently overcome this limitation in an objective way, an impact assessment methodology has been used in order to evaluate possible impacts in a consistent way and determine their significance. The methodology for evaluating impact significance is explained in more details in Table 3 below.

**Table 2: Impact Assessment Criteria**

<b>CRITERIA &amp; IMPACT</b>	<b>CATEGORY &amp; DESCRIPTION OF THE EXPECTED IMPACT</b>
<b>Nature</b> Describe type of effect	<b>Positive:</b> The activity will have a social / economical / environmental benefit. <b>Neutral:</b> The activity will have no effect <b>Negative:</b> The activity will have a social / economical / environmental harmful effect
<b>Extent</b> Describe the scale of the impact	<b>Site Specific:</b> Expanding only as far as the activity itself (onsite) <b>Small:</b> restricted to the site’s immediate environment within 1 km of the site (limited) <b>Medium:</b> Within 5 km of the site (local) <b>Large:</b> Beyond 5 km of the site (regional)
<b>Duration</b> Predicts the lifetime of the impact.	<b>Temporary:</b> < 1 year (not including construction) <b>Short-term:</b> 1 – 5 years <b>Medium term:</b> 5 – 15 years <b>Long-term:</b> >15 years (Impact will stop after the operational or running life of the activity, either due to natural course or by human interference) <b>Permanent:</b> Impact will be where mitigation or moderation by natural course or by human interference will not occur in a particular means or in a particular time period that the impact can be considered temporary
<b>Intensity</b>	<b>Zero:</b> Social and/or natural functions and/ or processes remain

<p>Describe the magnitude (scale/size) of the Impact</p>	<p>unaltered</p> <p><b>Very low:</b> Affects the environment in such a way that natural and/or social functions/processes are not affected</p> <p><b>Low:</b> Natural and/or social functions/processes are slightly Altered</p> <p><b>Medium:</b> Natural and/or social functions/processes are notably altered in a modified way</p> <p><b>High:</b> Natural and/or social functions/processes are severely altered and may temporarily or permanently cease</p>
<p><b>Probability of occurrence</b> Describe the probability of the Impact actually occurring</p>	<p><b>Improbable:</b> Not at all likely</p> <p><b>Probable:</b> Distinctive possibility</p> <p><b>Highly probable:</b> Most likely to happen</p> <p><b>Definite:</b> Impact will occur regardless of any prevention measure</p>
<p><b>Degree of Confidence in predictions</b> State the degree of confidence in predictions based on availability of information and specialist knowledge</p>	<p><b>Unsure/Low:</b> Little confidence regarding information available (&lt;40%)</p> <p><b>Probable/Med:</b> Moderate confidence regarding information available (40-80%)</p> <p><b>Definite/High:</b> Great confidence regarding information available (&gt;80%)</p>
<p><b>Significance Rating</b> The impact on each component is determined by a combination of the above criteria.</p>	<p><b>Neutral:</b> A potential concern which was found to have no impact when evaluated</p> <p><b>Very low:</b> Impacts will be site specific and temporary with no mitigation necessary.</p> <p><b>Low:</b> The impacts will have a minor influence on the proposed development and/or environment. These impacts require some thought to adjustment of the project design where achievable, or alternative mitigation measures</p> <p><b>Medium:</b> Impacts will be experienced in the local and surrounding areas for the life span of the development and may result in long term changes. The impact can be lessened or improved by an amendment in the project design or implementation of effective mitigation measures.</p>

	<p><b>High:</b> Impacts have a high magnitude and will be experienced regionally for at least the life span of the development, or will be irreversible. The impacts could have the no-go proposition on portions of the development in spite of any mitigation measures that could be implemented.</p>
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The significance of each identified impact related to the proposed rezoning of Erf 3522 W, and future use of the land is assessed through the three aspects of EXTENT (geographical or spatial extent of the impact), MAGNITUDE (severity or level of change brought about by the impact), and DURATION (period over which the impact is expected to exist). All these factors together form the basis of determining the SIGNIFICANCE of potential impacts on the environment and society at large both in the absence and presence of the feasible mitigation.

This method ensures that the impact assessment of the rezoning exercise is conducted in a balanced and transparent manner where not just the possible adverse effects are considered but also the expected benefits of the proposed compatible development within the existing residential and commercial environment. It remains the responsibility of the proponent to choose and implement the desired development option, along with any necessary mitigations, with the approval of the respective competent environmental and planning authorities.

Significance in relation to an impact depends on how it has been evaluated considering the temporal dimension, spatial dimension, and magnitude of that impact. Besides, significance evaluation involves the consideration of the sensitivity, nature, and present land use status of the impacted receiving environment. For the proposed rezoning of Erf 3522 Walvis Bay, which presently falls under the category of “Single Residential” with particular land use requirements. The evaluation further takes into account the consistency of the rezoning with surrounding land uses, existing urban infrastructure, and development goals of the Municipality of Walvis Bay.

## **7.2. Assessment of Impacts & Mitigation Measures**

This section discusses the impacts that may be experienced due to the rezoning of Erf 3522 W, together with development activities such as demolition of buildings and the construction of 39 units, as well as provision for parking and municipal services. The section discusses any impact that may occur both during the demolition and construction phase and after completion of the project. The impacts that occur during the demolition and construction processes will likely be

temporary to medium term, whereas the impacts occurring after completion of construction are likely to be long term.

The objective of the impact assessment is to identify and assess any possible environmental and socio-economic impacts that could arise from the proposed rezoning and urban densification development and recommend suitable measures for mitigation designed to avoid, minimise, or manage any negative impacts. The results obtained from this impact assessment will also assist in making informed decisions by the Ministry of Environment, Forestry and Tourism through the Department of Environmental Affairs, as well as the Walvis Bay Municipality, on the environmental viability of the proposed development and conditions for Environmental Clearance Certificate.

The assessment evaluates how well the proposal aligns with the current character of the city, existing land uses, available infrastructure, and the overall planning aims for Walvis Bay. Attention is also paid to possible cumulative effects that may be triggered due to other similar plans in the immediate vicinity.

### **7.2.1. Planning and design phase impacts**

During the planning and design phase, due diligence should be exercised by considering issues such as traffic flow, compatibility with existing land use, engineering capacity, stormwater drainage, aesthetics, and municipal planning considerations. This planning process will be vital for ensuring sustainable integration of the proposed rezoning and development in the urban setting.

#### **7.2.1.1. Traffic impacts**

The rezoning and densification of residential units in the site does not pose any negative impacts on traffic in the surrounding areas due to movement vehicles to and from the site. The erf is located in an already developed and serviced part of Walvis Bay Proper, where roads and infrastructure are already developed and operational.

Despite the possibility of a moderate rise in vehicular traffic during the implementation of the development due to construction and operations activities, the expected levels of traffic are forecasted to fall within the scope of carrying capacity of the road infrastructure in the location. Therefore, the development is unlikely to pose any threats to the safety of traffic and accessibility in the immediate vicinity, assuming that appropriate parking and access facilities are provided for onsite.

### **Mitigation measures**

- Provide safe and effective entry/exit routes in order to reduce traffic congestion
- Implement traffic control measures during planning where necessary
- Limit movement of construction vehicles only to specified routes and normal working hours

#### **7.2.1.2. Existing service infrastructure impacts**

There would be no significant pressure from this planned rezoning on the existing municipal engineering services and infrastructure. This property forms part of an existing urban area that is already serviced by municipal water supply facilities, sewerage systems, electricity and drainage infrastructure.

This proposed redevelopment qualifies as an urban infill development project in an area designated for urban redevelopment. It therefore conforms to the municipal spatial planning strategy that focuses on efficient land usage and maximum utilization of existing infrastructure facilities. While the development may increase demand for municipal services due to higher residential density, these impacts would remain manageable and are expected to be effectively addressed in the subsequent detailed engineering process.

It is expected that the proposed zoning will positively contribute towards sustainable urban development through efficient land use in the present urban area in an effort to avoid unnecessary urban sprawl and growth into undeveloped lands.

### **Mitigation measures**

- Obtain confirmation from Walvis Bay Municipality with regards to the adequacy and availability of municipal services before embarking on construction.
- Provide necessary upgrades and reinforcement for municipal service provisions as may be needed.
- Apply appropriate water saving and energy building technologies in the project.

#### **7.2.2. Construction impacts on the biophysical environment**

The construction phase involves all processes involved in the demolition of the current building, land preparation, digging, installation of utilities, and construction of the proposed 39 residential housing units and supporting facilities on Erf 3522 W. Several temporary effects on both the biophysical and socio-economic environment can emerge during the course of the construction process. While many impacts will be temporary and localized, some may become permanent if proper mitigation measures are not taken.

#### **7.2.2.1. Impact on flora and fauna**

The proposed rezoning is expected to have no impact on the flora and fauna resources as there are no vegetation on the site. The site is located within an already fully developed area which the predominant use has been development for residential, commercial, municipal purposes. As such, the ecological sensitivity of the area is relatively low and natural flora and fauna activity is minimal to none.

The proposed development would mainly serve to increase and formalize the land use in an area that has already been disturbed and thus would not change the ecological nature of the surrounding area. The development footprint would also be limited to an existing erf that has been subjected to anthropogenic disturbance. The construction workers will have access only to specified construction zones to prevent unnecessary disturbances to neighbouring properties or municipal servitudes.

#### **7.2.2.2. Surface and groundwater impacts**

There is a possibility that surface and groundwater sources may be adversely affected during construction and operational phases. Especially when rain occurs due to stormwater runoff that causes contaminants to move around. Contamination may occur due to fuel spills, oil spills. Lubricant spills. Concrete mixture, and other harmful substances associated with construction.

Although Walvis Bay experience little rainfall, no surface water bodies are found near the construction area, improper handling and disposal of construction waste may cause contamination of both soil and rainwater runoff. These impacts are however, expected to still be relatively insignificant due to the limited scope and temporary nature of the construction activities. In addition, proper mitigative actions like secure storage of hazardous chemicals, periodic inspection of mechanical equipment for leakage, and immediate cleanup of any spills, will ensure that there is no chance of environmental pollution. Once the facility is operational, it will be ensured that all facilities are connected to the town's sewer and other infrastructure.

#### **Mitigation measures**

- Store oils and hazardous materials in designated and impermeable areas;
- Ensure construction equipment is regularly maintained to prevent leakages;
- Provide spill-kits on-site at all times and train workers on spill response procedures; and
- Dispose contaminated materials and wastewater at approved disposal facilities.

### **7.2.2.3. Soil erosion impacts**

Although the proposed development lies in an urban setting, localized soil erosion could happen when the site undergoes the processes of excavation and trenching, especially during rainfall or windy conditions that are usually associated with the coast. The clearing of sparse ground cover and exposure of the loose soils can contribute to increased vulnerability of the site to erosion, movement of sediments, and even dust production.

The soil erosion effects expected due to the development are likely to have significant impact since the development site has a small land area that has been transformed. However, good practice will need to be put in place by managing the development site well.

#### **Mitigation measures**

- Stockpile excavated material in stable areas away from drainage pathways;
- Implement erosion and sediment control measures where necessary;
- Stabilise exposed surfaces as soon as possible after construction activities;
- Regularly wet exposed soils and access roads to minimise dust and wind erosion; and
- Rehabilitate disturbed surfaces following completion of construction activities.

### **7.2.3. Construction phase impacts on the socio-economic environment**

There will be a number of temporary socio-economic impacts that can arise from the development process of the rezoning of Erf 3522 W. This includes impacts relating to demolition, preparation of the site, excavation, transportation of materials, and construction. It is important to note that while such impacts are temporary in nature, they can affect residents and businesses in the neighbouring areas should they not be properly handled. The effective use of mitigation strategies and EMP will help reduce negative impacts while increasing socio-economic benefits.

#### **7.2.3.1. Heritage impacts**

On the basis of the present site survey as well as available information, there are not anticipated heritage resources that are likely to be found on the site and the vicinity. The site itself is situated in a developed area with previous transformation already undertaken in terms of development of the site for residential and commercial uses. For this reason, the possibility of encountering any heritage resource during the construction process is unlikely.

Nevertheless, even with low sensitivity of the site, there is a possibility that buried archaeological material or historical artefacts might be discovered in the course of the excavation and earthworks processes. It is essential to remind the construction personnel and project management teams about the obligations outlined by the National Heritage Act of 2004.

### **7.2.3.2. Health and safety impacts**

The construction phase will require both skilled and unskilled labour which is likely to lead to a temporary influx of workers into the area of Walvis Bay. Although it will have a positive impact on the local economy through the creation of jobs, such influx of workers can lead to a number of health and social problems if not effectively handled.

Experience from similar urban construction projects indicates that interaction between local communities and migrant workers can lead to social problems, communicable diseases, and even risky social behaviours such as the spread of HIV/AIDS and other sexually transmitted diseases. The nature of construction work also exposes individuals to occupational health hazards as a result of use of machinery, excavations, demolitions, and movements of vehicles. The MEFT acknowledges the need to integrate HIV/AIDS education and prevention, gender sensitization, and occupational health and safety in environmental impact assessment studies.

#### **Mitigation measures**

- Contractors must comply with the Labour Act (Act No. 11 of 2007) and all applicable occupational health and safety regulations.
- Appropriate Personal Protective Equipment must be provided and worn by all workers on-site.
- HIV/AIDS awareness and health education programmes should be conducted for construction workers.
- Adequate sanitation and welfare facilities should be provided on-site.
- Access to the construction site must be controlled to prevent unauthorized entry and enhance public safety.
- Emergency response procedures and first-aid equipment must be available on-site at all times.

### **7.2.3.3. Traffic impacts**

Traffic flows caused by construction on this proposed development project will see a temporary increase of traffic flows along Hage Geingob Avenue, Sixteenth Road, and other nearby roads, since transportation of the necessary construction material and equipment will be carried out. The movement of heavy vehicles can result in traffic congestion and the wear-and-tear, besides the possibility of pedestrian accidents and noise pollution in the neighbourhood.

#### **Mitigation measures**

- A traffic management plan must be implemented prior to commencement of construction activities.
- Delivery of construction materials should be scheduled outside peak traffic hours where feasible.
- Construction vehicles must comply with municipal speed limits and road safety regulations.
- Appropriate warning signage and traffic control measures must be installed around the construction site.
- Pedestrian access and safety must be maintained at all times.

#### **7.2.3.4. Noise impacts**

Noise impacts from construction and demolition may occur, arising from heavy machinery, excavators, concrete mixers, generator sets, lorries, and other construction-related operations. These may temporarily have an effect on nearby residential areas, commercial businesses, and vehicular traffic moving through the area.

While temporary and limited in scope, unregulated noise impacts from construction works may cause annoyance and disturbance for those in close proximity to the project.

#### **Mitigation measures**

- Construction activities should be restricted to approved daytime working hours.
- All machinery and equipment must be regularly serviced and maintained to minimize excessive noise generation.
- Noise-generating activities should be limited as far as reasonably practicable.
- Nearby residents and businesses should be informed in advance of particularly noisy activities.
- Idling of construction vehicles and machinery should be minimized.
- Complaints relating to noise disturbances should be recorded and addressed promptly.

#### **7.2.3.5. Dust and emissions impacts**

Construction activities such as demolition, excavation, stockpiling of materials, and movement of vehicles on dirt surfaces can lead to dust emissions at the construction site. With regard to the arid conditions and coastal winds prevailing in Walvis Bay, dust emission may pose a hazard to people residing close to the construction site and those traveling through the construction site area. Emissions of excessive amounts of dust may also cause poor air quality and respiratory problems for the workers and local community.

## **Mitigation measures**

- Surface areas, stockpile materials, and access roads shall be kept wet to minimize dust emission.
- The construction materials and waste being conveyed by trucks should be covered.
- Unpaved access roads shall have restricted vehicle speeds.
- If possible, stockpiled material shall be stored in areas protected from wind.
- Dust-causing construction debris should be regularly cleared.
- Respiratory equipment should be made available to the workers who are exposed to dust.
- Site burning of construction waste is strictly forbidden.

### **7.2.3.6. Municipal Services**

The construction stage is likely to create increased demands for municipal services and infrastructure, such as the supply of drinking water, sanitary facilities, waste management, and electricity. The construction personnel at site will need proper sanitary facilities, drinking water supplies, and proper means of waste disposal. Should there be poor management of such issues, the project is likely to result in water wastage, improper disposal of wastes, sewage pollution, and other environmental problems.

## **Mitigation Measures**

- Proper temporary sanitary facilities must be created and properly maintained.
- The use of water must be monitored and properly managed to avoid wastage.
- Wastes resulting from construction activities must be segregated from domestic wastes and disposed of through proper channels.
- Where possible, recycling must be encouraged and waste minimization techniques put in place.
- There must be no discharge of sewage and wastewater into the surroundings.
- Effective coordination with the Walvis Bay municipality on service connection matters must be achieved.
- Proper site management must be exercised during construction.

### **7.2.3.7. Storage and Use of Hazardous Materials**

Construction work would require the storage and use of various hazardous materials such as diesel fuel, oils, lubricants, paints, adhesives, solvents, and chemical substances used in the process of construction work. From the perspective of the Hazardous Substances Ordinance (No.

14 of 1974), such materials could pose hazards to human beings and the environment because of being toxic, corrosive, flammable, or dangerous. The improper storage, handling, or contamination of hazardous materials could lead to the contamination of soils, stormwater systems, and public property.

### **Mitigation Measures**

- Hazardous materials shall be stored in a separate and banded area and marked.
- Spill kits and fire extinguishing material shall always be made available.
- Employees working with hazardous material shall be adequately trained.
- Machinery fuelling and maintenance work shall be performed within specific areas only.
- All spillages or leaks must be immediately cleaned up in accordance with containment procedure.
- Hazardous waste material must be properly disposed of through certified waste disposal agents.
- Containers holding hazardous material must be routinely inspected for any leaks or damage.
- Under no circumstances should any hazardous material be discharged into stormwater system/soils.

### **7.3. Operational impacts**

Impacts related to the operational phase include those environmental and socio-economic impacts which may result following the completion and full functioning of the rezoning and resultant residential developments. Operational phase impacts are likely to be longer-lasting impacts since they continue in relation to the continued usage and occupation of the site. Since the rezoning and resultant developments are located in an existing urban area of Walvis Bay Proper, operational impacts are likely to remain local and manageable in scope, assuming appropriate mitigation and management actions are taken.

#### **7.3.1. Visual and Sense of Place Impacts**

Rezoning of Erf 3522 from single residential to local business (bulk factor 2), alongside the proposed higher density of residential development, will change the visual and sense of place characteristics of the area under consideration. The significance of such impacts will be highly dependent on the perceptions of the surroundings by the residents and other interested and affected parties of the proposed development.

The addition of such a development will result in an increased amount of building bulk, activities, and vehicles and increased urbanization in the locality. However, bearing in mind that the development is being added to an already built-up urban environment and taking into account the nature of the existing residential and commercial developments, the re-zoning should not lead to any negative visual impact on the surroundings if planned and managed well.

### **Mitigation Strategies**

- Take care that the architecture of the buildings and their finishings blend well with the urban surroundings.
- Include appropriate landscaping and boundary elements that help reduce any visual intrusions caused by the development.
- Observe sufficient setback distances, parking provisions, and other aesthetically pleasing aspects required by the municipality.
- Take care of the maintenance aspect of the development.

### **7.3.2. Noise impacts**

Noise due to operational activities related to the proposed development may result from increased resident occupancy, vehicular movement, parking, deliveries, and other normal human activities on the premises. While it is expected that there will be more activity than the current use of the property, namely as a single-family residence, the proposed use of the property will still be compatible with the urban surroundings and will not result in abnormal or excessive levels of noise. Since the proposed property use is for residences and the area itself is surrounded by established urban development, any operational noise is expected to be kept within reasonable urban boundaries.

### **Mitigation Measures**

- Adherence to municipal regulations governing noise pollution.
- No unnecessary noise generation, especially at night.
- Effective traffic and parking management at the site.
- Responsible management and occupants to avoid disturbing neighbours.

### **7.3.3. Air quality and emission impacts**

The air quality of the area at present is quite satisfactory, with little industrial activity or other pollutant-producing activities taking place nearby. There would not be any substantial emission of pollutants in the atmosphere during the operations of this rezoning and residential

development, as the purpose of the development is mainly the use of land for residential purposes. Some minor emissions might be caused due to additional vehicular activity and energy use in the domestic sphere. But these are unlikely to cause much concern in the larger picture of urban life.

### **Mitigation Measures**

- Effective waste handling and cleaning should be promoted so that there are no sources of odour.
- Effective management of traffic and parking is needed to ensure there are no unnecessary vehicle emissions.
- Efficient energy use within the development should be encouraged.

#### **7.3.4. Waste management impacts**

There will be an increase in the amount of waste, both domestic and general, created as a consequence of the higher population densities resulting from the implementation of the proposal. The creation of waste without adequate waste management could lead to visual pollution, odours, littering, and health problems. However, with the availability of municipal waste collection services available for Walvis Bay Proper, the above impacts can be managed through the implementation of appropriate waste management measures in accordance with the Environmental Management Plan (EMP).

### **Mitigation Measures**

- Provision of enough storage space at the site for the domestic waste produced by the occupants of the site.
- Arrangement of waste collection and disposal services by the Municipality of Walvis Bay or its agents.
- Encouraging the use of waste management, separation, and recycling practices.
- Prevention of littering and dumping of waste.

#### **7.3.5. Socio-economic impacts**

Several socio-economic gains are anticipated to accumulate from the intended rezoning and development not only for the Municipality of Walvis Bay but also for the surrounding community. The development will assist in catering for the growing urban housing needs and efficient utilization of land resources.

Additionally, the rezoning of Single Residential to Local Business will provide the Municipality with the opportunity to charge higher rates and taxes based on the new land utilization rights and greater economic values of the property. The development is expected to create economic benefits through increased service demand and economic activities as a result of operations.

### **Mitigation Measures**

- Ensuring the provision of sufficient municipal facilities to cater to the needs of the development.
- Maintaining constant communication with neighbouring property owners in regard to any issues related to operations.
- Ensuring full compliance with municipal requirements in regards to land utilization and property management.

### **7.4. Cumulative impacts**

Given the urban context and the type of rezoning of Erf 3522 from Single Residential (1 Unit Per 300 M2) to Local Business (Bulk Factor 2), the potential cumulative impacts resulting from the proposed development are expected to be largely localized and manageable.

Some of the possible impacts resulting from the development may include temporary increase in noise levels, dust, traffic movement, pressures on municipal facilities, and construction activities during the demolishing and constructing stages of the development. However, through proper implementation of the mitigation and management strategies provided in the Environmental Management Plan (EMP), such impacts will not cause any significant degradation or change to the environment.

Additionally, the proposed rezoning is in line with the overall goal of urban planning and densification as part of the policies of the Municipality of Walvis Bay, where land use optimization and provision of residential accommodation are among the primary aims. Hence, the proposed development is anticipated to make a positive contribution to sustainable urbanization and socioeconomic development of the area in question. Thus, taking into account the measures that will be implemented for mitigation, the total significance of the potential impacts of the rezoning and development project under consideration will be evaluated as Medium-Low.

## **7.5. Environment Management Plan**

The Environmental Management Plan that accompanies this document acts as a management tool that identifies the various measures that will be undertaken during the process of planning, implementation, operation and where necessary, decommissioning of the development.

One of the main objectives of the EMP is to make sure that all the environmental and social impacts related to the rezoning and development of erf number 3522 will be avoided, minimized, controlled or mitigated against in accordance with the Environmental Management Act (Act No. 7 of 2007), Environmental Impact Assessment Regulations (2012), and the municipal regulations. The EMP ensures that the proponent, contractors and other involved parties undertake environmental management practices in the course of planning and implementing the development.

## **7.6. Summary of potential impacts**

The Environmental Management Plan provides a summary of the impacts that can be expected from the proposed rezoning and development. On the other hand, the details of the proposed mitigation and management measures and responsibilities are illustrated in the same EMP, corresponding to each of the impacts identified.

According to the assessment, most of the impacts identified are either temporary and/or local in nature, such that these can be managed by adopting proper mitigation and management measures as indicated in the EMP. Even though there may be minor differences in the magnitude and extent of impacts in relation to the different development options proposed, these were determined to be insignificant with respect to the environmental acceptability of the project.

The zoning of Erf 3522 from Single Residential to Local Business (Bulk Factor 2) is hence seen as environmentally feasible, providing that all mitigation efforts recommended are put into practice. It can also be noted that the proposed development will have several positive impacts such as efficient land use, achievement of urban densification goals by the municipality, provision of more housing, creation of employment in the building process, and economic stimulation within Walvis Bay Proper. For this reason, the impacts outlined in the above impact assessment report can be considered relevant to all proposed development options assessed in this Environmental Assessment process.

## **8. STAKEHOLDER ENGAGEMENT**

As stipulated in Section 21 of the EIA Regulations (2012), an open and transparent process of consultation was embarked upon with the aim of informing all Interested and Affected Parties (I&APs) about the Environmental Assessment (EA) process and ensuring their active participation in the EA process of reclassification of Erf 3522 Walvis Bay. Public participation is a fundamental element of the EIA process and this process has been undertaken in accordance with the provisions of Namibian environmental laws, as well as accepted international principles including SADC guidelines on stakeholder participation.

The aim of this process was to foster participation, exchange project information, and offer neighbours, surrounding community members, and other stakeholders the opportunity to provide comments, concerns, and suggestions related to the intended rezoning from Single Residential (1 unit per 300 m<sup>2</sup>) to Local Business (Bulk Factor 2).

### **8.1. First round consultation**

In order to engage with the surrounding stakeholders as per the guidelines, notification letters along with the Background Information Document (BID) were handed over to the neighbouring property owners on 11 May 2026. Although great efforts have been made to engage directly with the surrounding community members, there have not been many responses. Therefore, photographs were taken of the delivered notification letters placed at the entrance gates of neighbouring properties as evidence of notification and delivery (See Figure 7 below). In addition, registered notification letters were sent through NamPost registered mail (Annexure B) on 26 May 2026, in order to ensure that the proposed development and rezoning application be made to all the neighbouring property owners.



*Figure 7: Hand delivery of notification letters to the neighbours*

As an additional means to spread awareness among the public, notifications informing the public regarding the proposal were placed in The Villager on 11 May 2026 and 18 May 2026, as well as in the Namib Times newspaper on 15 May 2026 and 22 May 2026 (Annexure C). This ensured that the public was notified regarding the nature and location of the proposal, the process of commenting on the project, and the availability of information pertaining to the proposal.

Statutory notices were displayed at the construction site, which made clear what the type of rezoning was intended and included a contact address for more information. All of this helped ensure that all land owners directly impacted and the general public was well informed about the upcoming development and could take part in the EIA process.



Figure 8: Two site notices placed on the site

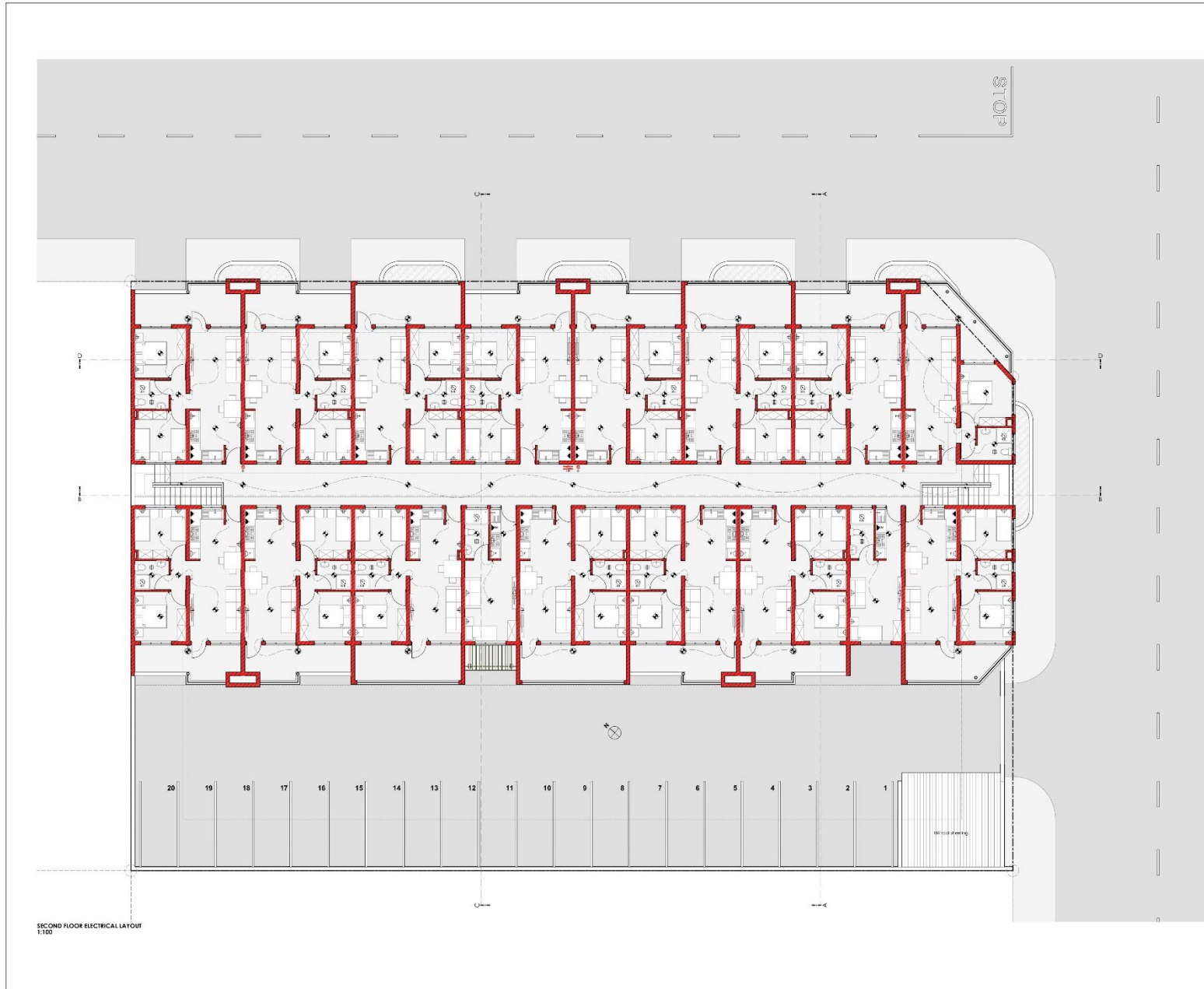
## 8.2. Second round consultation

The scoping report was circulated through an email to all the registered stakeholders. Circulated on 07 June 2026 giving a 7 days review period as per the regulation.



Figure 9: Sharing of Reports with stakeholders

# ANNEXURE A: NEW DEVELOPMENT PLAN



All DIMENSIONS AND NOTES TO BE CHECKED OUT BEFORE ANY WORK COMMENCED. ALL DIMENSIONS SHOWN HEREIN SHALL BE REPORTED TO THE CLIENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CORRECT AND COMPLETE REPRODUCTION OF THIS DRAWING. ANY DISCREPANCIES SHALL BE REPORTED BY THE CONTRACTOR.

ELECTRICAL LEGEND	
<b>SWITCHES</b>	
[Symbol]	1 Way Switch @ 1000mm above FFL
<b>SOCKETS</b>	
[Symbol]	Double Switched Socket @ 300mm above FFL
[Symbol]	Double Switched Socket @ 1100mm above FFL
[Symbol]	Single Switched Socket @ 300mm above FFL
<b>MISCELLANEOUS</b>	
[Symbol]	Oil Grease
[Symbol]	Skirting Board
[Symbol]	Extractor Fan
<b>LIGHTS</b>	
[Symbol]	Ceiling Light
[Symbol]	Surface Mounted Fluorescent Light
[Symbol]	Wall Mounted Washdown Light @ 2500mm above FFL
[Symbol]	300mm x 600mm Kiosk
[Symbol]	High DCP Fire Extinguisher

NOTES	
[Symbol]	FFL Boundary Line
[Symbol]	Building Line
[Symbol]	Building Structure
[Symbol]	New to Council
[Symbol]	New to Owner
[Symbol]	New to Dept
[Symbol]	New to State
[Symbol]	New to Code

CLIENT:  
**JIANSHENG ZHOU**  
CLIENT SIGNATURE

PROJECT DESCRIPTION:  
**NEW RESIDENTIAL DEVELOPMENT**  
RFP 3572, CORNER HAGE GLENCOE AVE & SIXTENTH RD, CENTRAL, WAISTE BAY, MANAWA.

DRAWING TITLE:  
**Municipal Submission Drawings**  
SECOND FLOOR ELEC. & FIRE LAYOUT

DRAWN BY: ES      CHECKED BY: PF

DRAWING SCALE: AS INDICATED      DATE DRAWN: 03/03/2024

REV. NUMBER	1	2	3	4	5
	4	7	8	9	10

PRODUCT NUMBER: 26-02

DRAWING NUMBER: **26-02-402**

ORIGINAL DRAWING SIZE: A1

**ANNEXURE B: REGISTERED MAIL BY NAMPOST**

-----  
 NAMPOST  
 VAT Reg No: 0024451015  
 -----  
 Branch: Walvisbay  
 -----  
 Date: 26/05/26                      Time: 15:19:01  
 Counter: 4 LORETTAST                      STOCKUNIT02  
 -----

Qty Product	Price VAT
1 Letter	\$7.30
Registered Mail	\$48.20
(Registered Item No:BA001334623NA)	
(P1 185 Form No)	
(Recipient Name:C V Z BRUWER)	
(Address Line 1:BOX 1789)	
(Address Line 2:SWAKOPHUND)	
(Address Line 3:NAMIBIA)	
(Address Line 4)	
PrePaid	-\$55.50
Net	-\$6.29

Tax Code	Amount	Total Tax
VAT A (0%)		
VAT B (15%)	\$41.91	\$6.29
Total		0.00

Name:  
 Address:

Receipt No: 264-13101-  
 THANK YOU FOR YOUR POST OFFICE  
 DANKIE F OOR GEBRUIK  
 TAF OPOOSA YOYE



-----  
 NAMPOST  
 VAT Reg No: 0024451015  
 -----  
 Branch: Walvisbay  
 -----  
 Date: 26/05/26                      Time: 15:30:40  
 Counter: 4 LORETTAST                      STOCKUNIT02  
 -----


Qty Product	Price VAT
1 Letter	\$7.30
Registered Mail	\$48.20
(Registered Item No:BA001334606NA)	
(P1 185 Form No)	
(Recipient Name:V VAN ROOYEN)	
(Address Line 1:BOX 983)	
(Address Line 2:WBAY)	
(Address Line 3)	
(Address Line 4)	
PrePaid	-\$55.50
Net	-\$6.29

Tax Code	Amount	Total Tax
VAT A (0%)		
VAT B (15%)	\$41.91	\$6.29
Total		0.00

Name:  
 Address:

Receipt No: 264-  
 THANK YOU FOR YOUR POST OFFICE  
 DANKIE F OOR GEBRUIK  
 TAF OPOOSA YOYE





# ANNEXURE C: NEWSPAPER ADVERTS

15 MAY 2026

COMMUNITY NEWS

NAMIB TIMES 3

## Walvis Bay Municipality Tables N\$1.6 billion Budget for 2026/2027

Eileen van der Schyff



(Ftr): Ephraim Shozoi, Acting Chief Executive Officer Sylvia Schubert, and Walvis Bay Mayor Johannes Shimblinga during the tabling of the Municipality of Walvis Bay's proposed 2026/2027 budget.

The Municipality of Walvis Bay has tabled a proposed N\$1.6 billion budget for the 2026/2027 financial year, with no increases proposed for water tariffs or property rates and taxes.

The budget was tabled during a Council meeting held on 7 May at the Walvis Bay Council Chambers. Presenting the budget, Ephraim Shozoi said the municipality's priorities for the coming financial year include improved service delivery, accelerated land development, and continued investment in critical infrastructure. The proposed budget consists of a Capital Budget of N\$883 million and an Operating Budget of N\$690 million for the year ending June 2027. A significant portion of the Capital Budget, amounting to N\$299 million or 34%, has been allocated to land development projects aimed at addressing housing and serviced land demand in Walvis Bay. Major allocations include N\$25 million for Narraville Extension 11, N\$52 million for Narraville Extension 8, and N\$180 million earmarked for the development of Farm 37. The municipality said the investment in land delivery remains central to Council's strategy to stimulate economic growth and support long-term urban development. The remaining 66% of the Capital Budget has been distributed across several project categories, including infrastructure repair and replacement, service delivery projects, social projects, vehicle replacement, and operational capital-related expenditure. Infrastructure development received the second-largest allocation of N\$249 million. The funds will be used for the upgrading, rehabilitation, and maintenance of roads, water infrastructure, sewer networks, and public facilities.

Shozoi acknowledged existing service delivery challenges in areas such as water, sanitation, roads, land delivery, and housing, stating that Council remains committed to strengthening oversight, accountability, and measurable outcomes. To improve refuse collection services, provision has also been made for the purchase of five new refuse removal trucks following repeated breakdowns involving the municipality's aging fleet. In an effort to support residents and local economic recovery, Council proposed only limited tariff adjustments for the new financial year. Refuse removal and sanitation services are expected to increase by 3%, while no increases have been proposed for water sales or property rates and taxes. According to Shozoi, the proposed budget was informed by community feedback received during public budget consultation meetings held in March this year. Residents and stakeholders were given the opportunity to raise concerns and identify development priorities within their communities. The municipality noted that the budget aligns with Council's new Strategic Plan, which will run from July 2026 to June 2031, and supports national priorities related to infrastructure development, governance, and inclusive economic growth. Council has encouraged residents and stakeholders to review the detailed Capital Budget and continue participating in engagements regarding municipal development priorities.

## Ministry Clarifies Fuel Purchase Measures Amid Hoarding Concerns

Eileen van der Schyff

The Ministry of Industries, Mines and Energy has issued a clarification regarding temporary measures introduced to prevent fuel hoarding and panic buying, following public concern over restrictions affecting the purchase of fuel in drums and jerry cans.

In a media statement issued on 11 May, the ministry said the measures were introduced to address artificial fuel shortages and ensure the security of fuel supply across the country. According to the ministry, Government is aware that many farmers, tourism operators, contractors, businesses, and private citizens regularly purchase fuel in bulk for legitimate operational purposes and not for hoarding. The ministry acknowledged that not all individuals and businesses requiring bulk fuel are in possession of consumer installation certificates. It has therefore instructed all fuel retail outlets and resellers to apply discretion when dealing with customers purchasing fuel in drums or petroleum jerry cans. Fuel station operators have been directed to request satisfactory explanations from customers and assess whether the fuel is intended for genuine farming, business, tourism, or other operational activities

rather than panic buying or stockpiling.

The ministry further called on licensed fuel wholesalers and retailers to assist in controlling panic buying by educating customers about the purpose of the temporary directives, which will remain in effect for the next three months. According to the statement, fuel marketing managers at service stations countrywide are expected to identify legitimate customers by requesting explanations or proof of activities where necessary. The ministry said the measures are intended to ensure that Namibians who genuinely require bulk fuel for operations and essential activities are not unfairly affected while authorities work to prevent artificial shortages in the market. The clarification follows growing public concern after reports emerged of restrictions on the filling of fuel drums and containers at some service stations across the country.

## Higher Inflation Rate Causes Surge in Food Prices

Marshallino Benkes

According to the latest report on inflation rates as per the Namibia Statistics Agency (NSA) the inflation rate for April 2026 stood at 3.1%, up from 2.1% in March. This will see an increase in the main subcategories of Food and non-alcoholic beverages.

This report is an analysis of the performance of the monthly and annual inflation rates as measured by the Namibia Consumer Price Index (NCPI). Namibia's annual inflation rate increase marks the highest rate in four months, driven largely by surges in transport and housing costs. Monthly inflation also rose significantly by 1.1% compared to a 0.2% increase in March. The food price increases are as follows: Fruit (10.9%), Coffee and Tea (4.6%), Meat (3.8%), Vegetables (3.7%), Dairy and eggs (1.8%), Fish (1%), Oils and fats (0.9%), Sugar and sugar products such as

jam, honey, syrups, chocolate (0.9%), Mineral waters, soft drinks and juices (0.0%), Bread and cereals (-0.8%). "The main contributors to the 3.1 annual inflation rate for April 2026 were housing, water, electricity, gas, and other fuels, which contributed 1.1 percentage points, followed by transport contributing 0.7 percentage, Food and non-alcoholic beverages contributing 0.4 percentage points and alcoholic beverages and tobacco, contributed 0.3 percentage points," NSA stated.

**NOTICE FOR PUBLIC PARTICIPATION**

**ENVIRONMENTAL IMPACT ASSESSMENT (EIA) STUDY FOR THE PROPOSED REZONING OF ERF 3522 WALVIS BAY, FROM SINGLE RESIDENTIAL TO LOCAL BUSINESS WITH A BULK FACTOR OF 2.**

Notice is hereby given to all potential Interested and Affected Parties (I&APs) that an application for an Environmental Clearance Certificate will be submitted to the Environmental Commissioner in terms of the Environmental Impact Assessment Regulations (GN 30 of February 2012): Environmental Management Act, 2007 (Act No. 7 of 2007).

**Proposed activity:** Rezoning of Erf 3255 Walvis Bay, from "Single Residential" to "Local Business" with a bulk factor of 2.

**Location:** Walvis Bay, Erongo Region.

**Proponent:** Mr. Zhouz Jiansheng

**EAP:** RJ Dynamics Investment CC

**Description:** The proponent intends to apply for the rezoning of Erf 3522 W, from "Single Residential 1" to Local Business with a bulk factor of 2 for the establishment of 39 residential units, garages and parking bays. In terms of the Environmental Management Act (Act No 07 of 2007), the rezoning of land from Single Residential to commercial use cannot be undertaken without an environmental clearance certificate.

I&APs are hereby invited to register, request for Background Information Document (BID), and send their comments to [rdynamics22@gmail.com](mailto:rdynamics22@gmail.com). Due Date: 02 June 2026

The need for a public meeting will be communicated to all registered I&APs.

  
RJ DYNAMICS

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VALID UNTIL 30 JUNE 2026



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## Langstrand Neighbourhood Road Watch Safety Initiative

Eileen van der Schyff

Following the tragic accident at the Langstrand turn-off near the service station last Saturday evening, in which a woman and a young boy sadly lost their lives, the Langstrand community is coming together to strengthen road safety awareness and action.

The Langstrand Neighbourhood Watch is launching the Langstrand Neighbourhood Road Watch Safety Initiative this week. The aim of the campaign is to promote safer driving behaviour, increase awareness at high-risk points, and encourage collective responsibility on our roads.

As part of this effort, the Langstrand Neighbourhood Watch has also engaged with the Roads Authority of Namibia to explore possible long-term safety solutions for the dangerous turn-off area near the service station.

This initiative is a reminder that road safety is a shared responsibility. Small actions; slowing down, staying alert, and respecting road conditions, can save lives. The community stands together in mourning, but also in action, working towards safer roads for everyone.



## Namibia Advances Youth and Sports Decentralisation

Rudi Bowie

The Government of Namibia has officially launched the decentralisation and delegation of youth and sports functions to Regional Councils, marking a major milestone in the country's long-running decentralisation agenda.



The official handover ceremony took place in Otjiwarongo and was led by the Ministry of Education, Innovation, Youth, Sport, Arts and Culture (MEIYSAC) in collaboration with the Ministry of Urban and Rural Development. The transition will see youth empowerment and sports development responsibilities shifted from central government structures to all 14 Regional Councils, with the aim of improving service delivery, strengthening grassroots governance, and ensuring that communities across Namibia have better access to youth and sports programmes. The functions being

transferred include youth development programmes, sports promotion initiatives, and the coordination of sports codes at regional level. The process also includes the relocation of financial resources and administrative functions to support implementation at sub-national level.

The minister of MEIYSAC, Dr Sanet Steenkamp described the initiative as a critical step toward aligning public services with Namibia's national development priorities. She announced that 327 staff members would be seconded to Regional Councils as part of the implementation process.

Dr Steenkamp assured stakeholders that MEIYSAC, together with the Ministry of Urban and Rural Development, would continue supporting regional authorities during the transition phase. Support measures, she said, would include office accommodation, operational coordination, assets, financial arrangements, and human resource management. "As we advance towards full devolution within the broader decentralisation process, I call for continued close collaboration, mutual commitment, and the strengthening of partnerships among all our institutions," she said. The Minister further reminded public officials that leadership positions are built on public trust and accountability. "The moment someone begins to derive personal superiority from this delegated mandate, they have inverted the pur-



pose of public service," Dr Steenkamp stated, adding that clear legal frameworks and defined institutional roles remain essential.

Meanwhile, the minister of Ministry of Urban and Rural Development, James Sankwasa emphasised that decentralisation is not simply about transferring responsibilities from central government to regional authorities, but about empowering sub-national governments to effectively deliver services. "As the ministry mandated to facilitate decentralisation in Namibia, decentralisation is not merely the transfer of functions between different levels of government, but also the empowerment of sub-national governments to function effectively like the central government," Sankwasa said. He stressed that the success of the decentralisation process will depend on performance, accountability, management capacity, and operational efficiency within Regional Councils.

Sankwasa also acknowledged that Namibia's decentralisation process has progressed more slowly than anticipated since independence due to various structural and administrative challenges. The Minister called for readiness assessments to determine whether Regional Councils are fully prepared to receive and manage the delegated

functions.

He further stressed the importance of regular reporting and monitoring mechanisms to ensure accountability at regional level. MEIYSAC Executive Director Gerard Vries reaffirmed government's commitment to ensuring a smooth transition process. He highlighted the central role young people play in Namibia's development agenda and noted that sports continue to serve as a powerful tool for social unity and national development. "This handover is about improving the lives of young people and strengthening opportunities for participation and development across Namibia," Vries said. "It's about ensuring that every young person, regardless of where they live, has access to programmes and opportunities to realise their potential."

Regional leadership also welcomed the move, with Regional Council representatives describing the decentralisation initiative as a significant step toward grassroots empowerment and more responsive governance. Government officials say the decentralisation initiative is expected to significantly improve access to youth and sports services, particularly in underserved and rural communities across Namibia.

JOIN US AT THE

# Gala Dinner

TO BENEFIT

## SUNSHINE

WALVIS BAY CHILD & FAMILY CENTRE

DATE: 12 JUNE '26 | TIME: @ 19H00

VENUE: TOWN HALL WBAY | DRESS CODE: BLACK TIE

Reservations: Contact Shanté Klazen to book a table/seat  
081 301 1487 / sseaccountingfirm@gmail.com

TREVING FORBES SHANTÉ KLAZEN BARBARA VAN ROOYEN WENDY HÜSCHEVELDT

We cordially invite you to a spectacular winter evening of glamour and mystery. Dress up, show up, disguised in a mask and let's sparkle, dazzle and unwind.

NOTICE FOR PUBLIC PARTICIPATION

ENVIRONMENTAL IMPACT ASSESSMENT (EIA) STUDY FOR THE PROPOSED ZONING OF ERF 3522 WALVIS BAY, FROM SINGLE RESIDENTIAL TO LOCAL BUSINESS WITH A BULK FACTOR OF 2.

Notice is hereby given to all potential Interested and Affected Parties (I&APs) that an application for an Environmental Clearance Certificate will be submitted to the Environmental Commission in terms of the Environmental Impact Assessment Regulations (GN 30 of February 2012); Environmental Management Act, 2007 (Act No. 7 of 2007).

Proposed activity: Rezoning of Erf 3256 Walvis Bay, from "Single Residential" to "Local Business" with a bulk factor of 2.

Location: Walvis Bay, Erongo Region.

Proponent: Mr. Zhou Jiansheng

EAP: RJ Dynamics Investment CC

Description: The proponent intends to apply for the rezoning of Erf 3522 W, from "Single Residential 1" to Local Business with a bulk factor of 2 for the establishment of 30 residential units, garages and parking bays. In terms of the Environmental Management Act (Act No.07 of 2007), the rezoning of land from Single Residential to commercial use cannot be undertaken without an environmental clearance certificate.

I&APs are hereby invited to register, request for Background Information Document (BID), and send their comments to [sfdynamics22@gmail.com](mailto:sfdynamics22@gmail.com). Due Date: 02 June 2026

The need for a public meeting will be communicated to all registered I&APs.