**ENVIRONMENTAL SCOPING REPORT FOR THE CREATION OF A STREET FOLLOWING THE**

- Partial closure and subdivision of unnamed Public Street.
- Consolidation with erf 8684 Swakopmund Extension 10 into Consolidated Portion A.
- Subdivision of Consolidated Portion A into 12 Portions: Portions 1 to 11 and Street Remainder.
- Rezoning of Portion 11 from General Industrial to Parastatal/Electricity Supply.
- Rezoning of Remainder from General Industrial to New Public Street.
- Environmental Clearance Certificate for New Public Street.

# ENVIRONMENTAL SCOPING REPORT

1 DECEMBER 2025


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| | |
|---|---|
| **Project Title:** | Environmental scoping report for the creation of a new public street resulting from the subdivision of Consolidated Porton A into 12 Portions: Portions 1 to 11 and Street Remainder – parent erf being 8684 Swakopmund Extension 10. |
| **Co-Ordinates:** | 22°39'58.77" S & 14°33'31.78" E |
| **Date:** | 10 December 2025 |
| **Reference:** | 8684S |
| **Report Status:** | Scoping Report<br>8684S_Scoping Report. V1<br>VERSION 1 |
| **Proponent:** | Multi Bau (P{ty.) Ltd.<br>P O Box 20664<br>Windhoek |
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## EXECUTIVE SUMMARY

This Environmental Scoping Report has been prepared in accordance with the Environmental Management Act (No.7 of 2007) and the Environmental Impact Assessment Regulations (Gazette Notice No.30 of 2012). The purpose of this ESR is to assess the potential impacts of the proposed creation of a new public street, which forms part of a broader land use modification involving street closure, subdivision, consolidation, subdivision and rezoning of a partially closed existing public street and erf 8684 Swakopmund Extension 10.

Erf 8684 Swakopmund Extension 10 (the site) – Zoning: General Industrial and Area: 24,126m² - is partially vacant, partially developed by 5 rental warehouses, and an Erongo RED substation which is built partially on the site and partially on the unnamed adjacent public street. Access to/from the site is from an unnamed adjacent public street on the east side.

Only about 30% of the site is developed: the greater part of the site is still available to be developed. There is an inherent demand for industrial land in Swakopmund but for freehold ownership (on smaller and more affordable erven) and not for rental for tenants.

Rather than retaining the site as a large single industrial erf for tenants for rental purposes only, the owner intends to subdivide the large industrial site into smaller portions for freehold title for industrial development, including the Erongo RED substation (to be transferred to Erongo RED), and a new public street which gives access to/from the newly subdivided portions.

The new public street will enhance access to the newly created erven, support economic development, and improve service infrastructure, with minimal environmental disruption due to the site's urban character and absence of significant ecological sensitivity.

The assessment process incorporated a desktop study, site inspection, and public consultation. No objections were received from the general public or adjacent landowners, and the Swakopmund Municipality has, in principle, endorsed the proposed changes.

Key impacts identified include minor disturbances during the construction phase (e.g. noise, dust, and traffic) and manageable urbanisation related concerns during the operational phase. These have been addressed through a detailed Environmental Management Plan (EMP), attached hereon as **Annexure A.**

The EIA concludes that the proposed activity is environmentally acceptable and supports sustainable urban development within Swakopmund.

**ATTACHMENTS**

| | |
|---|---|
| Annexure A: | Environmental Management Plan |
| Annexure B: | Locality; subdivision and zoning plan |
| Annexure C: | CV of EAP |
| Annexure D: | Proof of Consultation |
| Annexure E: | Registered I&APs |

# 1. INTRODUCTION

## 1.1. *Project Background*

Multi Bau, as owner of erf 8684 Swakopmund Extension 10, and the Municipality of Swakopmund as owner of the unnamed public street, intend to undertake the following town planning applications:

- Partial permanent closure, subdivision, incorporation and donation of unnamed Public Street and consolidation with erf 8684 Swakopmund Extension 10 into Consolidated Portion A.
- Subdivision of Consolidated Portion A into 12 Portions: Portions 1 to 11 and Street Remainder.
- Rezoning of Portion 11 from General Industrial to Parastatal.
- Rezoning of Remainder from General Industrial to New Public Street.
- Environmental Clearance Certificate for the creation of a New Public Street.

The proposed activities (construction of a public road) are listed in terms of the Environmental Management Act (Act No. 7 of 2007) and Environmental Impact Assessment Regulations (Government Notice No. 30 of 2012), thus requiring an Environmental Clearance Certificate (ECC). The following listed activities are triggered by the project:

| Activity description and No(s): | Description of relevant activity | The portion of the development as per the project description that relates to the applicable listed activity |
|---|---|---|
| Activity 10.1 (b) infrastructure | The construction of public roads | The proposed project includes the construction of a public road/ creation of a street |
| Activity 10.2 (a) infrastructure | The route determination of roads and design of associated physical infrastructure where – it is a public road | The proposed project includes the construction of a public road/ creation of a street |

***Table 1: Listed activity requiring ECC***

Stewart Planning has been appointed to carry out the Environmental Impact Assessment (EIA) process in compliance with the relevant legislation, with the Ministry of Environment, Forestry and Tourism (MEFT) acting as the competent authority.

The purpose of this scoping report is to assess all potential environmental impacts, both positive and negative, associated with the creation of the new public street. Where necessary, mitigation measures have been provided in the accompanying Environmental Management Plan.

Additionally, the EIA process enables the participation of interested and affected parties (I&APs) and provides a structured mechanism for stakeholder input. Given the localised nature and limited scale of the new public street, no significant negative environmental impacts are expected, provided all proposed mitigations are implemented.

## *1.2. Project Location*

The site is situated in the eastern part of Swakopmund, between the B2 (south) and the railway line (north), with good access to the wider road infrastructure and with access to a railway siding.

Swakopmund Extension 10 is the growth of the historical and well-established inner Swakopmund industrial neighbourhoods in an easterly direction.

An unnamed adjacent public street provides access to/from the site with direct access to the B2.

The industrial estate of Swakopmund Extension 10 has developed slowly since proclamation 15-years ago. Nevertheless, it is well positioned between established residential neighbourhoods, relatively close to the Swakopmund Central Business District and with good road and rail access.

Although close to the Swakopmund Airfield, the industrial land uses in Swakopmund Extension 10 does not affect but is complementary to the Swakopmund Airfield.

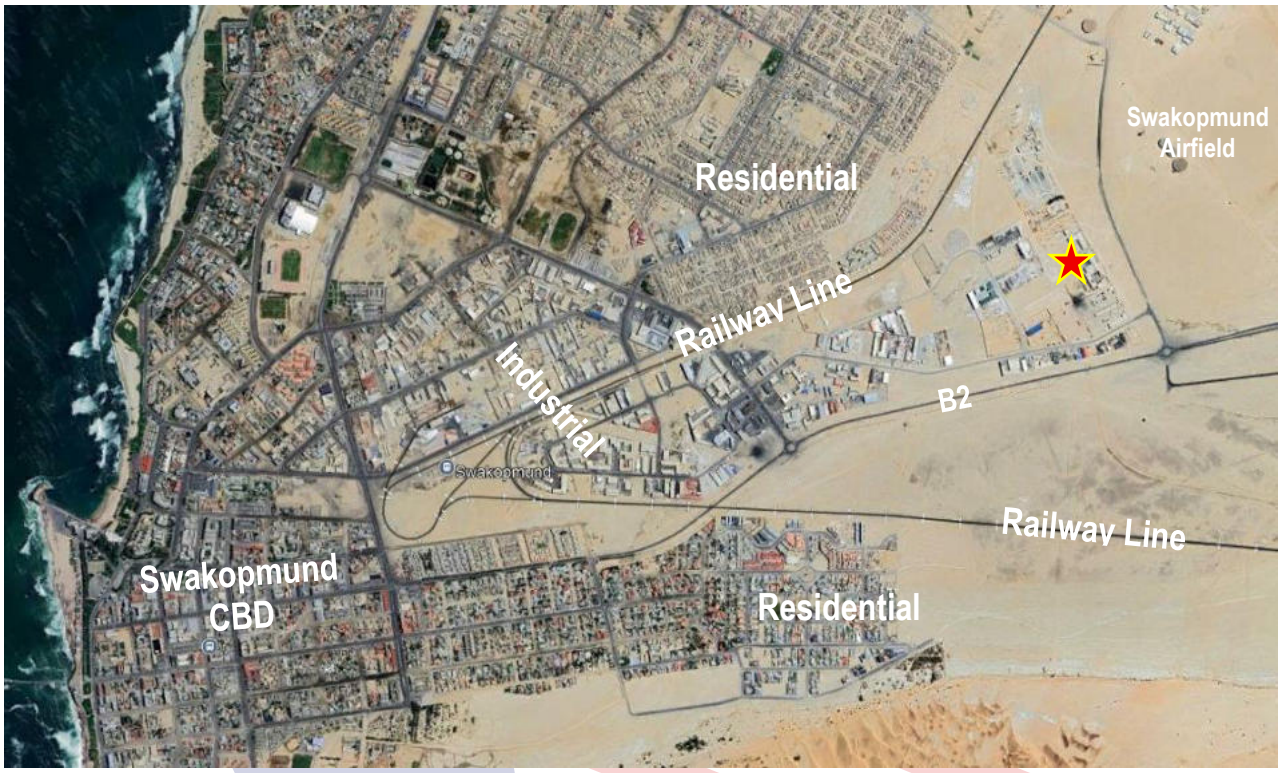



**Figure 1**: Current aerial photo of the wider area.

### *1.3. Terms of Reference*

The following terms of reference guide this environmental assessment, in accordance with the Environmental Management Act of 2007 and the EIA Regulations(2012):

a) Provide a description of the proposed project, including its location, context, and potential alternatives.
b) Identify applicable laws, policies and planning frameworks.
c) Undertake public consultation to ensure I&APs are informed and given the opportunity to raise concerns or recommendations.
d) Identify and assess potential impacts associated with the project.
e) Recommend appropriate mitigation measures, captured in the EMP, to minimise negative impacts and enhance positive contributions on the receiving environment.

## 2. IDENTIFICATION OF LAWS AND POLICIES

The development and implementation of the proposed project must comply with a range of national legislation and policy instruments that guide sustainable land use, environmental protection, and local governance in Namibia. Table 2 below provides an overview of key legislation relevant to this project and their applicability.

| Law or Policy | Provision or application | Relevance to Project |
|---|---|---|
| Namibia Constitution First Amendment Act of 1998 | Article 95(I): The State shall actively promote and maintain the welfare of the people by promoting sustainable development. | Ensures that development activities, including this new public street, uphold principles of sustainability, avoid degradation of the area's character |
| Swakopmund Zoning Scheme | This statutory document provides for land use regulations, controls, and development | All land uses and developments should be in accordance with the Swakopmund Zoning Scheme. |
| Swakopmund Urban Structure Plan | This statutory plan guides land use and development and indicates the future growth and structure of Swakopmund up to 2044. | Advocates for environmental sustainability by promoting the development of Swakopmund in harmony with the natural environment. |
| Water Resources Management Act No.11 of 2013 | Part 12 deals with the control and protection of groundwater<br>Part 13 deals with water pollution control | Requires water resources be protected during all development phases. Construction activities must avoid contamination of surface/groundwater. |
| Environmental Management Act, 2007 (Act No.7 of 2007) and EIA Regulations. | Established the need for environmental assessment and an Environmental Clearance Certificate (ECC) for listed activities. | The creation of a public street is a listed activity (10.1(b)), 10.2(a), requiring an EIA and ECC prior to implementation. |
| Urban and Regional Planning Act 5 of 2018 | Provides for the subdivision, rezoning, and consolidation of land. | The proposed land-use changes are subject to the planning procedures outlined in this Act. |
| Local Authorities Act No. 23 of 1992 | Regulates the powers and functions of local authorities, prescribes the manner in which a town or municipality should be managed by the Town or Municipal Council. | The proposed development falls under the jurisdiction of the Swakopmund Municipality and must comply with local authority provisions. |
| Labour Act, 2007 (Act No.11 of 2007), as amended. | Chapter 2 details the fundamental rights and protections.<br>Chapter 3 deals with the basic conditions of employment. | Contractors and developers must uphold fair labour practices, particularly during the construction phase. |
| National Heritage Act No. 27 of 2004 | Protects heritage sites and culturally significant objects | Should heritage resources (e.g. human remains etc.) be discovered, during construction, work must stop immediately, and the National Heritage Council (NHC) must be informed. |
| Atmospheric Pollution Prevention Ordinance, 1976 (APPO:1976). | Provides guidelines on dust and air quality control. | Measures should be in place to minimise dust during site clearance and roadworks. An air emission permit from Ministry of Health and Social Services may be required. |
| Public and Environmental Health Act, 2015 (Act No.1 of 2015). | Promotes public health and wellbeing, including workplace health standards | Construction and operational activities must be managed in line with public health standards and may be subject to inspection by the Local Authority |
| Applicable Local Authority Regulations | Includes building control, waste management, and public safety regulations. | All development activities must comply with current regulations as enforced by the Swakopmund Municipality |

***Table 2: Laws or legislation applicable to the project***

This EIA process will be undertaken in accordance with the EIA Regulations, as depicted in the flow diagram below (Figure 2).

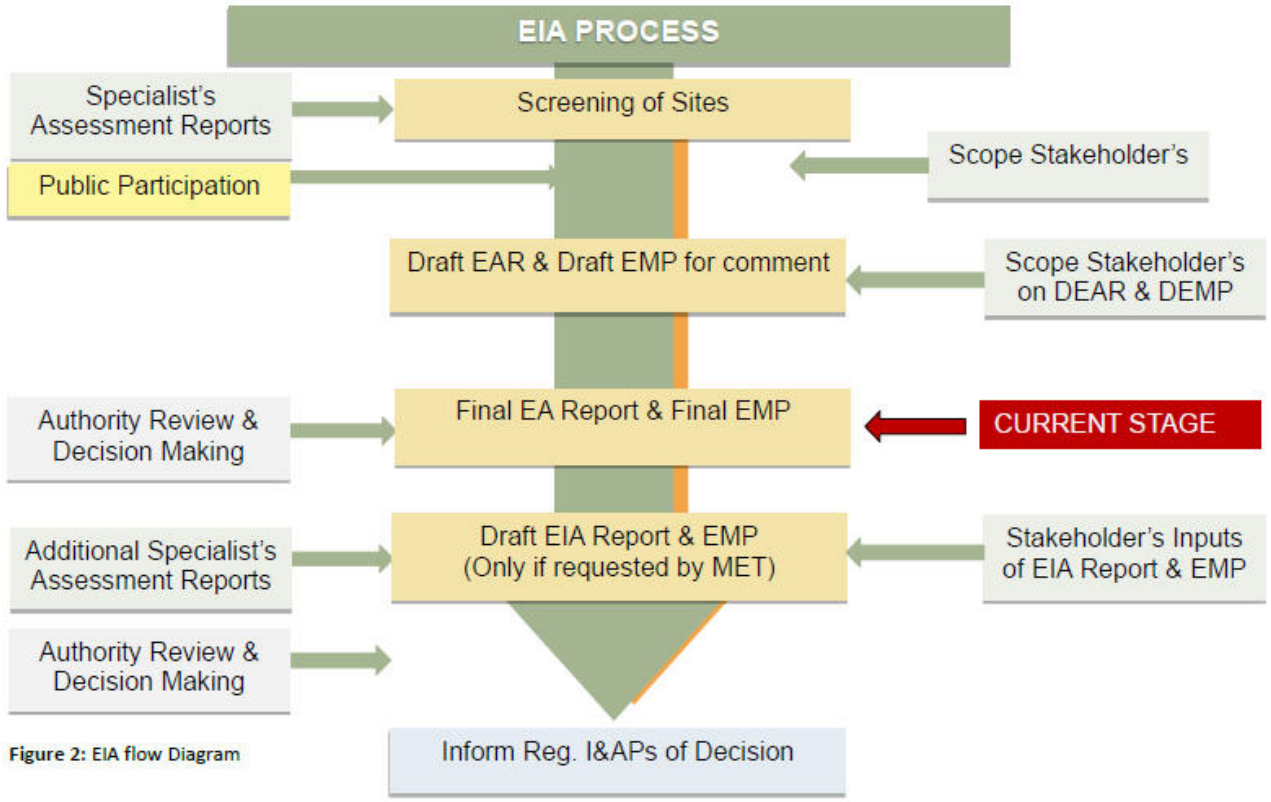



***Figure 1: Flow diagram of EIA process***

## 3. POTENTIAL ALTERNATIVES

Various layout alternatives were initially considered by the proponent, in particular building new buildings for rental without subdivision, ultimately resulting in the final layout. Due to the proponent owning the site, due to the nature of the eventual subdivision application and due to the existing on-site buildings, no alternative sites were considered.

As such only the no-go alternative will be discussed below.

### *3.1. No – Go Alternative*

The no-go alternative is the baseline against which all potential alternatives are assessed. The no-go alternative would basically entail that the proposed activities do not proceed, and the status quo of the environment remains unchanged. Thus, no positive changes in the development potential of the site would be realized, consequently:

- The subdivision of Consolidated Portion A, resulting in smaller industrial erven, more intensive development and the creation of a new street would not materialise.
- The subdivision which will increase land use efficiency, unlock underutilised land and improve access and service infrastructure through a new internal street would not be realized.
- The subdivision which would rectify an existing encroachment would not be realized
- The rezoning which allocates an appropriate land use to an existing electricity substation.
- The subdivision results in the creation of smaller/more affordable industrial erven in Swakopmund.

Thus, the no-go option is not considered to be the preferred option.

## 4. PROJECT DESCRIPTION

The project involves the creation of a new street as part of the subdivision of Consolidated Portion A.

Rather than retaining the site as a large single industrial erf for tenants for rental purposes only, the owner intends to subdivide the large industrial site into smaller portions for freehold title for industrial development, including the Erongo RED substation (to be transferred to Erongo RED), and a new public street which gives access to/from the newly subdivided portions.

The development is a collaborative effort between Swakopmund Municipality, the owner of the unnamed public street and Multi Bau, the private owner of erf 8684 Swakopmund Extension 10.

The proposed project aims to:

- Rectify an existing land encroachment involving an electricity substation.
- Subdivide erf 8684 Swakopmund Extension 10 into multiple industrial portions for sale.
- Rezone various portions to regularise and spatially justify existing and proposed land uses.
- Create a formal public street (12m wide) to provide access to the newly created portions.

This creation of a new public street constitutes a listed activity under the Environmental Management Act and requires and Environmental Clearance Certificate.

## 5. DESCRIPTION OF RECEIVING ENVIRONMENT

### *5.1. The Site and Surroundings*

Erf 8684 Swakopmund Extension 10 is zoned General Industrial in terms of the Swakopmund Zoning Scheme and has an area of 24,126m².

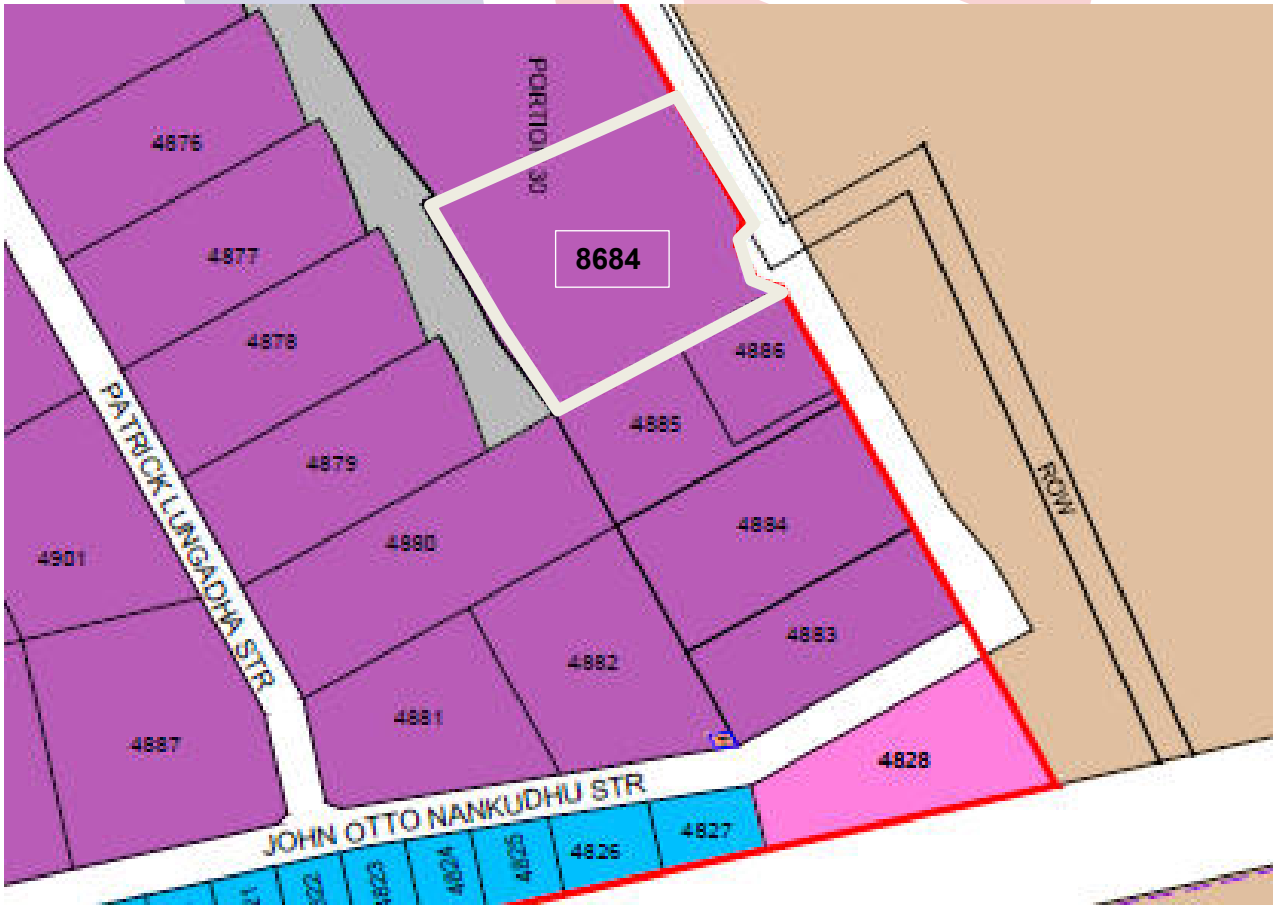



**Figure 3**: Current zoning of the site and wider area.

As above, the site is partially vacant, partially developed by 5 rental warehouses – permitted in terms of the General Industrial zoning – and an Erongo RED substation which is built partially on the site and partially on the unnamed adjacent public street.

The registered owner of erf 8684 Swakopmund Extension 10 is:

- Multi Bau (Pty.) Ltd..
- Registration Number: CY/1997/0196.
- Deed of Transfer T6968/2014 dated 20 October 2014.

The site is subject to three restrictive title deed servitudes (Deed of Servitude No. K27/1975 S and diagram SG No. A50/35) registered against the Remainder of Portion B of the Farm Swakopmund Town and Townlands No. 41. However, these three servitudes do not affect the site but affect the "parent" erf of the site and are no longer relevant and material to the site.

Consequently, these three restrictive title deed servitudes can be removed from the title deed of the site and will be dealt with as part of the statutory town planning procedures.

### *5.2. The Proposed Development – Need and Desirability*

After subdivision Multi Bau intends to sell off smaller freehold erven to developers the vacant and undeveloped portion of the site (±16,000m²) for development of new service industry, warehouse-type industrial and semi-industrial buildings.

There remains a growing demand in Swakopmund for modern, good quality, well-designed and well-located industrial buildings on smaller and more affordable erven for which there is a current shortage. The site ideally meets the criteria for this growing demand.

Each separate existing industrial activity wishes to own their site via freehold title.

Therefore, it is necessary to subdivide the site into smaller component parts.

The new subdivided portions will be developed for separate industrial activities which operate separately and independently from each other. Each portion will be surrounded by walls/fences that define their indicative boundaries. Each new subdivided portion will be developed in accordance with the Swakopmund Zoning Scheme development control requirements and conditions.

Industrial land availability is restricted and expensive, particularly for smaller industrial erven; this means that there is a greater demand for smaller rather than larger industrial erven.

The current industrial demand in Swakopmund is for freehold title of smaller more affordable and more manageable properties rather than rental from a landlord. Therefore, developing/redeveloping existing properties with existing available and useable infrastructure is much more affordable and sustainable.

Increasing the intensity of development within the existing urban areas will effectively utilise existing services and improve the urban area of the Swakopmund industrial estate. In addition, it helps reduce urban sprawl and encourages more compact development.

The proposed new buildings will marginally increase the load on services, but there is sufficient capacity in the area, and the impact will be much less significant than extending the town boundaries.

The development/redevelopment will spark interest and make local businesses and residents optimistic about their town. It will help revitalise the area and increase property values in the surrounding environs. It will also be complementary to the wider industrial neighbourhood.

Therefore, the subdivision is sought after in order to allow the applicant to proceed with his development proposals.

This application has several benefits which makes the proposed subdivision to be needed and desirable, namely:

- Multi Bau will be able to sell the new subdivided portions to interested buyers for development for profit to be used for future investment elsewhere in Swakopmund.
- All new subdivided portions will have regular rectangular/shapes to easily facilitate their development for industrial purposes and related/ancillary purposes.
- The existing Erongo RED substation will be transferred to Erongo RED as the beneficial owner of the substation.
- A new Public Street is created that will be transferred to the Council for no cost or compensation.
- The Council benefits from the sale of brownfield land that is currently underutilised. Using brownfield land reduces the need to develop land outside the urban edge and on greenfield land. In turn, it will help reduce the economic footprint on the natural environment.

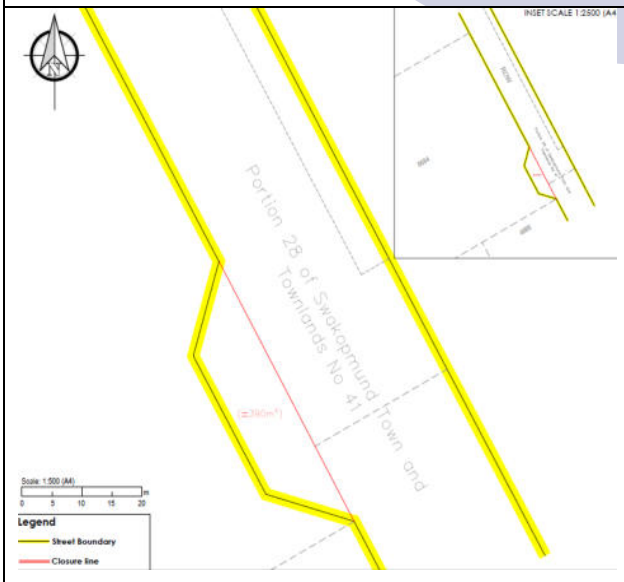
Based on the above reasons, the proposed application is considered to be needed and desirable to implement.

### *5.3. The Proposed Permanent Street Closure and Subdivision*

The Erongo RED substation and site boundary walls encroach onto the existing public street (Portion 28 of Farm Swakopmund Town and Townlands No. 41). This part of the existing public street is a redundant tuning circle which is no longer required: the existing public street is now a through street.

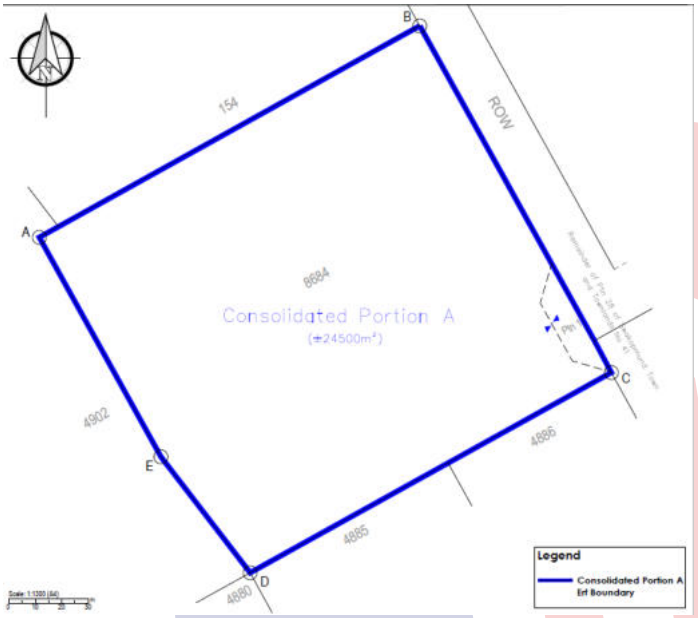
This redundant turning circle (±390m² in area) will in accordance with the provisions of Sections 50 and 63 of the Local Authorities Act, 1992 be permanently closed and subdivided as a street, incorporated into Swakopmund Extension 10, and, as part of this application, will be donated by the Municipality of Swakopmund to Multi Bau.

Once all the statutory procedures have been completed, Multi Bau will transfer the substation site to Erongo RED free of cost and compensation.

| **Street Closure/Subdivision/Incorporation** | **Street Closure/Subdivision/Incorporation Areas** |
|---|---|
|  | **Schedule**<br>• Portion 28<br>±20,132m²<br>• **Portion 1 of Portion 28**<br>**±390m²**<br>• Remainder of Portion 28<br>±19,742m² |

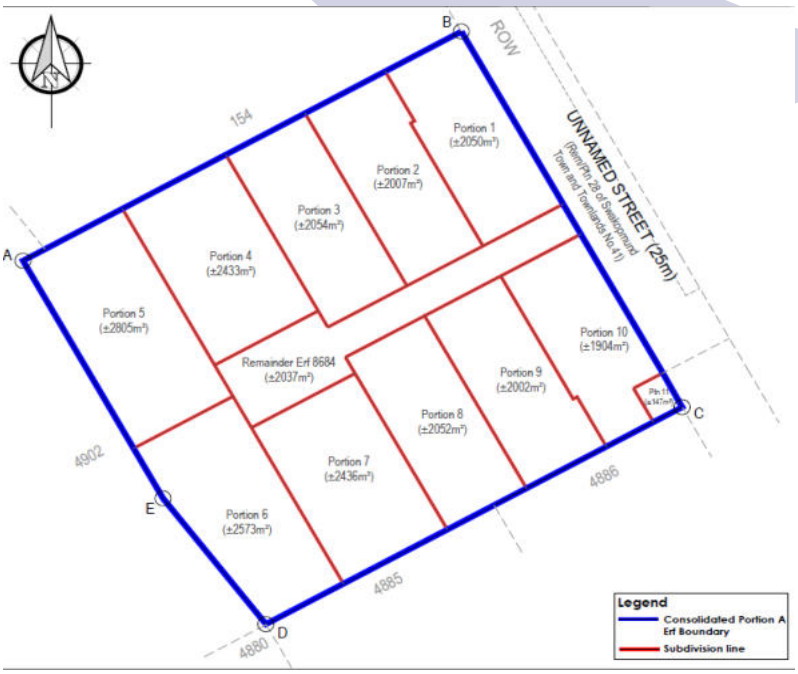
### *5.4. The Proposed Consolidation*

Following the permanent closure, subdivision and incorporation, it is proposed to consolidate the closed street portion (±390m² in area) with erf 8684 Swakopmund Extension 10 (24,126m² in area) to create new Consolidated Portion A (±24,516m² in area).

| Consolidation | Consolidation Areas |
|---|---|
|  | **Schedule**<br>• Portion 1 of Portion 28 ±390m²<br>• 8684 24,126m²<br>• **Consolidated Portion A ±24,516m²** |

### *5.5. The Proposed Subdivision*

It is proposed to simultaneously subdivide Consolidated Portion A into 10 new industrial portions – zoning General Industrial, 1 Erongo RED substation portion – zoning Parastatal and a street remainder – zoning New Public Street.

| Subdivision | Subdivision Areas |
|---|---|
|  | **Schedule**<br>Portion 1: 2,050m²<br>Portion 2: 2,007m²<br>Portion 3: 2,054m²<br>Portion 4: 2,433m²<br>Portion 5: 2,805m²<br>Portion 6: 2,573m²<br>Portion 7: 2,436m²<br>Portion 8: 2,052m²<br>Portion 9: 2,002m²<br>Portion 10: 1,904m²<br>Portion 11: 147 m²<br>Remainder: 2,037m² |

### *5.6. The Proposed Zoning/Rezoning*

Portions 1 to 10: General Industrial [Retains existing General Industrial zoning.]

Portion 11: Parastatal [Proposed zoning.]

Remainder: New Public Street. [Proposed reservation/zoning.]

## 6. PUBLIC CONSULTATION PROCESS

In accordance with the Environmental Management Act (Act No.7 of 2007) and the EIA Regulations (GN No. 30 of 2012), public consultation was undertaken to allow I&APs the opportunity to participate in the environmental assessment process.

Given the localised and low-impact nature of the proposed development, a focused and proportionate approach to consultation was adopted. The objective was to inform stakeholders, solicit input, and address any concerns related to the subdivision, rezoning, consolidation, and creation of the new public street.

### *6.1. Steps taken to notify potential interested and affected parties.*

Notification of the proposed project was carried out during October and November 2025. The process followed the procedures as outlined in the EIA Regulations and included:

- On-site notices placed at the project site.
- Notices placed at the Municipality of Swakopmund Notice Board.
- Distribution of written notices to adjacent neighbours.
- Advertising in two local newspapers, once a week for two consecutive weeks.
- Advertising in the Government Gazette, once only.
- Provision of project details for inspection by I&APs and contact information.
- Provision of 14 – day public comment period.

All notification steps and timelines are outlined in the proof of giving notice report.

### *6.2. Proof of consultation*

All relevant records of the public consultation process—including copies of notices, photographs of site posters, newspaper advertisements, and correspondence with I&APs are attached.

### *6.3. List of registered interested and affected parties*

Attached is the full list of I&APs who registered during the consultation process.

These parties were contacted directly and given the opportunity to comment on the proposed development.

### *6.4. Summary of issues raised by interested and affected parties*

No objections or negative comments were received during the public consultation process. All stakeholders who participated expressed either support or neutrality regarding the proposed closure, consolidation, rezoning and subdivision application.

The absence of objections reflects the scale and context of the project, being a formalisation of existing and proposed land uses and improvement to public access within an already developed urbanised setting.

## 7. APPROACH TO STUDY

The assessment followed a phased and proportionate methodology suited to the scale and urban context of the proposed development. The following components informed the EIA process:

**a) *Desktop Sensitivity Assessment.***

Existing environmental datasets, planning documents, cadastral maps, and legal frameworks were reviewed to identify potential environmental issues and concerns in the project area. Emphasis was placed on the known environmental constraints, land uses, and infrastructure in and around the site.

**b) *Site Assessment (Site Visit).***

Site visits were conducted to validate desktop findings, assess current land use, identify any ecological sensitivities, and evaluate access and infrastructure. No significant ecological features (such as protected flora or sensitive habitats) were identified on-site which has an urban character.

***c) Public Consultation Process***

The public engagement process was undertaken in compliance with the EIA Regulations. This ensured that interested and Affected Parties (I&APs) had the opportunity to review and provide input on the proposed development. No objections were received.

***d) Scoping***

Potential environmental impacts were scoped based on the desktop review, site observations, and stakeholder input. The scoping phase informed the structure of this report and identified key issues for evaluation.

**e) *Environmental Management Plan (EMP)***

An EMP has been prepared outlining practical mitigation measures to be implemented during the planning, construction and operational phases. To minimize the impact on the environment, mitigation measures have been identified to be implemented during planning, construction and implementation. The EMP will serve as a compliance/monitoring tool used by the proponent and relevant authorities to ensure that the project is planned, developed and operated with minimum environmental impact.

## 8. POTENTIAL IMPACTS ON THE RECEIVING ENVIRONMENT

This section provides detailed descriptions of the potential biophysical and socio-economic impacts associated with the creation of the new public street, including both temporary (construction) and long-term (operational) effects. The identified impacts have been grouped by project phase and assessed with and without mitigation. These potential impacts are explored below:

### *8.1. Planning and Design Phase Impacts*

Although limited in physical disturbance, the planning and design phase introduces potential implications for infrastructure and the built environment.

*I. Demand on Existing Municipal Services*

The proposed new industrial erven will marginally increase demand for water, sewerage, and refuse services. However, as there is sufficient underutilised capacity in the area, this increase in service demand will be offset through municipal rates, taxes and service charges.

*II. Traffic and Access*

The development may generate slightly increased traffic volumes. However, the layout includes a newly created 12m wide cul-de-sac street with a 25m turning circle, designed to provide access to the new industrial erven and facilitate vehicle circulation. No significant traffic congestion is expected.

*III. Parking, Loading Bays, and Delivery Access:*

Due to the new public street reserves limited width, on-site parking will be required in accordance with the provisions of the Swakopmund Zoning Scheme. U-turns by delivery vehicles may be slightly constrained, but the cul-de-sac turning circle of 25m. is sufficiently large for almost all heavy and delivery vehicles.

*IV. Impact of Height and Scale:*

The eventual height and bulk of buildings will be regulated by the applicable zoning scheme. Given that the area already accommodates mixed industrial and business uses, the new development is expected to integrate well into the urban fabric.

*V. Land Use and Visual Character:*

No significant changed land use rights are proposed; there will be no impact on the visual character of the area. Future development proposals will be subject to building plan approval, including aesthetic considerations.

### *8.2. Construction Phase Impacts*

These impacts are temporary but require management to minimise nuisance or disturbance to the local industrial operators and the receiving environment.

I. *Biodiversity (Flora and Fauna Impacts)*

The site is located in an already developed urban setting. No protected species or ecologically sensitive features were observed. Minor vegetation clearance may occur, but this is unlikely to significantly affect biodiversity.

II. *Traffic Disruption*

Construction vehicles will temporarily increase traffic volumes and may affect nearby roads. Movement of heavy machinery must be managed to minimise safety risks and avoid damage to municipal infrastructure.

III. *Noise*

Construction machinery and delivery activities will generate noise. While this is temporary and occurs during daylight hours, it may be a disturbance to surrounding industries and/or and businesses if not properly managed.

*IV. Dust and Emissions*

Excavation, material stockpiling, and vehicle movement could result in dust generation. If unmanaged, this may affect local air quality and public health, particularly during dry and windy periods.

V. *Demand on Temporary Services*

The influx of construction workers will require basic facilities such as potable water, ablution, and waste collection. If not properly managed, this could lead to littering, water wastage, and sanitation issues.

*VI. Social and Economic Effects*

The development will contribute positively by creating short-term construction jobs, the purchase of materials in formal local retail and industrial businesses and potentially new customer base for informal traders while construction is ongoing.

### *8.3. Operational Phase Impacts*

The operational phase impacts are those impacts on the biophysical and socio-economic environment that would occur during the operational phase of the proposed project and are inherently long-term in duration.

*I. Visual and Sense of Place Impacts*

Development of currently underutilised land may alter the visual character of the area. However, thoughtful design, indigenous landscaping, and urban aesthetics can enhance the area's appearance. The change is expected to be generally positive, aligning with surrounding land uses.

*II. Impact on Neighbourhood Dynamics*

The development will improve access and formalise existing patterns of land use. However, the new street may remove informal pedestrian routes previously used by nearby workers, potentially increasing walking distances. This should be weighed against the broader urban benefit of legalising land use and improving infrastructure.

III. *Noise Impacts*

The extent of operational noise will depend on the industrial/business operations that take place. Given the predominant zoning as "Industrial", a moderate level of activity is expected. Compliance with municipal by-laws and sound management practices will reduce the likelihood of nuisance.

IV. *Emission Impacts*

No significant emissions are anticipated from the proposed land uses. Localised emissions from vehicles and small-scale industrial/business operations will remain within acceptable levels.

V. *Social and Economic Effects*

The development will contribute positively by regularising land ownership, enabling future industrial/ business opportunities, and creating long-term jobs in the industries/ businesses created. The improved legal and spatial order supports local economic development objectives.

## 9. SUMMARY OF THE SIGNIFICANCE OF POTENTIAL IMPACTS

This section outlines the potential environmental and socio-economic impacts associated with the proposed project. Impacts were assessed based on their:

- **Extent:** Local (L), Regional (R)
- **Magnitude**: Low (L), Medium (M), High (H)
- **Duration:** Short-term (S), Medium-term (M), Long-term (L)
- **Significance**: Low (L), Medium (M), High (H)
- **Probability**: Unlikely (U), Probable (P), Certain (C)
- **Confidence:** Low (L), Medium (M), High (H)
- **Reversibility:** Yes (Y), No (N)
- **Cumulative:** Low (L), Medium (M), High (H)

A summary of all potential impacts from the proposed project assessed above is included in **Table 3.**

**Tables 4 - 6** provide a summary of the mitigation measures proposed for the impacts. While some difference in magnitude of the potential impacts would result from the proposed alternatives this difference was not considered to be significant.

*Table 3: Summary of the significance of potential impacts*

| Impact | Extent | Magnitude | Duration | Significance | Probability | Confidence | Reversibility | Cumulative |
|---|---|---|---|---|---|---|---|---|
| **PLANNING AND DESIGN PHASE IMPACTS** | | | | | | | | |
| **Demand on existing municipal services –** *Without Mitigation* | L | M-L | M-L | M | P | H | Y | M |
| **Demand on existing municipal services –** *With Mitigation* | L | L | S | L | P | H | Y | L |
| **Traffic & Access -** *Without Mitigation* | L | M-L | L | M | P | H | Y | M |
| **Traffic & Access -** *With Mitigation* | L | L | L | L | P | H | Y | L |
| **Parking, Loading Bays & Delivery access –** *Without Mitigation* | L | M-L | S | M | P | H | Y | M |
| **Parking, Loading Bays & Delivery access –** *With Mitigation* | L | L | S | L | P | H | Y | L |
| **Height & Scale -** *Without Mitigation* | L | M-L | M | M | P | H | Y | M |
| **Height & Scale -** *With Mitigation* | L | L | M | L | P | H | Y | M |
| **Land Use & Visual Character –** *Without Mitigation* | L | L | S | L | P | H | Y | L |
| **Land Use & Visual Character –** *With Mitigation* | L | L | S | L | P | H | Y | L |
| **CONSTRUCTION PHASE IMPACTS** | | | | | | | | |
| **Impact** | **Extent** | **Magnitude** | **Duration** | **Significance** | **Probability** | **Confidence** | **Reversibility** | **Cumulative** |
| **Biodiversity Disturbance -** *Without Mitigation* | L | M-L | S | M | P | H | Y | M |
| **Biodiversity Disturbance –** *With Mitigation* | L | L | S | L | P | H | Y | L |
| **Construction traffic** *Without Mitigation* | L | M-L | S | L | P | H | Y | M |
| **Construction traffic** *With Mitigation* | L | L | S | L | P | H | Y | L |
| **Noise –** *Without Mitigation* | L | M | S | L | P | H | Y | L |
| **Noise –** *With Mitigation* | L | L | S | L | P | H | Y | L |
| **Dust & Emission Impact –** *Without Mitigation* | L | L | S | L | P | H | Y | L |
| **Dust & Emission Impact –** *With Mitigation* | L | L | S | L | P | H | Y | L |
| **Temporary Services -** *Without Mitigation* | L | L | S | L | P | H | Y | L |
| **Temporary Services -** *With Mitigation* | L | L | S | L | P | H | Y | L |

| OPERATIONAL PHASE IMPACTS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Impact** | **Extent** | **Magnitude** | **Duration** | **Significance** | **Probability** | **Confidence** | **Reversibility** | **Cumulative** |
| **Visual & Sense of Place** – *Without Mitigation* | L | M-L | M-L | M | P | H | Y | L |
| **Visual & Sense of Place –** *With Mitigation* | L | L | M-L | M | P | H | Y | L |
| **Neighbourhood Connectivity** – *Without Mitigation* | L | M | M-L | M | P | M | Y | L |
| **Neighbourhood Connectivity** – *With Mitigation* | L | L | M-L | M | P | M | Y | L |
| **Operational Noise** *Without Mitigation* | L | M-L | M-L | M | P | H | Y | L |
| **Operational Noise** - *With Mitigation* | L | L | M-L | L | P | H | Y | L |
| **Emissions** – *Without Mitigation* | L | L | S | L | P | H | Y | L |
| **Emissions** – *With Mitigation* | L | L | S | L | P | H | Y | L |
| **Social benefits** (employment) – *With Mitigation* | L | L | M | M | P | H | Y | L |

## 10. MITIGATION MEASURES

***Table 4: Proposed mitigation measures for the planning and design phase***

| PLANNNING AND DESIGN PHASE MITIGATION MEASURES | |
|---|---|
| **Impacts** | **Mitigation Measures** |
| **Increased demand on Municipal Service** | • Confirm service capacity (water, sewer, electricity, waste) with relevant municipal departments during the planning stage.<br>• Ensure new erven are connected to existing infrastructure development schedules.<br>• Integrate service demand planning into infrastructure development schedules. |
| **Scale and Height of Development** | • Design new public street to Swakopmund Municipality guidelines, standards and specifications.<br>• Adhere strictly to the zoning scheme provisions on bulk, height, and coverage.<br>• Ensure compatibility with the surrounding urban landscape through appropriate building design. |
| **Traffic** | • Design intersections with adequate sightlines, including splays.<br>• Design the cul-de-sac and turning circle to accommodate delivery vehicles.<br>• Incorporate traffic control measures where necessary.<br>• Consider pedestrian safety in layout. |
| **Parking, Loading, and Access** | • Provide on-site parking in line with zoning requirements.<br>• Design the cul-de-sac and turning circle to accommodate delivery vehicles.<br>• Ensure proper signage and surfacing.<br>• Facilitate linkages between industrial erven and adjacent street by reinforcing pedestrian and vehicular pathways.<br>• Incorporate existing pedestrian walkways in the development to ensure pedestrian linkages are maintained and promote walkability. |
| **Land Use and Aesthetics** | • Submit new public road and related building plans to the Swakopmund Municipality for approval, including 3D renderings where required.<br>• Incorporate appropriate landscaping, street furniture and façade treatment to enhance visual appeal.<br>• Avoid visual clutter (e.g. excessive signage).<br>• Ensure pedestrian/vehicular access integrates with the new public street. |

*Table 5: Proposed mitigation measures for the construction phase*

| CONSTRUCTION PHASE MITIGATION MEASURES | |
|---|---|
| **Impacts** | **Mitigation Measures** |
| **Biodiversity (Flora & Funa)** | • Retain existing trees and vegetation where feasible.<br>• Avoid unnecessary clearing, only clear areas essential for construction.<br>• Rehabilitate cleared areas with indigenous species.<br>• Prohibit collection of wood, plants, or animals by workers. |
| **Traffic Disruption** | • Ensure easy, safe and continuous access to existing buildings.<br>• Schedule deliveries during off-peak hours.<br>• Use only designated roads for heavy vehicles.<br>• Install warning signage and speed limits around the site.<br>• Maintain all construction vehicles in roadworthy condition. |
| **Noise** | • Limit construction to daylight hours.<br>• Fit machinery with noise dampening devices (e.g. silencers).<br>• Prohibit amplified music on-site.<br>• Notify neighbours in advance of construction start dates. |
| **Dust and Emissions** | • Apply dust suppressants or water to exposed soil during the dry, windy days.<br>• Cover loose material during transport.<br>• Provide workers with dust masks and PPE.<br>• Limit vehicle speeds on unpaved surfaces. |
| **Temporary Service Needs** | • Prioritise local labour for all and any road construction phases.<br>• Provide adequate drinking water, toilets, and shaded rest areas for workers.<br>• Dispose of construction waste at approved facilities.<br>• Place bins and skips on-site for general and construction waste.<br>• Ensure regular waste collection in coordination with the Municipality. |

*Table 6: Proposed mitigation measures for the operational phase*

| OPERATIONAL PHASE MITIGATION MEASURES | |
|---|---|
| **Impacts** | **Mitigation Measures** |
| **Visual & Sense of Place Impacts** | • Use natural colours and locally appropriate materials for roadway, street furniture and buildings (e.g. brick, wood, stone).<br>• Incorporate landscaping with indigenous species.<br>• Retain mature trees where feasible.<br>• Minimise use of large or unsightly signage.<br>• Use new public street for stormwater discharge to nearby open areas. |
| **Impacts on Neighbourhood** | • Maintain ongoing communication with surrounding residents regarding further development plans.<br>• Prioritise local labour for all and any construction phases.<br>• Consider the integration of pedestrian-friendly pathways in future planning. |
| **Noise (Operational)** | • Enforce operational noise limits through municipal by-laws.<br>• Monitor noise levels and address complaints promptly.<br>• Restrict noisy activities to business hours. |
| **Emission (Air Quality)** | • Encourage non-dusty surfaces and consider sealing/tarring internal access roads where necessary.<br>• Promote low-emission practices (e.g. clean fuel use, regular maintenance of service vehicles). |
| **Social (Employment & Local Benefit)** | • Encourage contractors and businesses to hire locally for both skilled and unskilled roles.<br>• Maintain transparency around job opportunities through municipal communication platforms. |

## 11. CONCLUSION

The proposed creation of a street, resulting from the closure, consolidation, subdivision and rezoning of erf 8684 Swakopmund Extension 10, Swakopmund, has been thoroughly assessed in accordance with the Environmental Management Act and its Regulations.

Based on the assessment undertaken, no significant or irreversible environmental impacts were identified. All potential impacts whether biophysical, socio-economic, or related to land use are expected to be localised, short- to medium-term in duration, and of low significance when appropriate mitigation is applied.

The proposed project will:

- Unlock underutilised land for general business and industrial use.
- Improve access to new industrial/ business erven and circulation through the construction of a cul-de-sac street.
- Support local economic development in a strategic growth area of Swakopmund.

The public consultation process revealed no objections or concerns from Interested and Affected Parties (I&APs).

While future design and construction details may evolve, these are unlikely to alter the overall environmental acceptability of the project. The Environmental Management Plan provides an appropriate framework for ensuring that development is implemented responsibly and with due care for the receiving environment.

## 12. RECOMMENDATION

Based on the findings of this report, the following is recommended:

1) That an Environmental Clearance Certificate be issued to Multi Bau for the creation of a new public street from the closure, consolidation, subdivision and rezoning of erf 8684 Swakopmund Extension 10; Swakopmund.
2) That the following conditions apply to the Environmental Clearance Certificate:
   a) The proponent shall address all potential impacts resulting from the construction and operational activities and implement the mitigation measures as contained in the Environmental Management Plan.
   b) Regular environmental monitoring and evaluation of environmental performance should be conducted and targets for improvements should be established and monitored from time to time, and
   c) The Ministry of Environment, Forestry and Tourism reserves the right to attach further legislative and regulatory conditions during the operational activities of the project.

Bruce Stewart
**Town and Regional Planner**