



REPUBLIC OF NAMIBIA

Department of Police

MINISTRY OF HOME AFFAIRS, IMMIGRATION, SAFETY AND SECURITY

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Our ref : 2/5/4/26

THE OFFICE OF THE SUB-DIVISION HEAD

TRAFFIC LAW ENFORCEMENT DIVISION

NAMIBIAN POLICE

P/BAG 2020

KEETMANSHOOP

18 NOVEMBER 2020

KNIGHT PIESOLD CONSULTING
WINDHOEK

ATTENTION: MR.C. MOSTERT

REQUEST FOR ACCIDENT STATISTICS ON THE B1 MAIN ROAD: 70 KM/H SPEED LIMIT ZONE
TRANSITING KEETMANSHOOP TOWN.

1. Reference is made to your communiqué dated 18 November 2020.
2. This office take cognizance of your intention to erect an access road/point connecting to the B1 main road.
3. It is thus with statistics on hand, that this office can assure you that there has been no history of accidents occurring on this stretch of the B1 main road in the past years.
4. The exact location where the access point will be is infect no accident black spot zone.
5. It is worth mentioning that more frequent accidents occurring on the stretch between the traffic circle and about 5km to direction maritz lodge.

Best regards.

**W.H NEELS
KEETMANSHOOP**

: C/INSPECTOR

: T.L.E. SUB-DIVISION HEAD

: //KARAS REGION



REPUBLIC OF NAMIBIA

MINISTRY OF WORKS AND TRANSPORT

OFFICE OF THE MINISTER

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Private Bag 13341
 6719 Bell Street, Snyman Circle
 Windhoek, NAMIBIA

Our Ref.:

Your Ref.:

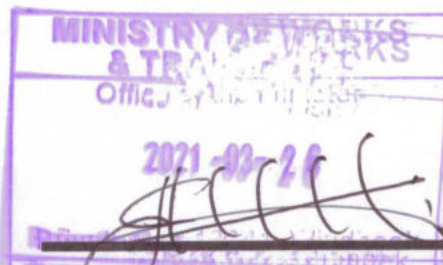
26 March 2021

INTER-OFFICE CIRCULAR

1. Honourable Bernadus C. SWARTBOOI, MP
LEADER AND CHIEF CAMPAIGNER: LPM
2. Mr Conrad M. LUTOMBI,
CHIEF EXECUTIVE OFFICER (CEO),
Roads Authority (RA) of Namibia.
3. Mr Jonas SHEELONGO,
DEPUTY EXECUTIVE DIRECTOR (DED): DEPARTMENT OF
TRANSPORT (DOT), MWT.
4. Mr. Rudolf Rittmann,
DIVISIONAL MANAGER: MAINTENANCE,
Roads Authority (RA).

TRUNK ROAD 1/3 (T0103): REQUEST FOR PROFESSIONAL ADVICE:
ACCESS TO SERVE ERF 2292: ALBIDA DEVELOPMENT:
KEETMANSHOOP , MAINTENANCE REGION.

1. Specific and direct reference is made to the following attached documents:
 - (a) The CEO: Roads Authority's 4 March 2021 letter, addressed to me; as well as all the other documents, attached thereto, namely:



- (i) Knight PIESOLD's 24 November 2020 letter;
- (ii) 3 November 2020 letter of the CEO: RA;
- (iii) 8 November 2020 Knight Piesold's letter;
- (iv) CEO: Keetmanshoop Municipality's 20 August 2020 letter;
- (v) Honourable Bernadus Swartboo's 17 February 2021 letter;
- (vi) My 18 February 2021 letter, addressed to the CEO: Roads Authority;

2. After a very careful, critical, empathetic and objective study of all the aforementioned documents; in particular, the 4 March 2021 letter, by and from the Roads Authority's Chief Executive Officer and all its attachments, as highlighted in PARAGRAPH 1 (a), (i), (ii), (iii), (iv), (v); I have arrived at the following CONCLUSIONS and DECISIONS:

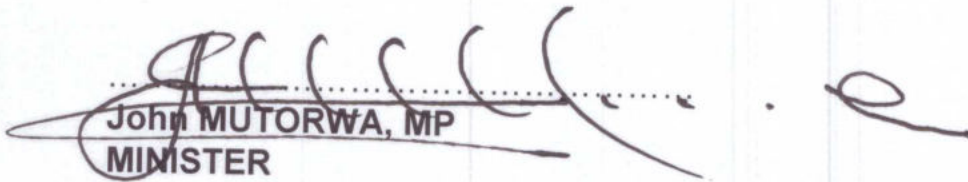
2.1 to fairly, objectively and practically deal with the matter at hand; and to hopefully, arrive at a more mutually acceptable practical solution, in the best interest of economic development, for the town of Keetmanshoop specifically; and the greater Namibia generally:

- (a) a follow up meeting, at the technical experts' level, must soon, be organized to take place in Keetmanshoop;
- (b) The Roads Authority's leadership at the National, Regional and Constituency levels; assisted by Senior Officials, from the MWT's Department of Transport, must ensure that: proper coordination and professional planning with all the affected and involved Stakeholders, are made, prior to the actual holding of the envisaged meeting;
- (c) The technical Staff from and of the following Offices, must be active participants, in the coordination, planning and in the actual deliberations of the envisaged Site Meeting:
 - (i) Governor's Office;
 - (ii) //Kharas Regional Council;
 - (iii) Keetmanshoop Municipality.



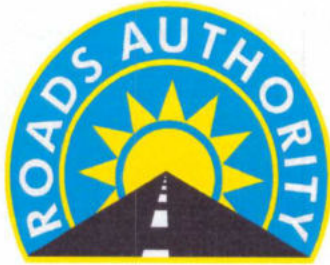
- (d) The envisaged meeting must take place during the course of April 2021.
- (e) The objective of the meeting is only one, namely: to reach, on the basis of consensus, an acceptable amicable practical solution, w.r.t. how to accommodate, the proposed Development Project, on or at the identified Site, in line (not in contradiction to) with the Keetmanshoop Municipality's approved Town's Planning Development Plans, as articulated in their 20 August 2020 attached letter.

2.2 Please, accept, dear Colleagues, the MWT's and my own personal deepest gratitude and sincere thanks.


.....
John MUTORWA, MP
MINISTER

- Copies:**
- 1. Minister: MURD:
 - 2. Governor: //Kharas Region;
 - 3. Chairperson: //Kharas Regional Council;
 - 4. Mayor: Keetmanshoop Local Authority.





SAFE ROADS TO PROSPERITY

Our Ref.: RA14/19/2/1/3

Your Ref.:

04 March 2021

Honourable John Mutorwa, MP
Minister
Ministry of Works and Transport
Private Bag 13341
Windhoek

Dear Honourable Minister

TRUNK ROAD 1/3 (T0103): REQUEST FOR A PROFESSIONAL ADVICE ON A DENIED ACCESS TO SERVE ERF 2292: ALBIDA DEVELOPMENT - KEETMANSHOOP MAINTENANCE REGION

We refer, Honourable Minister, to the letter of LPM dated 17 February 2021 and your letter dated 18 February 2021 (copy attached) which had been forwarded by your office to my office for professional advice.

Honourable Minister, this office hereby narrates by providing the following information:

1. Background

On the 24th of August 2020, the Roads Authority's head office received a request from Knight Piésold Consulting (Pty) Ltd requesting an access approval from Trunk Road 1/3 for the development of light industrial erven in Keetmanshoop. A letter from the Keetmanshoop Municipality dated 20th August 2020, was also attached, which supported the creation of an access. The Consultant was advised to submit an official application to the Roads Authority's Regional Office in Keetmanshoop for further consultations and an on-site investigations.

The Consultant submitted an application together with a detailed letter dated 08 September 2020 in request for an access approval. The access was denied in our letter dated 03 November 2020 for the reasons that the access' location does not meet the requirements of the Roads Authority's policies and legislations.

Furthermore, in their letter dated 24 November 2020, the Consultant appealed to RA on the same subject matter, of which RA responded on 30th November 2020, denying the access.

2. Professional Advice

We wish to inform, Honourable Minister, that, the matter of the accesses onto proclaimed roads is dealt with by the Roads Authority's Access Management Procedures Manual which



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Windhoek
NAMIBIA

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E-mail: lumbue@ra.org.na

is considered together with the Geometrics Design Manual. The classification of our roads and the accesses distancing are depicted on Table 3-1 below (from the Geometrics Manual) as applicable.

CLASSIFICATION	PRIMARY FUNCTION	DESCRIPTION	ACCESS TYPE	ACCESS SPACING
Trunk Road Class 1	Principal Arterial	Freeway rural	Interchange	≥ 10 km***
		Freeway urban	Interchange	≥ 2,4 km
		Cross-border road link	Priority	≥ 1,2 km
Main Road Class 2	Major Arterial	National road link	Priority	≥ 1,2 km
		Urban and peri-urban expressway	Signal or Priority	≥ 0,6 km
		Major urban road	Signal or Priority	≥ 0,6 km
District Road* Class 3	Minor Arterial	District road	Priority	± 1,2 km
		Minor urban arterial road	Signal or Priority	± 0,5 km
Urban Class 3A	Activity Arterial	Urban "high street" minor urban arterial with roadside activity	Signal or Priority or Roundabout	± 0,3 km to 0,4 km street access from the back
District Road** Class 4	Collector	District road rural feeder roads	Priority	± 1,2 km
Urban Class 4	Collector	Collector road	Priority	
		CBD street	Priority or Roundabout	Intersections: 0,15 km to 0,3 km individual accesses: ± 40 m
Farm Road Urban Class 5	Street / Access Road	Rural access road	N/A	N/A
		Local residential and commercial/industrial streets	Priority or Mini-circle	N/A

* - or urban road forming part of a C-route ** - not forming part of a C-route *** - initial aim for cost-efficiency

Table 3-1 : Road classification and access control

Honourable Minister, the Roads Authority was not keen to support the creation of such an access at a position proposed by the Consultant due to the following reasons:

- The access requested is located at 385 metres to the north of the existing traffic circle on the B1 leading to Grunau and 275 metres to the South of the existing T-junction, which is the main access to Keetmanshoop town.

According to Table 3-1 above, this section of the trunk road 0103 (TR1/3) is classified as Class 1 Trunk Road (cross-border road link), which enable an access spacing of **not closer than 1,2km**.

The challenge we have in accepting this access is that it will be in contradiction with the legislation. The short distances between accesses would override stopping sight distances as well as shoulder sight distances. This poses a traffic safety issue due to the resultant incompatible mix of slow urban traffic with high-speed through traffic.

- In their letter of 24 November 2020, the Consultant informed us of his awareness of a Master Plan for the future township layout of Keetmanshoop. He narrated that the Trunk Road will be diverted around Keetmanshoop (bypass) on the Southern side of the military base, thus this part of the trunk road is to be turned into a more widely accepted urban Class 4 collector road. A class 4 collector road allows the access spacing range of 150m to 300m, as per Table 3-1 above.

Honourable Minister, it is important to highlight that, Trunk Road 1/3, being a cross-border national road link, of first priority, it forms part of the corridor routes and the

nation has committed itself to become (be) a Transport Hub for Sub-Sahara Africa. Therefore, this road cannot be turned into an urban class 4 collector road as claimed. Furthermore, the Roads Authority do not foresee the construction of a bypass around Keetmanshoop in the next 15 to 20 years.

- It should be further noted that, one of the Roads Authority's policy is that, an access onto a proclaimed road, particularly a trunk or main road, may not be approved if there is an alternative lower order road available to provide access to the land in question.

NB Honourable Minister, following the site investigation, there is an internal street from which the development can be successfully accessed and the Consultant was given a go ahead to make use of such an access. NB

- The Consultant submitted to the Roads Authority a letter from the Ministry of Home Affairs, Immigration, Safety & Security as an evidence that there are no accidents recorded in the vicinity, thus they see it fit to put an access at a place. The Roads Authority found it difficult to depend on the provided report, as it states assertions only and no proof of evidence (no accident data and no data workup) is provided.

It should be noted that Roads Authority in collaboration with Stubenrauch and Partners Planning Consultants are busy with a town planning layout for this area, which gives access to the development under discussion via an internal street network.

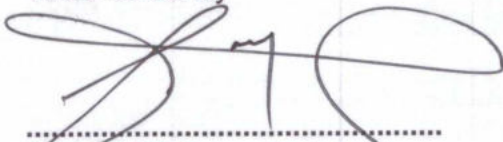
3. Conclusion

In view of above, we strongly believe that the creation of the access under discussion will compromise the traffic safety and will be in contradiction with the Roads Authority policies and legislation, as we still believe that, the law does not allow access spacing less than 1.2km along a trunk road and particularly in this area.

Please be assured Honourable Minister that, the Roads Authority is supportive of all the development initiatives around the country. However, it is important to know that, in order for the Roads Authority, to properly carry out its mandate, which is to provide a safe and efficient road network, any development should follow proper town planning schemes. Planning for an individual erf with deficits in coordination is in our view not aligned to government's intentions expressed in the new Urban & Regional Planning Act.

Please accept, Honourable Minister, the assurances of my highest consideration.

Yours sincerely



Conrad Mutonga Lutombi
CHIEF EXECUTIVE OFFICER





Reference: Trunk Road T0103 (B1): Request for One Point Access to Serve Erf 2292

Contact: C Mostert

The CEO: Roads Authority
Private Bag 12030
Ausspannplatz
Windhoek, Namibia

24 November 2020

ATTENTION: Mr. M. Lutombi

Dear Sir

Trunk Road T0103 (B1): Request for One Point Access to Serve Erf 2292: Service Station - Keetmanshoop

Your letter dated 03 November 2020 has reference.

We thank you for your reply but would like to hereby humbly request that you reconsider your decision based on the following:

1. There are 4no existing T-junctions or access points on this section of road.
2. Three of the above access points are closer than the prescribed 1.2km to each other.
3. Please refer to attached letter from the Chief Inspector at the Traffic Law Enforcement Division in Keetmanshoop which points out that there is no history of accidents on this stretch of road in the last few years as referred to in your letter.
4. The developers are willing to construct adequate acceleration and deceleration lanes to accommodate all types and numbers of traffic. We can submit a proposed layout to your office if required.
5. This stretch of road already have a pedestrian crossing, 4no access points and is a 70km/h zone and we feel in light off this that the access point will not have a negative impact on this road but rather a positive traffic calming effect.
6. Lastly, we are aware of a Master Plan for the Future Township Layout of Keetmanshoop whereby the Trunk Road will be diverted around Keetmanshoop on the Southern side of the military base due to the fact that the town of Keetmanshoop has naturally grown and developed around this stretch of road and although still classified as a trunk road, turned it into a more widely accepted Urban Class 4 collector road.



We therefore humbly request that you reconsider our application. Can we also if possible, request for a meeting to discuss this matter.

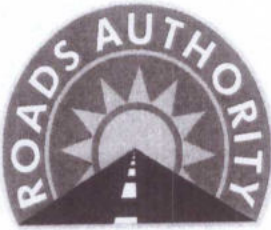
Yours faithfully,

Signed at Windhoek on this 24th day of November 2020

Cilliers Mostert
Director
For Knight Piésold Consulting (Pty) Ltd

Gunter Leicher
Managing Director
For Knight Piésold Consulting (Pty) Ltd





SAFE ROADS TO PROSPERITY

Our Ref.: RA14/19/2/1/3

Your Ref.: Access approval- erf 2292

03 November 2020

Mr C Mostert
Knight Piésold Consultant (Pty)Ltd
P.O. Box 86062
Klein Windhoek
Namibia

Dear Sir

**TRUNK ROAD T0103 (B1): REQUEST FOR ONE POINT ACCESS TO SERVE ERF 2292:
SERVICE STATION – KEETMANSHOOP TOWN**

Your application letter of 08 September 2020 has reference.

It is understood that you have requested the Roads Authority to grant you access from TR1/3 to serve a proposed service station in erf 2292 in Keetmanshoop town.

One of the Roads Authority's policies is that an access onto a proclaimed road, particularly a trunk or main road, may not be approved if there is an alternative lower order road available to provide access to the land in question.

In addition, according to the geometrics manual of the Roads Authority, access points may not be closer than 1.2 km on the national roads, as this would over-rule stopping sight distances and shoulder sight distances. The section in question carries a lot of traffic and have frequent accidents. Most of the times, traffic do approach the section at a very high speed from the northern side, which could result in additional accidents due to the influx of traffic.

Furthermore, creation of an access would in effect turn the B1 trunk road along this road section into a municipal street and would in our view seriously compromise traffic safety due to the resultant incompatible mix of slow urban traffic with high-speed through traffic.

The proposed creation of an access point onto the B1 trunk road as described in your letter is therefore not supported. It is advisable that erf 2292 be served through municipal roads.

Yours sincerely

Conrad M. Lutombi

CHIEF EXECUTIVE OFFICER



ROADS AUTHORITY
Private Bag 12030
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Windhoek
NAMIBIA

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Telephone: 061-284 7427
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Reference: Access Approval for New Access Point – Subdivision of Erf 2292

Contact: C Mostert

The CEO: Roads Authority
Private Bag 12030
Ausspannplatz
Windhoek, Namibia

08 September 2020

ATTENTION: Jacky Mukuka

Dear Sir

Subdivision of Erf Re/2292, Keetmanshoop: Access approval for one new access point onto the T0103 (B1) in Keetmanshoop.

1. Introduction

As per the proposed attached layout of Stubenrauch Planning Consultants, approval for one (1) access point is requested from the Roads Authority (See attached drawing). The affected road is Main Road T0103, running through the townlands of Keetmanshoop of which an industrial zoned area is located on the left-hand side (West) of the road. Given the speed reduction on this section of the road, on the T0103, to 70 km/h we assume that this section of road can be classified as an Urban Class 4, collector road.

The access point that we apply for is located some 385 metres to the North of the existing traffic circle on the B1 leading to Grunau and 275 metres to the South of the existing T-Junction which is the main access to Keetmanshoop, which is more than the required minimum of 150 metres as per Table 3.1 of the Roads Authority Geometrics Manual October 2014 edition. The purpose of the request is to provide access for erf 18 for the establishment of a Service Station on the Industrial development, with a T-junction branching off in a Western direction from the Main Road T0103.

2. Intersection Geometric Design

2.1. Design Inputs

The proposed development is located on the Western side of the section between the traffic circle at stake value 0,00 on T0103 and the existing turn-off to Keetmanshoop travelling in a Northerly direction. The development consists of business, light and general industrial land use. The access point is requested for approval from RA for the T-junction as indicated on the attached drawing.



2.2. Design Standards

2.2.1. Speed

The intersection has been designed for a speed of 70km/hr since that is the operating speed of the particular section of road. The SANRAL G2 guidelines were used as design standards.

2.2.2. Daily traffic and geometric layout

The development will consist of 1 general industrial erf, 18 Light Industrial erven, 3 business, 1 office and 1 hospitality erf. The access point will be constructed to cater specifically for erf no 18, where a services station will be constructed. Access to the remainder of erven is via existing internal roads. The expected traffic turning towards the development will be more than 30 vehicles per day. Given the existing T-junctions on T0102 turning to the existing Puma and Engen Filling stations and the T-junction on T0103 going into Keetmanshoop Town, we request that the same detail for the T-junction to this development is approved.

2.2.3. Sight Distance

Sight distance from this junction is adequate. To the North the road is sloping upwards with a sight distance of approximately 438 metres. The section of road to the South of the junction has a sight distance of approximately 275 metres up to the traffic circle where the vehicle speed gets reduced to 20 km/h.

According to SANRAL G2 guidelines table 3.5 the stopping sight distance is for a road design speed of 70 km/h is 110 m, which is sufficient from both directions of the newly proposed T-junction on T0103.

In the same SANRAL G2 guidelines table 3.7 the intersection sight distance to turn lane for 60 km/h is 200m and for 80km/h is 250 m, with the interpretation, the sight distance for 70 km/h will then be 225 m, which this section is also compatible with. SANRAL G2 guidelines table 6.5 recommends that sight distances for intersections with no traffic control for a speed limit of 70 km/h is 65 m.

2.2.4. Lane widths

The existing road lane widths are 3.6m with a gravel shoulder both ways. Given the explanation in item 2.2.2. above, a typical T-junction as per the Standard Drawings 1st Edition October 2014 of the Roads Authority, no deceleration or acceleration lanes will be needed to be constructed. The radii as recommended in the standard drawings from the Roads Authority recommends a tuning radius of 15 this junction radii increased to 20 m for the ease of turning of a typical interlink truck.

2.2.5. Typical drawing detail

The T-junction will follow the design guideline for the Typical access to Trunk and Main Type 'A' access as per the Standard Drawings 1st Edition October 2014 of the Roads Authority, Drawing reference Typical Access to roads drawings.

3. Pavement Design

3.1. Pavement Structure

According Figure 2 in the UTG2 Design Manual (Structural Design of Segmented Block Pavements) the Road Category is UB with Traffic Class E3 as per figure 7. Furthermore, figure 10 places the road in a climatic region classified as Dry and the pavement structure is therefore as follows:

- 80 mm interlock (35 MPa)
- 20 m river sand layer
- 200 G4 Base
- 150 G5 Subbase
- 150 G7 Selected Layer
- 150 G9 Fill/roadbed



We therefore can confirm that the access point falls within the acceptable standards and trust that your approval will be met.

Yours faithfully,

Signed at Windhoek on this 9th day of September 2020



Cilliers Mostert

Director

For Knight Piésold Consulting (Pty) Ltd



Gunter Leicher

Managing Director

For Knight Piésold Consulting (Pty) Ltd



Keetmanshoop Municipality

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E-mail: ceosee@keetmansmunicipality.org.na, 37 Hampie Plichta Avenue

Enq: Mr. N.L.M.A. Zwartz

Ref: 16/2/1

The Chief Executive Officer

Roads Authority
Private Bag 12030
Ausspannplatz
Windhoek
Namibia



20th August 2020

For att: Ms. Rauna Hanghuwo

Dear Sir

Subdivision of Erf Re/2292, Keetmanshoop: Access approval for one new access point onto the T0103 (B1) in Keetmanshoop.

Reference is made to the subject matter and subsequent to Councils approval of the Logistics Park development for Keetmanshoop dated 18th June 2020 by the Albida Trust Developers. In principle, the Council is of the opinion that the proposed access to the B1 road will greatly enhance the free flow of traffic to and from the envisaged Logistics Park.

We further support the proposed access in the wake of the many accident's that occurred, mainly with trucks, at the existing traffic circle where the current access to the development site is located.

We trust that such development and additional access thereto is in the interest of all vehicular traffic and bus and taxi commuters.

For any queries, do not hesitate to contact the undersigned.

Yours faithfully,

D. N. BASSON
CHIEF EXECUTIVE OFFICER

Enq: Mr. N.L.M.A. Zwartz
Tel. no.+264 63 221261 / 081 1242 142



OFFICE OF THE LEADER AND CHIEF CHANGE
CAMPAIGNER

EMAIL: swartbooibernadus@gmail.com

P O BOX 1150 WINDHOEK
SAUER STREET 11, WINDHOEK NORTH
CELL: +264 81 6733008

Hon. Mutorwa
Minister of Works and Transportation
Private Bag 13341
Windhoek

17 February 2021
This letter was responded to, as per my attached 18.2.2021 letter, addressed to the CEO: Roads Authority.

J. L. L. L.
18.2.2021

RE: REQUEST FOR A MEETING TO DISCUSS APPROVAL FOR A NEW ACCESS POINT TO THE T0103 (B1) IN KEETMANSHOOP

There are big prospects for socio-economic development in Keetmanshoop and surrounding areas with the envisaged construction of a Logistics Park that can potentially see over 400 contractual and permanent jobs created.

However, the proposed development initiative by potential investors, Albida Development Trust, CK Heydt Civils and Knight Pièsold Consulting has been facing drawbacks and delays for almost a year as the Roads Authority has been denying them approval to construct a new access point to the T0103 (B1) road purely on technical grounds.

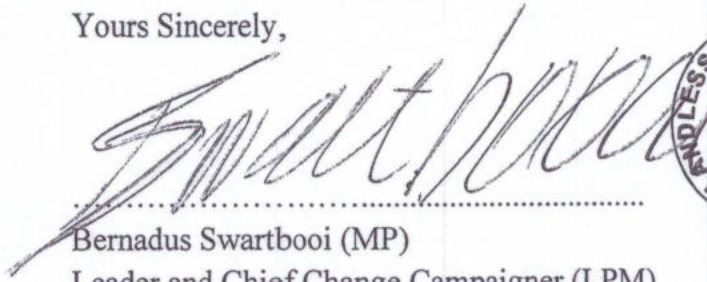
The above mentioned new access point is of vital importance to enable road users easier access to the Logistics Park.

We request a meeting with you, Hon. Mutorwa, to discuss in detail the expected outcomes of the project as we attach great value to this initiative.

We hope to meet with you soon.

Thank you for your kind attention to this matter.

Yours Sincerely,



.....
Bernadus Swartbooi (MP)
Leader and Chief Change Campaigner (LPM)





REPUBLIC OF NAMIBIA

MINISTRY OF WORKS AND TRANSPORT

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Our Ref.:

Your Ref.:

18 February 2021

Mr Conrad M. LUTOMBI
THE CHIEF EXECUTIVE OFFICER
 Roads Authority (RA)
 Private Bag 12030
WINDHOEK
 Republic of Namibia

EMAIL: lutombic@ra.org.na ; sisandej@ra.org.na

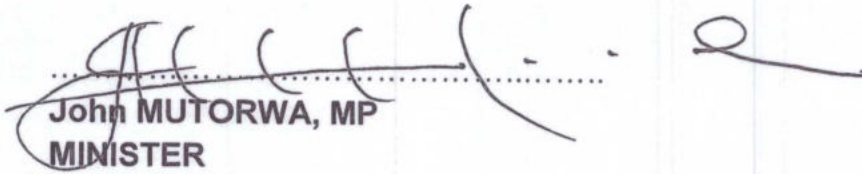
FAX: 061-2847147

APPROVAL FOR A NEW ACCESS POINT TO THE T0103 (B1) IN KEETMANSHOOP, //KHARAS REGION.

1. The attached letter, dated 17 February 2021 is hereby transmitted to you, for:
 - (a) Appropriate follow up and handling;
 - (b) Obtaining the Keetmanshoop Municipality's (Engineering Department) professional written comments and inputs.
2. Submit to me, in writing, your professional advice on the matter, at least by NOT LATER THAN 5 March 2021, for my consideration and transmission, through a possible meeting, with the Honourable Bernadus SWARTBOOI, Leader and Chief Change Campaigner: LPM.

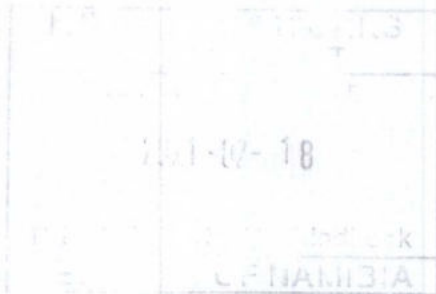


3. Please, accept, Mr Lutombi, my most deepest gratitude and sincere thanks.



John MUTORWA, MP
MINISTER

Copy: Honourable B. SWARTBOOI, Leader and Chief Change Campaigner: LPM.





Keetmanshoop Municipality

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Enquiries: G.D. Andries

Tel no: +264 63 221242

gdandries@gmail.com

Date: 11th of August, 2021

Albida Development Trust

P.O.Box 11588

Windhoek

Cell. No: 0811286475

Email: wessel@albida.com.na

Attention: Mr Wessel Honiball

Dear Sir

SUBJECT: ENVIRONMENTAL IMPACT STUDY

Municipality of Keetmanshoop is requesting Albida Development Trust to appoint an environmentalist which will carry out an environmental impact study for the proposed service station. The proposed service station will be established on the proposed erven 18, 19 and 20 of Remainder 2292, Keetmanshoop.

Yours sincerely,



Mr. Desmond Nicodemus Basson

CHIEF EXECUTIVE OFFICER



KEETMANSHOOP FUEL CENTRE

