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CITY OF WINDHOEK

✉ 59, Windhoek ☎ +264 61 2902911

NOTICE is hereby given of the monthly meeting of the

MUNICIPAL COUNCIL OF WINDHOEK

to be held on **Thursday, 27 March 2025 at 17:30**, in the new Council Chambers, Windhoek.

.....
CHIEF EXECUTIVE OFFICER

ENQUIRIES:	Ms T Edward/mgo Ms M Garises	**REF:**	2025-03-27.ca
TELEPHONE:	2902597/2902557	**DATE:**	2025-03-20

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[Municipal Council Agenda: 2025-03-27]

1 **OPENING BY PRAYER**
(3/2/1)

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[Municipal Council Agenda: 2025-03-27]

2 **OFFICIAL ANNOUNCEMENTS, STATEMENTS AND COMMUNICATIONS BY THE MAYOR - COUNCIL MEMBER NDESHIHAFELA LARANDJA**
(3/1/6/8)

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[Municipal Council Agenda: 2025-03-27]

3 **APPLICATIONS FOR LEAVE OF ABSENCE**
(3/1/5/1)

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[Municipal Council Agenda: 2025-03-27]

4 **DECLARATION OF INTEREST**
(3/1/5/1)

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5 **CONFIRMATION OF MINUTES**

[Municipal Council Agenda: 2025-03-27]

5.1 **MUNICIPAL COUNCIL MEETING HELD ON 5 MARCH (2702) 2025**
(3/2/1)

The minutes of the monthly meeting of the Municipal Council of Windhoek held on 5 March (2702) 2025 are submitted for confirmation.

[Municipal Council Agenda: 2025-03-27]

5.2 **SPECIAL MUNICIPAL COUNCIL MEETING HELD ON 18 MARCH 2025**
(3/2/1)

The minutes of the monthly meeting of the Municipal Council of Windhoek held on 18 March 2025 are submitted for confirmation.

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[Municipal Council Agenda: 2025-03-27]

6 **PETITIONS**
(3/2/1)

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7 **MOTIONS**

[Municipal Council Agenda: 2025-03-27]

7.1 **[CEO] REQUEST FOR ENHANCED COMMUNICATION ON AWARD OF CONTRACTS WITH WIDE PUBLIC INTEREST**
(3/2/1)

*** A motion, **attached as pages 396 - 397 to the agenda**, was received from Council Member Sam S Nujoma on 20 March 2025 for discussion at the Council meeting scheduled for 27 March 2025.

*** Acknowledgement of the motion by the Chief Executive Officer is **attached as page 398 to the agenda.**

FOR DISCUSSION

[Municipal Council Agenda: 2025-03-27]

7.2 **[CEO] DEVELOPMENT OF A CENTRAL SMART BUS TERMINUS WITH A MARKET PLACE**
(3/2/1)

*** A motion, **attached as pages 399 - 400 to the agenda**, was received from Council Member Sam S Nujoma on 20 March 2025 for discussion at the Council meeting scheduled for 27 March 2025.

*** Acknowledgement of the motion by the Chief Executive Officer is **attached as page 401 to the agenda.**

FOR DISCUSSION

[Municipal Council Agenda: 2025-03-27]

7.3 **[CEO] URGENT BRIDGE CONSTRUCTION, RIVERBANK REINFORCEMENT AND SAFE PEDESTRIAN INFRASTRUCTURE**
(3/2/1)

*** A motion, **attached as pages 402 - 403 to the agenda**, was received from Council Member Sam S Nujoma on 20 March 2025 for discussion at the Council meeting scheduled for 27 March 2025.

*** Acknowledgement of the motion by the Chief Executive Officer is **attached as page 404 to the agenda.**

FOR DISCUSSION

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[Municipal Council Agenda: 2025-03-27]

8 **ANSWERS TO QUESTIONS OF WHICH NOTICE HAS BEEN GIVEN**
(3/1/6/3) (16/15/1)

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9 **MINUTES OF MANAGEMENT COMMITTEE**

[Municipal Council Agenda: 2025-03-27]

9.1 **APPROVAL OF MINUTES (MC 05/2025)**

The minutes of the Management Committee meeting (MC 05/2025) held on 11(04) March 2025 was approved by the said Committee on 18 March 2025 and is submitted for notice, with recommendations being submitted to the Municipal Council of Windhoek per Items GOV.1, GOV.3, GOV.8, FNS.1 and IND.1, which follow immediately hereunder for consideration.

It is

RECOMMENDED

That the minutes of the Management Committee meeting (MC 05/2025) held on 11(04) March 2025, be noted by its members, with recommendations submitted to the Municipal Council of Windhoek as per Items GOV.1, GOV.3, GOV.8, FNS.1 and IND.1.

[Municipal Council Agenda: 2025-03-27]

9.1.1 GOV.1 [ICT] CONFIDENTIAL MATTER
(6/1)

This matter, submitted to the Councillors under separate cover, is to be dealt with in terms of section 14(2)(a) of the Local Authorities Act, 1992 (Act 23 of 1992) (as amended) which reads as follows:

Every meeting of a local authority council shall be open to the public, except on any matter relating to -

(ii) any offer to be made by the local authority council by way of tender or otherwise for the purchase of any property;

unless the local authority council by a majority of at least two-thirds of its members present at the meeting in question determines such a meeting to be so open.

[Municipal Council Agenda: 2025-03-27]

9.1.2 GOV.3 [FCS] CONFIDENTIAL MATTER
(3/9/2/2/16)

This matter, submitted to the Councillors under separate cover, is to be dealt with in terms of section 14(2)(a) of the Local Authorities Act, 1992 (Act 23 of 1992) (as amended) which reads as follows:

Every meeting of a local authority council shall be open to the public, except on any matter relating to -

(i) the appointment, promotion, conditions of employment and discipline of any particular officer or employment of a local authority council;

unless the local authority council by a majority of at least two-thirds of its members present at the meeting in question determines such a meeting to be so open.

[Municipal Council Agenda: 2025-03-27]

9.1.3 **GOV.8 [CEO] REVIVAL OF THE LOW-CARBON PUBLIC TRANSPORT IN WINDHOEK UNDER THE MOVE WINDHOEK PROJECT**
(16/12)

Council at its meeting held on 5 March (2702) 2025 per Resolution 42/03/2025 *inter alia* resolved as follows:

1 That this matter be referred back in order for the Chief Executive Officer to address the following, whereafter it be resubmitted to the Management Committee/Council, for consideration:

1.1 The prevailing urban and public transport issues;

1.2 The comments from the Strategic Executives: Economic Development and Community Services; and Urban and Transport Planning and provide feedback to Management Committee/Council; and

1.3 Look into a comprehensive/extensive financial model and include the same in the resubmission.

2 That the resolution be implemented prior to confirmation of the minutes.

In response to the above Council Resolution, the following:

Response on the comments of Strategic Executive: Economic Development and Community Services

Non-Motorised Transport (NMT) is a key component of the Sustainable Urban Transport Master Plan (SUTMP) initiatives and there is a significant project currently underway. The Chief Executive Officer (Strategy Advisor: Smart Cities and Transport) will be submitting a progress report on this project in due course.

In addition to Non-Motorised Transport (NMT), low carbon transport is also part of the Sustainable Urban Transport Master Plan (SUTMP) initiatives. While Non-Motorised Transport (NMT) is an environmentally beneficial initiative, it is distinct from the Low Carbon Transport Project, which focuses on the decarbonisation of the public transport fleet, hence both projects will be running concurrently.

*** The current financial modelling presented in the Feasibility Study, **attached as pages 1 - 80 to the agenda** is dated 2016 and therefore outdated. Once the revival of the project is approved by Council, the new financial modelling will be developed as part of the revised feasibility study incorporating any and all comments provided in this submission.

Comments from the Strategic Executive: Urban and Transport Planning

The Strategic Executive: Urban and Transport Planning amended inputs to clarify the considerations as provided for inclusion in the further feasibility work required in preparation for a potential Green Climate Fund (GCF) submission.

It should be noted that in terms of paragraph 1.1 of Council Resolution 42/03/2025 *inter alia* reading as follows, the Chief Executive Officer will address same and report back to Management Committee/Council:

1 That this matter be referred back in order for the Chief Executive Officer to address the following, whereafter it be resubmitted to the Management Committee/Council, for consideration:

1.1 The prevailing urban and public transport issues;

The item is herewith resubmitted for consideration.

Introduction

The purpose of this item is to bring to the attention of the Council, the project for implementing a Low-Carbon Transportation System in Windhoek, the approval of its revival as an integral part of the 'Move Windhoek' Project and setting-up an interdepartmental committee under the leadership of the Chief Executive Officer (Advisor: Smart Cities and Transport).

Reviving the initiative is a necessary undertaking as it will enable the Municipal Council of Windhoek to collaborate closely with government entities and agencies, development partners and international experts. This collaboration will pave the way for the Municipal Council of Windhoek to participate in the acquisition of hybrid busses through the green fund. The acquisition of hybrid busses will positively contribute to increased frequencies, improved accessibility to public transport, reduction in traffic congestion, improved air quality and enhanced public health, amongst others.

Background

*** In March 2016, the Kreditanstalt für Wiederaufbau (KfW), in conjunction with the Municipal Council of Windhoek; the Ministry of Environment, Forestry and Tourism; and the Ministry of Works and Transport launched an initiative aimed at reducing future emissions of greenhouse gases from the Windhoek public transport system. To pave way for the initiative, a pre-feasibility study on low-carbon public transport in Windhoek was conducted culminating in a report titled 'Assessment of Additional Greening Measures to Enhance the Planned Extension of the Municipal Bus Fleet', **attached as pages 1 - 80 to the agenda.** Following the successful completion of a pre-feasibility study, on 28 February 2018 a concept note **attached pages 81 - 111 to the agenda** was submitted to the Development Bank of Namibia (DBN) for consideration by the Green Climate Fund (GCF).

At the time of submission (February 2018), the Development Bank of Namibia (DBN) was not an accredited by the Green Climate Fund (GCF) and as such, not eligible to receive green funding from the Green Climate Fund (GCF).

Realising the opportunity, the Development Bank of Namibia (DBN) applied for full accreditation by the Green Climate Fund (GCF) as a medium enterprise eligible to receive between U$50 to U$250 million per project. Once accredited, the Development Bank of Namibia (DBN) is expected to submit impactful projects to the Green Climate Fund (GCF), of which the Low-Carbon Public Transport System could be listed as one (1) of the key projects.

Due to its scope and intent, the Low-Carbon Public Transport System Project meets funding requirement of the Green Climate Fund (GCF) under their readiness support programme. The Green Climate Fund (GCF)) is a critical element of the Paris Agreement. The Paris Agreement is an international treaty on climate change that was signed in 2016. The treaty covers climate change mitigation, adaptation and finance. The treaty aims to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius.

The Green Climate Fund (GCF) is mandated to support developing countries to raise and realise their Nationally Determined Contributions (NDC) towards low-emission, climate-resilient pathways. Policymakers and citizenry alike have become increasingly mindful of the emerging risks of climate change and how development strategies must accommodate these shifts. While this emerging trend towards increased resilient and inclusive low carbon, green growth strategies represent real hope, this transition towards environmentally responsible development is taking place at a pace that is too slow given the urgent action required to address critical issues such as climate change. Countries are often constrained in their ability to pursue climate-related priorities due to obstacles stemming from competing, overriding priorities for economic growth. Coupled with pre-existing infrastructure that significantly limit development options and often times entrenched business-as-usual practices that often include vested interests in the status quo, countries have difficulty building the critical mass among government, private sector and civil society actors necessary to develop the political will necessary to overcome the status quo. The Green Climate Fund (GCF) has thus been set up to bridge this gap and break the status quo as the world seeks to mitigate and address the scourge of climate change.

The Green Climate Fund (GCF) works through the Nationally Designated Authority (NDA), which is the Ministry of Environment and Tourism. Nationally Designated Authorities (NDAs) are government institutions that serve as the interface between the country and Green Climate Fund (GCF). They provide broad oversight of the Green Climate Fund (GCF)'s activities in the country and communicate the country's low-emission and climate-resilient activities. (The Nationally Designated Authority (NDA) nominates Direct Access Entities (DAEs) that are accredited to receive funding from the Green Climate Fund (GCF) to realise the objectives of the Nationally Determined Contributions (NDC)).

Discussion

Transport plays a pivotal role in the daily lives of Windhoek's residents, from commuting to work to accessing essential services like healthcare, education, recreation etc. Clear planning in the Sustainable Urban Transport Master Plan (SUTMP) has considered the need for access to public transport services.

Resident's current reliance on private cars has led to worsening congestion, increased road safety risks and a surge in per-passenger fuel consumption, all of which heighten Greenhouse Gas (GHG) emissions contributing to global warming and increased particulate matter in the environment leading to various health impacts. Windhoek's public transport system, consisting of an aging fleet with some busses acquired in 1977, faces constant breakdowns, delays from repairs and license disk requirements, with only twenty eight (28) to thirty (30) busses operating on any given day.

In response to these challenges, the Municipal Council of Windhoek aims to strengthen its public transport asset base by procuring low-carbon emission electric busses through grant funding to support this critical shift towards a more sustainable future. The drive for this project supports the view that an efficient transport system is required to access economic opportunities and help achieve the Government's National Development Plans and Strategies to which the Government is committed. The project further supports the objectives and Key Performance Areas (KPAs) of the Municipal Council of Windhoek's Strategic Plan (2022 to 2027) in respect of SMART Cities; pursuing technological advancement, innovation and operational efficiencies; decarbonising the Mass Transit Transport Sector by investing in high occupancy busses (hybrid and electric busses), to make economic opportunities more accessible to low-income citizens and reducing pollution and greenhouse gas emissions associated with cars.

This initiative holds transformative benefits for the Municipal Council of Windhoek, including efficient and accessible public transport, increased service frequency and a significant reduction in traffic congestion. By embracing low-emission electric busses, the City will improve air quality, positively impact public health and take a critical step toward a cleaner, greener and more sustainable and caring future for its residents. This is not just an investment in infrastructure; it is an investment in the well-being of the community and the long-term prosperity of Windhoek.

*** On 30 July 2024, the Chief Executive Officer (Strategy Advisor: Smart Cities and Transport) was approached by Beyond Zero Energy (BZE) regarding the potential revival of the carbon-free transportation system for the City of Windhoek. The outcome of the meeting is set out in the minutes, **attached as pages 112 - 114 to the agenda**. Beyond Zero Energy (BZE) is working with the Environmental Investment Fund (EIF) to get several nominated Direct Access Entities (DAEs), including the Development Bank of Namibia, to be accredited with the Green Climate Fund (GCF).

Upon Beyond Zero Energy (BZE) inquiry with the Nationally Designated Authority (NDA), the Directorate of Multi-Lateral Affairs at the Ministry of Environment and Tourism provided initial information on how and why the project was halted and that this was one of the potential projects to be submitted again under Green Climate Fund (GCF)'s Project Specific Accreditation Approach (PSAA), which allows entities that are not yet accredited to submit projects and access funding. As the Development Bank of Namibia has already submitted for Stage 2 accreditation to the Green Climate Fund (GCF), this project should then be submitted under the accredited modality and not the Project Specific Accreditation Approach (PSAA). Doing so will allow for possible blended/co-financing with other Development Finance Institutions (DFIs), *inter alia*, Kreditanstalt für Wiederaufbau (KfW), African

Development Bank (AfDB), Development Bank of South Africa (DBSA), Government Institutions Pension Fund (GIPF), etc.

*** On 19 August 2024, the Chief Executive Officer (Strategy Advisor: Smart Cities and Transport), with colleagues from the Department of Urban and Transport Planning (Division of Public Transport) met with Beyond Zero Energy (BZE) and the Development Bank of Namibia (DBN) to deliberate on the low-carbon public transport project. the Development Bank of Namibia (DBN)'s reiterated its interest in the project and considers it as one (1) of the potential projects to form part of the first pipeline projects under accreditation modality. The minutes of the meeting is **attached as pages 115 - 117 to the agenda.**

To move matters forward, the following strategic steps are proposed:

- Engagement with the Council (*this item*);
- Re-opening discussions with vital financial institutions;
- Stakeholder consultations;
- Revision of Proposal and expansion;
- Engagement with potential sponsors and international participants; and
- Submission of Proposal for funding.

*** Details of the Strategic Steps are **attached as pages 118 - 119 to the agenda.**

Strategic significance and implications

The 'Move Windhoek' Project is aligned to the Sustainable Development Goals (SDGs); Vision 2030; National Development Plans (NDPs); Harambee Prosperity Plan (HPP); National Determined Contributions to the United Nations Framework Convention on Climate Change (NDC-UNFCCC); National Climate Change Strategy and Action Plan; and other national strategies. The project supports the objective of the Namibian Nationally Determined Contribution (NDC) aimed at promoting fuel efficiency by switching to low-carbon fuels and reduction of internal combustion vehicles by ten thousand (10 000) units and replacing same with electrically powered vehicles by 2030.

Locally, the project is aligned to the following Strategic Objectives set out fully in the Windhoek Strategic Plan (2022 to 2027):

- **Pursue technological advancement, innovation and operational efficiencies**

Key Performance Area (KPA) No.	Proposed Key Performance Area (KPA)	Key Performance Indicator (KPI) No.	Key Performance Indicator (KPI)	Key Performance Indicator (KPI) description
IBP 2	Smart Cities	IBP 2	% Progress *versus* Smart Cities Baseline Project (aimed at developing core Smart, Sustainability and Resilience Indicators as per ISO 37122, 37120 and 37123 respectively)	Measures the progress implementation of the Smart Cities Baseline Project

On this specific objective, the acquisition of hybrid and electric busses will enable integration of smart technology that enable data-driven mobility solutions, offering insights into traffic flow, passenger needs and route optimisation. Hybrid and electric busses deliver long-term cost savings through lower operational and maintenance expenses compared to traditional vehicles.

- **Provide basic services, land delivery and upgrading of informal settlements**

Key Performance Area (KPA) No.	Proposed Key Performance Area (KPA)	Key Performance Indicator (KPI) No.	Key Performance Indicator (KPI)	Key Performance Indicator (KPI) description
CS 4	Basic Services	CS 4.8a	% Progress *versus* Developed Integrated Transport Master Plan (Integrating Sustainable Urban Transport Master Plan (SUTMP) with Roads Master Plan)	Measures the progress made against Developed Integrated Transport Master Plan

On this specific objective, the acquisition of hybrid and electric busses will enable the provision of efficient, affordable, equitable safe and convenient transport for residents of the City whilst fostering environmental stewardship.

- **Enhance the quality of life for all our Stakeholders**

Key Performance Area (KPA) No.	Proposed Key Performance Area (KPA)	Key Performance Indicator (KPI) No.	Key Performance Indicator (KPI)	Key Performance Indicator (KPI) description
CS 5	**Health and Environment**	CS 5a	% Implementation of the Municipal Council of Windhoek Environmental Plan (Strategic Environmental assessment (SEA))	Measures the percentage implementation of the Municipal Council of Windhoek Environmental Plan (Strategic Environmental assessment (SEA))
		CS 5c	% Implementation of the Municipal Council of Windhoek Integrated Climate Change Strategy and Action Plan	Measures the implementation of the Municipal Council of Windhoek Integrated Climate Change Strategy and Action Plan

Although the Municipal Council of Windhoek's ability to address car emissions is relatively limited, there are several technological options available for public transport systems that could significantly enhance environmental performance. Some of these relate to:

- **Hybrid technologies:** Considered as an efficient environmental measure for busses and have its impact through improved energy efficiency. Depending on the urban traffic conditions, hybrid busses may save 23 % to 43 % of Co_2 emissions; and

- **Renewal of the vehicle fleet:** The current bus fleet is old with many vehicles being more than twenty (20) years in use. A renewal of the bus fleet would reduce fuel consumption, reduce vehicle emissions by a factor and improve air quality.

- **Ensure public safety, security and disaster risk management**

Key Performance Area (KPA) No.	Proposed Key Performance Area (KPA)	Key Performance Indicator (KPI) No.	Key Performance Indicator (KPI)	Key Performance Indicator (KPI) description
CS 8	**Public safety, security and disaster risk management**	CS 8.1	% Vehicle accident rate reduction	Measures the percentage reduction of accidents
		CS 8.2	% Crime rate reduction	Measures the percentage to consistently reduce the crime rate

Introducing electric busses in Windhoek would reduce the number of private vehicles on the road, leading to fewer car accidents and smoother traffic flow. With a reliable and eco-friendly public transport system in place, many commuters would choose busses over private cars, easing congestion and minimising the reckless driving that often causes accidents in crowded areas.

The introduction of electric and hybrid busses would also help curb organised crime involving fake taxis. These unregulated taxis often exploit gaps in public transport, but with a safe, efficient and affordable bus system, fewer people would rely on such services. A well-planned bus network with fixed routes and schedules would limit the opportunities for fake taxis to operate, reducing criminal activity in the City.

Furthermore, electric and hybrid busses would enhance overall commuter safety through professional, vetted drivers and modern security features. With measures like Close-Circuit Television (CCTV), Global Positioning System (GPS) tracking and security personnel, the busses would deter criminal behaviour and provide a secure commuting environment. This added layer of safety would contribute to a more trustworthy and well-regulated public transport system for Windhoek residents.

Financial implications

The total number of busses required to fulfill the basic transport needs of the Windhoek population is one hundred and thirty (130) units. As indicated on the table below, there are currently fourty six (46) busses thus resulting in a shortfall of eighty four (84) busses. The eighty four (84) busses should be procured to cater for the shortfall:

Fleet expansion/renewal			
Length	**Fleet requirement according to Phase 1**	**Existing**	**Procurement**
12 metre	84	46	38
18 metre	32	-	32
24 metre f. BRT	14	-	14
Total fleet	**130**	-	**84**

In February 2018, the initial investment for the whole project, including the rainwater-harvesting scheme, was estimated at N$1.350 million. The Municipal Council of Windhoek uses ± 1.350 cubic metre of fresh water annually for the outer cleaning of its vehicle fleet, which was calculated based on the operational fleet at the time of the field visit of thirty five (35) busses. In the beginning of 2015 the Department of Infrastructure, Water and Technical Services issued a drought response plan. Even though this measure does not primarily target the reduction of carbon dioxide emissions, it is considered a vital element in the

effort to protect the scarce freshwater resources of the region. In addition to harvesting rainwater, the use of hybrid and solar energy was also considered.

As for Hybrid, a lower-innovation/lower technological risk alternative to full-electric propulsion is the use of diesel-electric hybrid vehicles. This allows the diesel engine to be used for direct propulsion so that any fault in the electric system does not render the bus immobile. With regards to Solar, to manage the fleet referenced under this scenario, a total usable area of 312 000 m² of solar paneling would be required. Together with the ancillary installations, access space and fencing cordon, an area of about 350 000 m² should be envisaged.

The operational loss expected for a seven-year period of initial operation was estimated at N$580 million, thus bringing the total financing gap to N$1 940 million. The following was the initial estimation:

Financing requirement (Mio N$)				
No.	**Partial project in order of priority**	**Initial investment**	**Subsidy operations cost seven (7) year period**	**Total financing gap**
1	Fleet expansion	297.54	567.77	1 865.55
2	Plus: Infrastructure	1 000.24		
3	Hybrid pilot	12.17	-0.92	11.25
4	Solar pilot	36.92	21.76	58.68
5	Rainwater harvesting	2.23	0.03	2.26
Total		**1 349.10**	**588.64**	**1 937.74**

Given the passage of time, from 2018 to present, the cost of the project is estimated at N$3 billion, thus requiring a robust and blended capital structure. Namibia's Nationally Determined Contribution (NDC) recognises the need to attract large scale investment for such a project, including finance from domestic and external sources. The Chief Office Officer (Strategy Advisor: Smart Cities and Transport) and the inter-departmental committee will engage entities accredited to the Green Climate Fund (GCF) to access climate grant funds for this project.

Possible/perceived risks and mitigation matrix

As with any other project, there are potential and identifiable risks. The following are risks associated with this project and possible mitigation measures:

Risk No.	**Risk type**	**Risk description (cause and effect)**	**Prob.**	**Impact**	**Score**	**Risk containment plan**
1	**Financial**	High upfront costs of procurement of hybrid and electric busses and infrastructure setup	High	Medium	3	- Leverage government subsidies, tax incentives, Public Private Partnerships (PPPs); and - Seek additional support from green energy funds including grant funding (e.g., Green Climate Fund) to cover initial APEX costs relating to the procurement of hybrid and electric busses, the necessary infrastructure, training and regulations costs.
2		Sustaining, maintaining and operating the acquired busses	High	Major	5	- Earmark funds for public transport/ Smart Cities funding; - Grant funding to cover maintenance and operating costs; - Train teams on handling electric bus maintenance and routine servicing for longevity; - Allocate a specific budget for spare parts, repairs and preventive maintenance to avoid financial gaps; and

Risk No.	Risk type	Risk description (cause and effect)	Prob.	Impact	Score	Risk containment plan
						- Implement systems to detect mechanical issues early and establish regular performance reporting for the bus fleet.
3		Uncertain ROI due to fluctuating energy prices	Medium	Medium	3	- Establish long-term contracts for renewable energy at fixed rates.
4	**Operational**	Traffic congestion, space limitations and other obstructions during construction of bus lanes	High	High	4	- Conduct a comprehensive traffic analysis prior to implementation to determine the optimal routes for electric bus lanes; - Implement flexible or part-time bus lanes, where lanes are reserved for electric busses only during peak hours, while remaining open for general traffic at other times; and - Implement a detailed construction management plan that includes clear communication with the public about timelines and detours.
5		Potential electricity shortages	High	High	4	- Diversify and invest in renewable energy sources which could be used to power charging stations; - Make use of smart grid technology to better manage electricity demand and supply; - Schedule bus charging during off-peak electricity hours when general consumption is lower; and - Collaborate with neighbouring countries through regional power pools to ensure more stable electricity supply.
6		Reduced operational range of electric busses	High	High	4	- Optimise routes to align with bus range and install fast chargers at depots; and - Constant monitoring of passenger numbers.
7		Limited charging infrastructure	High	High	4	- Develop charging stations across key depots and operational routes
8		Technology challenges and maintenance	High	High	4	- Include technical support in delivery contracts and have clear spares and maintenance delivery parameters.
9		Down time for battery charging and maintenance	Medium	Medium	3	- Implement scheduling tools to stagger charging times and use predictive maintenance.
10		Passenger number miscalculation	Medium	High	4	- Constantly monitor passenger numbers and economic signals.
11		Change in mobility pattern	Medium	Medium	3	- Regular system monitoring; and - Legislation/Possible toll fees to dissuade use of other mobility methods.
12		Residence distribution	Medium	Medium	3	- Monitor inhabitant behaviour.
13	**Technical**	Lack of regulations and skilled drivers and technicians for EV technology in Namibia	High	Major	5	- Partner with national and local governments to create comprehensive EV regulations covering safety, licensing and infrastructure; - Develop training programmes for technicians and drivers and partner with EV manufacturers for support; - Involve legal experts to align regulations with international best practices for electric busses; and - Develop temporary operational guidelines with local authorities to ensure safe, efficient bus operations until formal regulations are in place.
14		Software integration issues with existing fleet management systems	Medium	Low	2	- Perform thorough compatibility testing before implementation and collaborate with vendors.
15		Battery degradation over time	High	High	4	- Use performance monitoring and schedule timely battery replacement programmes.
16	**Regulatory**	Compliance with evolving environmental regulations	Medium	Low	2	- Engage with regulators and ensure compliance by adopting industry standards; and
17		Permit delays for charging infrastructure installation	Medium	Medium	3	- Collaborate with relevant authorities to fast-tracking approvals.

Risk No.	Risk type	Risk description (cause and effect)	Prob.	Impact	Score	Risk containment plan
18	Social	Resistance from existing taxi drivers	High	Medium	3	- Engage with taxi unions and associations early in the process to discuss the benefits of a low-carbon public transport system and address their concerns; - Offer training programmes for taxi drivers to become electric bus drivers or to occupy other roles within the public transport system; and - Explore compensation schemes for affected taxi drivers or offer transitional support to minimise economic losses for existing operators.
19		Resistance from the public	Low	Minor	1	- Promote the benefits of electric busses, such as sustainability and lower costs, through targeted awareness campaigns and share success stories; - Offer fare discounts or loyalty programmes to encourage initial use and build trust; - Gather and analyse feedback to make data-driven adjustments and address concerns; and - Collaborate with the media to boost public adoption.
20	Environmental	Safety concerns related to new EV technology	Low	Low	2	- Educate the public about the safety and environmental benefits of electric busses.
21		Concerns over disposal of electric bus batteries	Medium	Medium	3	- Partner with recycling facilities and encourage adoption of second-life battery uses.

Compliance check/legal implications

The project will comply fully with the following laws, policies, plans and procedures as set below:

- Road Traffic and Transport Act, 1999 (Act 22 of 1999);
- Environmental Management Act, 2007 (Act 7 of 2007);
- National Policy on Climate Change Namibia 2011;
- Integrated Transport Master Plan (Ministry of Works and Transport); and
- All other relevant laws, regulations, policies and plans.

Consultation with relevant internal Stakeholders

Internal Stakeholders were consulted and input was received as follows:

Comments from the Strategic Executive: Economic Development and Community Services

The department questioned whether Non-Motorised Transport (NMT) should also not be included in this as it links in with decarbonisation, or whether the Kreditanstalt für Wiederaufbau (KfW) support would be enough. The department also indicated that 'Move Windhoek' needs support from public transport side.

Comments from the Strategic Executive: Urban and Transport Planning

The proposal to source funding from the Green Climate Fund (GCF) for the procurement of hybrid busses, both for fleet replacement and expansion is commendable and aligns with sustainability objectives. However, it also raises several critical concerns that must be carefully considered during project preparation and further feasibility studies.

In particular, the financial sustainability of an expanded fleet presents a significant challenge, especially given the current operational deficit. Additionally, a broader strategic decision is required regarding the long-term decarbonisation of transport operations to ensure that the chosen technology is the most viable and cost-effective solution in the long run. Addressing these aspects will be essential for securing Green Climate Fund (GCF) support and ensuring the overall success of the initiative.

The key considerations are as follows:

- **Current Operational Deficit**
  - The existing bus operations are running at a 90 % deficit, requiring significant subsidies in the absence of any funding source to sustain current services.
  - Expanding the fleet from thirty (30) to one hundred and thirty (130) busses will substantially increase operational costs, including fuel, maintenance, staffing and infrastructure support, further worsening the existing financial shortfall.
- **Sustainability requirements from the Green Climate Fund (GCF)**
  - Based on previous engagements, the Green Climate Fund (GCF) places a strong emphasis on the long-term financial sustainability of any investment.
  - They will require full visibility into how the expanded fleet will be operated and funded to ensure that their capital investment is not undermined by unsustainable operating deficits.
- **Funding for operations and maintenance**
  - While capital funding for fleet acquisition is a major concern, securing reliable and sustainable funding for operations and maintenance is equally critical.
  - Without a clear financial strategy, there is a risk that the expanded fleet will become financially unviable, potentially leading to service disruptions and asset underutilisation.
- **Decarbonisation Strategy and technology selection**
  - A fundamental decision must be made regarding the long-term decarbonisation strategy for public transport operations.

- While hybrid busses offer immediate emissions reductions, alternative technologies such as battery-electric or hydrogen-powered busses may present more sustainable, cost-effective and scalable solutions in the long run. It is concerning that the current evaluation of technology dates back to 2015, as the past decade has seen significant advancements in this field, along with valuable lessons learned from global implementation. A thorough reassessment of available technologies is essential to ensure that the selected solution remains optimal, cost-effective and aligned with long-term sustainability goals.

- It is crucial to assess total lifecycle costs, infrastructure requirements and energy sources to ensure the chosen technology aligns with long-term sustainability goals.

- **Proposals to follow for further consideration in the execution of the Feasibility Study**

  - A comprehensive financial model should be developed to outline the full cost implications of the expansion, including a detailed funding strategy for the proposed future operations.

  - A technology assessment should be conducted to determine whether hybrid busses are the optimal solution for decarbonisation or if alternative low-carbon technologies can be considered.

Options

Hybrid busses are a combination of conventional and electric busses. Therefore, an option available is to remain with conventional busses or opt for electric busses. As advanced in this motivation it is strongly recommended that, Council consider the option of acquiring and operationalising hybrid busses because of the advantage they present over conventional or electric bus. Opting for hybrid busses allows Council to leverage on research and development in both conventional and electrical bus spheres.

Conclusion

This item brought to the attention of the Council the status of low-carbon transportation system in Windhoek, the need for its revival as an integral part of the 'Move Windhoek' Project and setting-up an interdepartmental committee under the leadership of the Chief Executive Officer. As advanced in the item, reviving the initiative is a necessary undertaking as it will enable the Council to collaborate closely with government entities and agencies, development partners and international experts. The collaboration will pave the way for the Council to participate in the acquisition of hybrid busses through the green fund. As indicated in the introductory section and body text, the acquisition of hybrid busses will positively contribute to increased frequencies, improved accessibility to public transport, reduction in traffic congestion, improved air quality and enhanced public health, amongst others.

Management Committee, having considered the matter

RECOMMENDED

1 That the project for implementing a Low-Carbon Transportation System in Windhoek, its revival as an integral part of the 'Move Windhoek' Project, be noted and approved.

2 That information pertaining to the Municipal Council of Windhoek's participation in a national initiative aimed at reducing future emissions of greenhouse gases from the Windhoek Public Transport System, be noted and approved.

3 That it further be noted that the Green Climate Fund (Green Climate Fund (GCF)), a critical element of the Paris Agreement which supports developing countries in their efforts to raise and realise their Nationally Determined Contributions (NDC) towards low-carbon emission and climate-resilience.

4 That, to enable the Municipal Council of Windhoek's participation in the initiative, an Inter-Departmental Committee on Low-Carbon Emission in Windhoek's Public Transport System chaired by the Chief Executive Officer (Strategy Advisor: Smart Cities and Transport), with representation from departments, be formed.

5 That, with the support of the Inter-Departmental Committee, the Chief Executive Officer (Strategy Advisor: Smart Cities and Transport) engage national and international Stakeholders on initiatives to reduce future emissions of greenhouse gases from the Windhoek Public Transport System and seek funding for local initiatives such as acquisition of hybrid busses.

6 That the resolution be implemented prior to confirmation of the minutes.

9.1.4 **FNS.1 [UTP] APPLICATION FOR THE SUBDIVISION OF THE REMAINDER OF PORTION B OF WINDHOEK TOWN AND TOWNLANDS NO. 31 INTO PORTIONS 'X', 'Y', 'Z', 'V', 'W'AND THE REMAINDER; INCORPORATION OF PORTIONS 'X', 'Y', 'Z', 'V' AND 'W' INTO OTJOMUISE EXTENSION 8; REZONING OF PORTIONS 'X' AND 'Y', OTJOMUISE EXTENSION 8 FROM 'UNDETERMINED' TO 'SPECIAL' AND 'INSTITUTIONAL' RESPECTIVELY; AND RESERVATION OF PORTIONS 'Z' AND 'V', OTJOMUISE EXTENSION 8 AS 'PUBLIC OPEN SPACE' AND 'STREET' RESPECTIVELY**
(L/Townlands No.31/Otji)

Introduction

The purpose of this item is to motivate the subdivision of the Remainder of Portion B of Windhoek Town and Townlands No. 31 into Portions 'X', 'Y', 'Z', 'V', 'W' and the Remainder, incorporation of the newly created portions into Otjomuise Extension 8 and subsequent land use changes of Portions 'X', 'Y', 'Z', 'V', 'W', Otjomuise Extension 8.

*** In addition, the item seeks approval to rescind paragraphs 1 to 4 of Council Resolution 339/11/2015, **attached as pages 120 - 121 to the agenda**, in order to create a portion which in principle was allocated to the Namibian Police (NamPol). It further recommends that permission be granted to the Namibian Police (NamPol) to facilitate the construction of a public school to make provision for institutional facilities in close proximities to the envisaged residential development on Portion 'X'.

The proposed development will be done in line with the projected spatial growth and transformation of the City and in accordance with section 105 of the Urban and Regional Planning Act, 2018 (Act 5 of 2018). The item therefore seeks approval for the following:

- Rescind paragraphs 1 to 4 of Council Resolution 339/11/2015 in order to create a portion which in principle was allocated to the Namibian Police (NamPol);

- Subdivision of the Remainder of Portion B of Windhoek Town and Townlands No. 31 (18,402.38 hectares) into Portions 'X' (29.05 hectares), 'Y' (3 hectares), 'Z' (10.01 hectares), 'V (3.71 hectares), 'W' (23.31 hectares) and the Remainder;

- Incorporation of the newly created Portions 'X', 'Y', 'Z', 'V' and 'W' into Otjomuise Extension 8 and subsequent;

- Rezoning of Portion 'X', Otjomuise Extension 8 from 'undetermined' to 'special' with mixed uses subject to the following maximum floor area and density restrictions:

  - Dwelling units, residential buildings and dwelling houses - 140 500 m²;
  - Guesthouse (five (5) to ten (10) bedrooms) - 500 m²;
  - Institutional (clinic and creche) - 2 000 m²;
  - Business (shops and cafeteria) - 5 000 m²;
  - Offices - 1 000 m²;
  - Recreation - 1 200 m²;
  - Storage and workshops (for equipment and operations in respect of maintenance of buildings, grounds and vehicles) - 1 000 m²; and
  - A density zone of one (1) residential unit or dwelling unit per 100 m², be applicable.

- Rezoning of Portion 'Y', Otjomuise Extension 8 from 'undetermined' to 'institutional';

- Reservation of Portion 'Z', Otjomuise Extension 8 as 'public open space'; and

- Reservation of Portion 'V', Otjomuise Extension 8 as 'street'.

Background

Previous Council Resolutions

*** Council at its meeting held on 26 November 2015 per Resolution 339/11/2015, **attached as pages 122 - 127 to the agenda,** *inter alia* resolved that the Remainder of Portion B of Windhoek Town and Townlands be subdivided into Portion X (± 26.67 hectares) and the Remainder and that Portion X be allocated to the Namibian Police (NamPol). (The item that served at the Council meeting is **attached as pages 128 - 131 to the agenda**, for ease of reference).

Subsequent meetings at the request of the Commissioner of Police, the Developer's Architect and Engineering Team identified the following land use challenges:

- Certain stages in the legal process to transfer the site into the ownership of the Government (Namibian Police) was still not completed; and

- Council Resolution 339/11/2015 was still not implemented - to be amended to obtain the necessary statutory approvals at the Urban and Regional Planning Board.

Therefore, this item serves to carry out the required planning procedures to obtain statutory approvals. Any sales related matters be dealt with in a separate item by the Property Management Division.

Locality, size and land use

The area under consideration is located west of Matshitshi Street and Otjomuise Extensions 8, 9, 10 and 11. The site measures ± 69.17 hectares in extent and is zoned 'undetermined' in accordance with the Windhoek Zoning Scheme and forms part of the Remainder of Portion B of Windhoek Town and Townlands No. 31.

*** The locality of the property is indicated on the plans, **attached as pages 132 - 140 to the agenda.**

Ownership

*** Ownership is vested in the Municipal Council of Windhoek by way of a Certificate of Registered Title No. 676/1922, **attached as pages 151 - 157 to the agenda.**

Proposed development

The proposed development is a mixed land use concept designed specifically to support the operational and residential needs of the Namibian Police (NamPol). The proposal is to subdivide the Remainder of Portion B of Windhoek Town and Townlands No. 31 into Portions 'X', 'Y', 'Z', 'V' and 'W' and to incorporate these portions into Otjomuise Extension 8. Portion 'X' will be allocated for the construction of a dedicated Police Village, which will provide modern, secure housing for the Police personnel.

In addition to residential accommodation, the development will include various ancillary facilities essential for Police operations, such as training areas, administrative offices, a school and recreational spaces. This comprehensive approach ensures that all aspects of Police work and living conditions are addressed in one integrated location. To enhance accessibility, support and efficient operations, a new street be created which will improve connectivity within the area and ensure smooth access to the Police Village and other facilities.

Overall, this mixed land use concept is designed to meet the immediate and long-term needs of the Namibian Police Force, while also contributing to the broader goals of urban development and community safety in Windhoek.

Planning procedure

- **Subdivision of the Remainder of Portion B of Windhoek Town and Townlands No. 31 into Portions 'X', Y', Z', 'V', 'W' and the Remainder**

Table 1: Subdivision

Portion No.	Extent (± hectares)
Portion V	3.71
Portion W	23.31
Portion X	29.05
Portion Y	3.00
Portion Z	10.01
Remainder of Portion B of Windhoek Town and Townlands No. 31	18 333.32

- **Incorporation of Portions 'X', 'Y', 'Z', 'V' and 'W' into Otjomuise Extension 8 and subsequent rezoning**

Table 2: Incorporation

Portion No.	Incorporation	
	From	To
Portion V Portion W Portion X Portion Y Portion Z	Remainder of Portion B of Windhoek Town and Townlands No. 31	Otjomuise Extension 8

- **Subsequent rezoning of Portions 'X' and 'Y', Otjomuise Extension 8 from 'undetermined' to the zones as per Table 3**

Table 3: Rezoning

Portion No.	Extent (± hectares)	Zoning	
		Current	Proposed
Portion X	29.05	Undetermined	Special
Portion Y	3	Undetermined	Institutional

Density zoning: Portion X

The main usage for the Police Village in accordance to the architectural drawings are residential. Proposed density zoning is one (1) residential unit or dwelling unit per 100 m². The number of dwelling units are as follows:

Table 4: Number of dwelling units

Description	Size	Number of dwelling units
Single quarters (flats)	40 500 m²	One thousand one hundred and twenty eight (1 128) units
Married quarters (flats)	45 000 m²	One thousand and fifty (1 050) units
Guest house	500 m²	One (1) unit
Two (2) bedroom houses	20 000 m²	One hundred and nineteen (119) units)
Three (3) bedroom houses	35 000 m²	One hundred and eighty six (186 units)

The total floor area for dwelling units, residential buildings and dwelling houses are 140 500 m².

The following table depicts the addendum entry for Table C:1 of the Windhoek Zoning Scheme:

Table 5: Entry for Table C:1 of the Windhoek Zoning Scheme

(1) Description of property	(2) Primary uses	(3) Consent uses	(4) Prohibited uses
Portion X	- Dwelling units, residential buildings and dwelling houses - 140 500 m² - Guesthouse (five (5) to ten (10) bedrooms) - 500 m² - Institutional (clinic and creche) - 2 000 m² - Business (shops and cafeteria) - 5 000 m² - Offices - 1 000 m² - Recreation - 1 200 m² - Storage and workshops (for equipment and operations in respect of maintenance of buildings, grounds and vehicles) - 1 000 m² A density zone of one (1) residential unit or dwelling unit per 100 m², should be applicable	Accommodation establishment	Other uses not under columns 2 and 3

Reservation of Portions 'V' and 'Z', Otjomuise Extension 8 from 'undetermined' to the following land uses

Table 6: Reservation

Portion No.	Extent (± hectares)	Zoning	
		Current	Proposed
Portion V	3.71	Undetermined	Street
Portion Z	10.01	Undetermined	Public Open Space

Land uses

- **Portion 'V' - Street**

  Access to the proposed development is a westward extension of Istanbul Street into the undeveloped area, providing an additional corridor for vehicular and pedestrian traffic. It maintains a 30 metre road width to accommodate heavy vehicular traffic.

- **Portion 'W' - Undetermined**

  Will be incorporated in future developments.

- **Portion 'X' - Special uses**

  To be used for the establishment of the Police Village. This portion will accommodate administrative offices, high density residential development for Police personnel and other ancillary services. Additionally, the design will incorporate landscaping to blend the facility with its surroundings and mitigate visual impact.

- **Portion 'Y' - Institutional**

  Designated for a public school. This area is strategically positioned to maximise accessibility for students, integrating seamlessly with the surrounding 'residential' zones.

- **Portion 'Z' - Public open space**

  Portion Z is proposed as a public open space to preserve and enhance the natural environment surrounding the existing river. This portion, extends along the riverbanks and adjacent floodplain and will be dedicated to public recreational areas and walking trails. The development standards emphasise preserving natural vegetation and implementing flood management and habitat protection measures. Amenities on Portion Z will support passive recreational activities such as picnicking and walking, with a strong focus on sustainable environmental management practices to protect water quality and prevent erosion.

Natural environment

- **Topography**

  The area is located on an undulating terrain with several steep slopes with various storm water courses running across the area.

- **Environmental**

*** In line with Namibia's Environmental Management Act, 2007 (Act 7 of 2007), an Environmental Impact Assessment (EIA) needs to be undertaken for list of activities that may not be undertaken without an Environmental Management Clearance Certificate. The proposed 'special' zoning and the primary uses listed for inclusion in the Windhoek Zoning Scheme qualifies to clear the environmental concerns that may result from the development. The Environmental Management Clearance Certificate is to support the intended development and subsequent infrastructural development. The Environmental Impact Assessment (EIA) Study was conducted and Environmental Clearance Certificate (ECC) dated 28 January 2025 obtained. (Relevant documentation is **attached as pages 141 - 150 to the agenda**).

Advertisement

The public consultation process was completed as follows for the proposed development in line with the requirements of the Public Consultation Policy and the Urban and Regional Planning Act, 2018 (Act 5 of 2018) are in the following manner:

*** - A notice, **attached as pages 163 - 166 to the agenda**, was published in Government Gazette No. 8388 dated 1 July 2024 (Notice No. 305 of 2024);

*** - A notice of the proposed subdivision was published in the New Era on 27 June 2024 and 4 July 2024 and Market Watch (Namibian Sun, Republican and Allgemeine Zeitung) newspapers on 26 June 2024 and 4 July 2024, as per the advertisements, **attached as pages 167 - 170 to the agenda**;

*** - A notice of the proposed subdivision, **attached as pages 171 - 172 to the agenda**, were placed on the Notice Board of the Municipal Council of Windhoek Customer Care Centre (CCC) as well as on-site; and

*** - Neighbour consultation letters or forms, **attached as pages 173 - 179 to the agenda,** were sent via registered mail to adjacent erf owners of Erven 3385, 3416, 3417, 3419, 3424, 3425, 3426, 3427, 3429, 3430, 3432, 3433, 3436, 3439, 3442, 3442, 3420, 3416, 3440, Otjomuise Extension 8 and Erven 4156, 4156/1, 4156/2, 4156/3, 4174/1, 4174/2, 4175/1, 4175/2, 4177/1, 4178, 4178/1, 5180, 5250 and 5179, Otjomuise Extension 8. Erven with no postal details were hand delivered and signed off by erf owners.

No objections or inputs were received by the end of the notification period or thereafter.

Conditions to be registered

Conditions registered against the affected erven should be cancelled and be replaced by the following conditions, to be registered in favour of the local authority against the Title Deeds of all the newly created erven (except the street and the public open spaces against which no conditions shall be registered):

a) The erf shall only be used or occupied for purposes which are in accordance with, and the use or occupation of the erf shall at all times be subject to, the provisions of the Windhoek Town Planning Scheme prepared and approved in terms of the Urban and Regional Planning Act, 2018 (Act 5 of 2018).

No minimum building value is applicable for any of the newly created erven.

Technical comments

The application was circulated for comments and the following can be reported:

Comments from the Strategic Executive: Economic Development and Community Services

- **Emergency and Disaster Risk Management (Fire Protection requirements)**

  In terms of the general fire protection requirements concerning the zoning, subdivision, the following is a pre-requisite as per applicable standards may apply (SANS 10090 and SANS 10400):

  - The designs for the development must provide public fire hydrants and the water reticulation supplying the hydrants and be designed in accordance with the applicable standard by a competent Engineer;

- Provision of access for firefighting and other related emergencies to the envisage development be provided, determining turning circles for emergency vehicles and the width of the streets, to accommodate all types of emergency vehicles; and

- The designer of the building structures should consider the safety distance between the buildings and plan designs be submitted by the Developer to the Building Control Division for fire protection scrutiny.

- **Environmental Management**

The Health and Environment Services Division takes note of the obtained Environmental Clearance Certificate (ECC) and the approved Environmental Impact Assessment (EIA) Reports. The division will conduct an Environmental Audit to ensure compliance of the Environmental Management Clearance Certificate conditions.

Comments from the Strategic Executive: Electricity

- **Technical Support**

There is in principle no objection to the proposed land use changes: Provided:

- That the Developer appoint an electrical engineering consultant firm with registered professional Engineers with the Engineering Council of Namibia (ECN) who shall submit the internal electrical network design.

- That a formal application be submitted to the Strategic Executive: Electricity for the connection of the new network reticulation and the Developer or their electrical engineering Consultant is advised to do the application sooner rather than later as the long lead items can take up to eighteen (18) to twenty four (24) months to be manufactured.

- That it be noted that an electrical substation will be required a servitude or subdivided erf be allocated where the substation will be constructed.

- That all electrical services design drawings and internal reticulations be submitted to the office of the Strategic Executive: Electricity for approval before any construction works are commenced.

- That during project implementation, the Developer's electrical representative should at all times engage the quality monitoring official from the Department of Electricity for all inspections and testing required.

- That for erven that are zoned 'general residential', 'business', 'office', 'institutional' or 'industrial' and a service connection larger than 3 x 60 ampere is required, the applicant and/or his/her electrical engineering representative contact the Strategic Executive: Electricity, well in advance, during the planning stage, before any building plans have been approved to determine whether the existing electrical network can handle the additional loading or whether a substation building or site is to be provided by the applicant at his/her own cost to incorporate an additional substation and also to determine the financial contribution to be made by the Developer towards the upgrade cost of the network.

- That it be noted that a connection charge will be payable at the cost of the applicant and the applicant be advised to review the Department of Electricity's Connection Charge Policy, Schedule of Approved Non-Regulated Tariffs and/or to consult directly with the Strategic Executive: Electricity for information on connection charges.

- That complete as-built drawings, including all protection if there is any, and the Quality Assurance Manuals be submitted to the Strategic Executive: Electricity at completion in the latest edition of AutoCAD and PDF.

Comments from the Acting Strategic Executive: Infrastructure, Water and Technical Services

- **Engineering Services**

  There is no objection to the application to the subdivision of Remainder of Portion B of Windhoek Town and Townlands No. 31 into Portions 'X', 'Y', 'Z', 'V', 'W' and the Remainder: Provided:

  - That it be noted that the existing water and sewer lines should be extended to serve Portions X, Y and W.

  - That the Developer appoint a registered professional Engineer to design the water supply and sewer connections according to applicable municipal standards, subject to approval by the Acting Strategic Executive: Infrastructure, Water and Technical Services before construction begins.

  - That the Developer provide an Engineering Design Report (including full hydraulic analyses and WADISO model) to prove that the development within this reservoir pressure zone be supplied with water from the same zone in addition to the current supply for which it was designed, without compromising the integrity of the existing infrastructure.

- That the Developer provide an Engineering Design Report (including full hydraulic analyses and SEWSAN model) to prove that the downstream sewer infrastructure is sufficient to convey the additional sewer load generated by the development, without compromising the integrity of the existing infrastructure.

- That all costs for the provision of water and sewer connections for Portions X, Y and W, as well as any necessary upgrades to existing services, be borne by the Developer.

- That the Design Report be submitted by the Developer's Engineer to the Acting Strategic Executive: Infrastructure, Water and Technical Services for approval before detailed water and sewer infrastructure designs commence.

- That all costs related to the Design Report be borne by the Developer.

- That after the approval of the Design Report, all final designs for water and waste water infrastructure be submitted by the appointed Engineer to the Acting Strategic Executive: Infrastructure, Water and Technical Services for approval before construction begin.

- That it be noted that building plans will only be approved once the Design Report is approved by the Acting Strategic Executive: Infrastructure, Water and Technical Services and after water and sewer services are installed and taken over by the Municipal Council of Windhoek, in accordance with the approved Design Report and designs.

- That it be noted that a bulk sewer line is running through the eastern portion of Portion W and no permanent structures should be constructed within 2.5 metres of the existing sewer line.

- That the design criteria adhere to the 'Neighbourhood Planning and Design Guide 2019' as published by the Council for Scientific and Industrial Research (CSIR), available online at https://www.ukesa.info.

- That any additional requirements regarding water and sewer services be at the Developer's expense, subject to approval by the Acting Strategic Executive: Infrastructure, Water and Technical Services.

Comments from the Strategic Executive: Urban and Transport Planning

- **Urban Planning**

The development intended is indicated as residential and various ancillary facilities essential for Police operations, such as training areas, administrative offices, a school and recreational spaces. These land uses are all available in the Windhoek Zoning Scheme and the assignment of a 'Government' zoning whilst there are applicable and relevant zoning categories available is not motivated and not clear.

It is proposed that the development be assigned the correct land use zoning and approval for consent uses as per the applicable zoning shall be requested.

It is advised that the 'special' zoning with the applicable floor area to be used for each land use be determined and included in Table C - Special Uses of the Windhoek Zoning Scheme.

*** **NOTE:** Zoning reviewed and 'special zoning' is proposed for inclusion in the scheme. The 'special' zoning category tables are **attached as pages 158 - 160 to the agenda**, for inclusion in the Windhoek Zoning Scheme.

- **Public Transport**

Regarding public transport requirements for the residential development, which will accommodate approximately four thousand (4 000) households and generate around two thousand (2 000) trips during both the morning and evening peak periods, the following facilities should be included:

- Given the increasing demand for public transport in the area, a taxi rank accommodating at least fifty (50) taxis during peak hours be established at or near the entrance of the site; and

- A designated bus stop on both sides of the road with shelters and seating benches is recommended to be constructed in proximity to the entrance.

- **Roads Planning, Design and Traffic Flow**

Indication is that the planned development will accommodate approximately four thousand (4 000) households which will yield about two thousand (2 000) trips for the AM and PM peak. This is based on the assumption of low vehicle ownership where majority will be dependent on lifts or public transport.

In view of the above, there is no objection to the proposed subdivision of the Remainder of Portion B of Windhoek Town and Townlands No. 31 into Portions 'X', 'Y', 'Z', 'V', 'W' and the Remainder and the proposed rezoning of Portions 'X', 'Y', 'Z' and 'V', Otjomuise Extension 8 from 'undetermined' to the following zones: Portion X to 'special', Portion Y to 'institutional', Portion Z to 'public open space' and Portion V to be reserved as 'street': Provided:

- That it be noted that the design capacity of a street lane is around 800 to 900 v/h/l. [The single lane access and exit proposed to the village will therefore not be adequate.]

- That at least a second access to the village be established, once the above capacity is reached.

- That alternatively, the road from the intersection of Matshitshi Street up to the village, inclusive of the access road into the village be designed as a dual carriage way, inclusive of dedicated right turning lanes.

  - That detail design plans be submitted for approval prior to construction.

  - That a Development Agreement be signed for provision of infrastructure that is to revert to the Municipal Council of Windhoek.

- That the main access road to the village be designed and upgraded to bitumen standards.

- That a Non-Motorised Transport (NMT) Plan be accommodated in the layout, in line with the Municipal Council of Windhoek's Non-Motorised Transport (NMT) Strategy, be submitted to the Strategic Executive: Urban and Transport Planning for approval.

- That as part of the development, the intersection of Matshitshi/ Instanbul Streets be upgraded with a traffic light to aid traffic flow for the new suburb.

- That parking and access be submitted to the satisfaction of the Strategic Executive: Urban and Transport Planning.

  - That such development plans be discussed to ensure all traffic related matters are considered in such development for effective and efficient traffic flow and circulation for the whole suburb.

There is no objection for the proposed Portion X to be allocated to the Namibian Police (NamPol) for purposes of a mixed land use development. The development is supported: Provided:

- That all the conditions above be incorporated.

- That it be noted that the understanding is that access to the development will be controlled.

  - That as a result of the above, provision be made for stacking distance of at least 32 metre for two (2) or more access gates.

  - That a minimum of three (3) entrance booms and two (2) exit booms be provided.

  - That additional provision be made for search areas if needed, in addition to the entrance and exit booms.

  - That it be noted that at least 65 metre stacking distance will be required if only one (1) entrance gate is provided.

- That a taxi rank be provided to make provision for minimum fifty (50) taxis during the peak hours for the site, inclusive appropriate U-turn movements and at least two (2) bus bays in both directions within the road reserve, to be submitted for approval, being to the satisfaction of the Strategic Executive: Urban and Transport Planning.

  - That the public transport facility make distinction between sedan taxis and mini taxis to avoid congestion spilling over into the roadways during peak hours.

  - That if a Police bus service is planned, these should be accommodated inside the layout of the Police Village.

- That no internal streets be taken over by the Municipal Council of Windhoek.

- **Roads and Stormwater**

A stormwater investigation was done and the following is reported:

- The proposed Portions 'X', 'Y', 'Z', 'V', 'W' and the Remainder is situated to the west of Matshitshi Road and Otjomuise Extension 8 and to the southwest of Otjomuise Extension 10;

- The proposed Portions 'X', 'Y', 'Z', 'V', 'W' and the Remainder are situated along uneven terrain with various hills and valleys on it, causing some steep slopes with various stormwater courses flowing over erven, streets and public open spaces of the referred portions;

- There is a river flowing from the south east, flowing across the proposed Portion 'Z' and along the north eastern boundary of the proposed Portion 'X', flowing into a north westerly direction;

- There is a major stormwater course flowing from the southeast, flowing into a northerly direction, further joining the stormwater course referred to above;

- There is another river flowing from the south, along the western boundaries of the proposed Portions 'X' and 'Y', flowing into a northerly direction;

- There is another major stormwater course, flowing from the southeast, flowing along the southwestern boundary of the proposed Portion 'W', flowing into a north westerly direction, further joining the river referred to above;

- There are other smaller stormwater courses forming on various parts of the proposed Portions 'X', 'Y', 'Z', 'V', 'W' and the Remainder, flowing into various directions over the proposed portions;

- It should be noted that the erven of the proposed Portions 'X', 'Y', 'Z', 'V','W' and the Remainder are affected by stormwater courses;

- It should be noted that the proposed road reserve width is not uniform along its full length i.e., between the proposed Portions 'W' and 'X' and 'Y';

- Furthermore, it should be noted that the centre lines of the proposed road reserve intersecting into the existing Istanbul Street do not align;

- It should also be noted that the road reserve widths for the proposed road (Portion 'V') are not clearly indicated on the layout plan; and

- It appears that there are some steep slopes along some of the proposed road reserves that may exceed the maximum slope requirements for roads.

There is no objection to the proposed subdivision of the Remainder of Windhoek Town and Townlands No. 31 into Portions 'X', 'Y', 'Z', 'V', 'W' and the Remainder, incorporation of the newly created portions into Otjomuise Extension 8, and subsequent rezoning of Portions 'X', 'Y', 'Z' and 'V', Otjomuise Extension 8, from 'undetermined' to the following zones: Portion X to 'Government', Portion Y to 'institutional', Portion Z to 'public open space' and Portion V to be reserved as 'street': Provided:

- That the Developer appoint a registered professional Engineer to compile a detailed 50-year flood report of the river(s) and stormwater courses to the own cost and risk after consultation with the Strategic Executive: Urban and Transport Planning prior to the submission to the Urban and Regional Planning Board.

- That the Developer apply the conditions as stipulated in the detailed 50-year flood report.

- That the Developer accept the outcome of the detailed 50-year flood report and if allowed by the flood report, appoint a registered professional Engineer to submit the detailed engineering plans as to how the proposed portions is to be protected against any potential flood damage.

- That no adjacent or opposite erven be negatively affected by the proposed development along any river or stormwater course.

- That no development be allowed in the 50-year flood line of any river or stormwater course.

- That it be noted that the proposed Erven 'X', 'Y' and 'W' that are affected by stormwater be sold with relevant stormwater conditions.

- That should any portion be recommended to be protected against any potential flood damage, the Developer submit detailed engineering drawings from the registered professional Engineer as to how the proposed portion is to be protected against any potential flood damage.

- That cost and risk be for the Developer.

- That no development be considered onto or over any stormwater system or structure.

- That any stormwater crossing be accommodative of at least the 50-year flood.

- That the Developer through the Engineer's report, verify the extent of public open spaces to accommodate the required stormwater flow.

- That surface stormwater run-off be accommodated according to clause 35 of the Windhoek Town Planning Scheme.

- That prior approval be obtained from the Strategic Executive: Urban and Transport Planning if the accommodation of the stormwater on the erf is contemplated.

- That engineering drawings on how the stormwater would be accommodated to the satisfaction of the Strategic Executive: Urban and Transport Planning be submitted for approval simultaneously with the building plans.

- That all existing stormwater pipes, outlets and inlets or any other stormwater system be clearly indicated on all building plans submitted, prior to the approval thereof.

- That no building plans be approved until the stormwater conditions are met.

- That a condition for the resale of this property be included in the Title Deed of the erf, whereby transfer to a third party only take place with approval of the Municipal Council of Windhoek. [Approval will only be granted after the Strategic Executive: Urban and Transport Planning has certified that the stormwater has been accommodated satisfactorily.]

- That roads and stormwater be planned, designed and constructed to municipal standards.

Municipal services: Infrastructure services

The area currently has no access to any municipal infrastructure but is located in close proximities to built-up areas and access to all municipal infrastructure such as water, waste water, roads and power infrastructure must be extended from exiting services. A full-service level is to be provided to the newly created erven. This service level implies full-service delivery, i.e., water and sewer reticulation with individual connections fully designed and constructed. Tarred roads and appropriate storm water management systems constructed and complete with electricity, reticulation for individual connections as well as streetlights. A taxi/bus route as well as a public transportation interchange are provided in close proximities. Full solid waste management services should also be available to the future residents of the area.

Development contribution

Contribution towards bulk service charges be applied in line with the Municipal Council of Windhoek's Infrastructure Development Contribution Policy. The provision of municipal services be at the Developer's costs and be facilitated by the Land Delivery Division (Strategic Executive: Housing, Property Management and Human Settlement).

The approval of this application by the Municipal Council of Windhoek requires completing of the Acknowledgement of Process Form (APF) and the Acknowledge of Debt (AoD), to amongst other validate the feasibility of the project and consenting of the development if all other requirements are complied with. The signing of the forms further confirms that the applicant is duly informed of the process of establishing development contribution which are payable against any development rights being granted with the approval.

*** The approval of the application is therefore being subjected to the signing of an Acknowledgement of Debt (AoD) based on the development contribution for the proposed development. The signed Acknowledgement of Process Form (APF) and Acknowledgement of Debt (AoD), are **attached as pages 161 - 162 to the agenda.**

A **Development Agreement (DA)/Memorandum of Agreement (MoA)** should be signed between the Developer and the Municipal Council of Windhoek. The Memorandum of Agreement (MoA) will regulate the provision of municipal services and to capture the fact that development rights have been allocated to the property. All service installations will be required to be in line with the Municipal Council of Windhoek requirements and should be to the satisfaction and standards of the relevant Strategic Executive.

Sustainable development motivation and evaluation

The proposed subdivision of Remainder of Portion B of Windhoek Town and Townlands No. 31 into Portions 'X', 'Y', 'Z', 'V' and 'W' and the subsequent rezoning to incorporate these portions into Portion 277/B/31, known as Otjomuise Extension 8, responds to a critical need for improved facilities for the Namibian Police (NamPol).

Specifically, Portion 'X' is designated for the development of a Police Village, which will address the following urgent needs:

- **The need**

  - **Housing for Police personnel:** The current housing situation for Police personnel in Windhoek is inadequate to support the growing force. There is a pressing need for secure, purpose-built accommodation that will ensure the well-being of officers and their families. The development of Portion 'X' into a dedicated Police Village will directly address this gap by providing modern, functional housing units designed to meet the specific needs of law enforcement professionals.

  - **Ancillary facilities:** In addition to housing, Police operations require various ancillary facilities including training areas, administrative offices and recreational spaces. The development include these essential components, ensuring that the facilities support not only residential needs but also operational efficiency and morale among officers.

  - **Enhanced security:** A dedicated Police Village located strategically in Otjomuise Extension 8 will contribute to improved security in the area. The presence of a well-equipped and well-staffed facility will enhance community safety, deter crime and provide a rapid response capability for emergencies.

  - **Strategic location and access:** The chosen location in Otjomuise Extension 8 is ideal due to its accessibility and integration with existing infrastructure. To facilitate smooth access to the Police Village and ensure efficient connectivity within the area, a new street will be created as part of the development. This new street will improve overall traffic flow and enhance the accessibility of the new facilities, ensuring that Police operations can be carried out efficiently.

- **Desirability**

  The proposed subdivision and rezoning of Remainder of Portion B of Windhoek Town and Townlands No. 31 into Portions 'X', 'Y', 'Z', 'V' and 'W' and their incorporation into Otjomuise Extension 8, are highly desirable for multiple compelling reasons. Firstly, the development will significantly enhance community safety by providing modern, well-equipped housing for Police personnel, which is crucial for maintaining effective law enforcement and fostering positive community relations. By establishing a dedicated Police Village, the project will not only improve the living conditions for officers and their families but also support their operational efficiency through the inclusion of essential facilities like training areas and administrative offices. Additionally, this development will spur local economic activity by generating construction jobs and boosting spending within the community. The creation of a new street will further enhance accessibility and connectivity within Otjomuise Extension 8, promoting seamless

integration with existing infrastructure and improving traffic flow. This initiative aligns with the city's broader vision for sustainable development and demonstrates a long-term commitment to enhancing public safety and supporting essential services.

It should be noted that the recommended size of the portion allocated to the Namibian Police (NamPol) under Council Resolution 339/11/2015 has slightly increased from ± 26.67 to ± 29.05 hectares in extent. The minor increase was due to the realignment of the boundary to border with the road reserve which is created to bridge the gap to serve both the newly created Portion X and future developments south of the Police Village.

Conclusion

The submission follows through on the Municipal Council of Windhoek's commitment to allocate a portion of land to the Namibian Police (NamPol), hence specifically addressed technical requirements, statutory procedures and minor amendments to inform the sales conditions.

In conclusion, it is recommended that the submission be supported and recommended to the Urban and Regional Planning Board for consideration and to the Minister of Urban and Rural Development for approval.

Management Committee, having considered the matter

RECOMMENDED

*** 1 That paragraphs 1 to 4 of Council Resolution 339/11/2015, **attached as pages 120 - 121 to the agenda**, be rescinded.

*** 2 That the subdivision of the Remainder of Portion B of Windhoek Town and Townlands No. 31 into Portions 'X' (29.05 hectares), 'Y' (3 hectares), 'Z' (10.01 hectares), 'V' (3.71 hectares)' and 'W' (23.31 hectares), as per the plans, **attached as pages 132 - 140 to the agenda**, be approved.

*** 3 That the subdivision of the Remainder of Portion B of Windhoek Town and Townlands No. 31 into Portions 'X', 'Y', 'Z', 'V', 'W' and the Remainder, as per the plans, **attached as attached as pages 132 - 140 to the agenda**, be approved.

4 That the incorporation of Portions 'X', 'Y', 'Z', 'V' and 'W' into Otjomuise Extension 8, be approved.

5 That the rezoning of Portion 'X', Otjomuise Extension 8 from 'undetermined' to 'special' be recommended for approval to the Urban and Regional Planning Board in accordance with section 109(2)(a) of the Urban and Regional Planning Act, 2018 (Act 5 of 2018) subject to the following maximum floor area and density restrictions:

5.1 Dwelling units, residential buildings and dwelling houses - 140 500 m²;

5.2 Guesthouse (five (5) to ten (10) bedrooms) - 500 m²;

5.3 Institutional (clinic and creche) - 2 000 m²;

5.4 Business (shops and cafeteria) - 5 000 m²;

5.5 Offices - 1 000 m²;

5.6 Recreation - 1 200 m²; and

5.7 That storage and workshops (for equipment and operations in respect of maintenance of buildings, grounds and vehicles) - 1 000 m² with a density zone of one (1) residential unit or dwelling unit per 100 m², be applicable.

6 That the rezoning of Portion 'Y', Otjomuise Extension 8 from 'undetermined' to 'institutional' be recommended for approval to the Urban and Regional Planning Board in accordance with section 109(2)(a) of the Urban and Regional Planning Act, 2018 (Act 5 of 2018).

7 That the Namibian Police (NamPol) accept the responsibility to construct a public school on Portion 'Y' to accommodate the estimated population threshold of five thousand (5 000) which warrant at least a primary school.

8 That Portion 'Z', Otjomuise Extension 8 be reserved as 'public open space'.

9 That Portion 'V', Otjomuise Extension 8 be reserved as 'street'.

10 That it be noted that recommended size of the portion allocated to the Namibian Police (NamPol) has slightly increased from ± 26.67 to ± 29.05 hectares in extent.

10.1 That it be noted that the minor increase was due to the realignment of the boundary to border with the road reserve which is created to bridge the gap to serve both the newly created Portion X and future developments south of the Police Village.

11 That the costs involved to obtain planning and cadastral approvals be for the Namibian Police's (NamPols) own account.

12 That standard conditions be registered in favour of the local authority against the Title Deeds of all the newly created erven (except the street and the public open spaces against which no conditions shall be registered).

13 That the approval of the development be further subject to compliance with the following:

13.1 That the Infrastructure Development Contribution Policy for private developments and the subsequent signing of Acknowledgement of Process Form (APF) and Acknowledgement of Debt (AoD), be accepted.

13.2 That all costs pertaining to the provision of the municipal infrastructure (all bulk and internal service requirements) emanating from the proposed development be for the Namibian Police's (NamPols) own account and this will include but not limited to electricity, water, sewer and road (including a bridge over a small non-perennial river).

13.3 To the large subdivision requirements for provision of bulk municipal infrastructure reticulation, hence Development Agreements (DA)/ Memorandum of Agreement (MoA) are to be signed between the Developers and the Municipal Council of Windhoek.

13.4 That all services and related infrastructures provided shall be designed and constructed in accordance with municipal standards and requirements and subject to the relevant approval by the Municipal Council of Windhoek.

Environmental Impact Assessment (EIA)

14 That the Environmental Management Clearance Certificate and the approved Environmental Impact Assessment (EIA) Reports, be noted.

15 That the Health and Environment Services Division conduct an environmental audit to ensure compliance of the Environmental Management Clearance Certificate conditions.

Emergency and Disaster Risk Management (fire protection requirements)

16 That it be noted that in terms of the general fire protection requirements concerning the zoning and subdivision, the following is a pre-requisite as per applicable standards may apply (SANS 10090 and SANS 10400).

17 That the designs for the development provide public fire hydrants and the water reticulation supplying the hydrants be designed in accordance with the applicable standard, by a competent Engineer.

18 That the provision of access for firefighting and other related emergencies to the envisage development be provided, determining turning circles for emergency vehicles and the width of the streets, to accommodate all types of emergency vehicles.

19 That the Designer of the building structures consider the safety distance between the buildings and plan designs be submitted by the Developer to the Building Control Division for fire protection scrutiny.

Public Transport

20 That it be noted that given the increasing demand for public transport in the area, a taxi rank accommodating at least fifty (50) taxis during peak hours be established at or near the entrance of the site.

21 That a designated bus stop on both sides of the road with shelters and seating benches is recommended to be constructed in proximity to the entrance.

Department of Electricity

22 That the Developer appoint an electrical engineering Consultant Firm with professional Engineers, registered with the Engineering Council of Namibia (ECN) submit the internal electrical network design.

23 That a formal application be submitted to the Strategic Executive: Electricity for connection of the new network reticulation; and the Developer or their electrical engineering Consultant is advised to do the application sooner rather than later as the long lead items can take up to eighteen (18) to twenty four (24) months to be manufactured.

24 That should an electrical substation be required a servitude or subdivided erf must be allocated where the substation will be constructed.

25 That all electrical services design drawings and internal reticulations be submitted to the Strategic Executive: Electricity for approval before any construction work is commenced.

26 That during project implementation, the Developer's electrical representative at all times engage the quality monitoring official from the Department of Electricity for all inspections and testing required.

27 That for erven that are zoned 'general residential', 'business', 'office', 'institutional' or 'industrial' and a service connection larger than 3 x 60 ampere is required, the applicant and/or his/her electrical engineering representative contact the Strategic Executive: Electricity, well in advance, during the planning stage, before any building plans have been approved to determine whether the existing electrical network can handle the additional loading or whether a substation building or site is to be provided by the applicant at his/her own cost to incorporate an additional substation.

28 That it be noted that a connection charge will be payable at the cost of the applicant and the applicant be advised to review the Department of Electricity's Connection Charge Policy, Schedule of Approved Non-Regulated Tariffs and/or to consult directly with the Strategic Executive: Electricity for information on connection charges.

29 That complete as-built drawings, including all protection if there is any and Quality Assurance Manuals be submitted to the Strategic Executive: Electricity at completion in the latest edition of AutoCAD and PDF.

Engineering Services

30 That existing water and sewer lines be extended to serve Portions X, Y and W.

31 That the Developer appoint a registered professional Engineer to design the water-supply and sewer connections according to applicable municipal standards, subject to approval by the Acting Strategic Executive: Infrastructure, Water and Technical Services, before construction begins.

32 That the Developer provide an Engineering Design Report (including full hydraulic analyses and WADISO model) to prove that the development within this reservoir pressure zone can be supplied with water from the same zone in addition to the current supply for which it was designed, without compromising the integrity of the existing infrastructure.

33 That the Developer provide an Engineering Design Report (including full hydraulic analyses and SEWSAN model) to prove that the downstream sewer infrastructure is sufficient to convey the additional sewer load generated by the development, without compromising the integrity of the existing infrastructure.

34 That all costs for the provision of water and sewer connections for Portions X, Y and W, as well as any necessary upgrades to existing services, be borne by the Developer.

35 That the Design Report be submitted by the Developer's Engineer to the Acting Strategic Executive: Infrastructure, Water and Technical Services, for approval before detailed water and sewer infrastructure designs commence.

36 That all costs related to the Design Report be borne by the Developer.

37 That after the approval of the Design Report, all final designs for water and waste water infrastructure must be submitted by the appointed Engineer to the Acting Strategic Executive: Infrastructure, Water and Technical Services for approval before construction begins.

38 That building plans will only be approved once the Design Report is approved by the Acting Strategic Executive: Infrastructure, Water and Technical Services and after water and sewer services are installed and taken over by the Municipal Council of Windhoek, in accordance with the approved Design Report and designs.

39 That it be noted that a bulk sewer line runs through the eastern portion of Portion W and no permanent structures be constructed within 2.5 metres of the existing sewer line.

40 That the design criteria must adhere to the 'Neighbourhood Planning and Design Guide 2019' as published by the Council for Scientific and Industrial Research (CSIR), available online at https://www.ukesa.info.

41 That any additional requirements regarding water and sewer services be at the Developer's expense, subject to approval by the Acting Strategic Executive: Infrastructure, Water and Technical Services.

Roads Planning, Design and Traffic Flow

42 That a second access to the village be established, once capacity is reached, alternatively, the road from the intersection of Matshitshi Street up to the village, inclusive the access road into the village be designed as a dual carriage way, inclusive of dedicated right turning lanes.

43 That the Developer appoint an Engineer to investigate the above and submit solutions in this regard to the Strategic Executive: Urban and Transport Planning.

44 That the Developer appoint an Engineer to submit detail design plans of all roads that will be constructed and taken over by the Municipal Council of Windhoek, for approval being to the satisfaction of the Strategic Executive: Urban and Transport Planning, prior to construction.

45 That a Development Agreement be signed for the provision of all infrastructure that is to revert to the Municipal Council of Windhoek.

46 That the main access road to the village be designed and constructed to bitumen standards.

47 That a Non-Motorised Transport (NMT) Plan be accommodated in the layout, in line with the Municipal Council of Windhoek's Non-Motorised Transport (NMT) Strategy, to be submitted to the Strategic Executive: Urban and Transport Planning, for approval.

48 That as part of the development, the intersection of Matshitshi/Instanbul Streets be upgraded with a traffic light to aid traffic flow for the new suburb.

49 That parking and access be submitted for approval being to the satisfaction of the Strategic Executive: Urban and Transport Planning.

50 That the appointed Engineer ensure all traffic related matters are considered in the development for effective and efficient traffic flow and circulation for the whole suburb, be submitted for approval being to the satisfaction of the Strategic Executive: Urban and Transport Planning.

50.1 That since access to the development will be controlled, provision be made for adequate stacking distance of at least 32 metres for two or more access gates.

50.1.1 That the number of entrance and exit booms need to be investigated and additional provision be made for search areas if needed, in addition to the entrance and exit booms, as at least 65 metre stacking distance will be required if only one (1) entrance gate is provided.

50.2 That a taxi rank be provided to make provision for minimum fifty (50) taxis during the peak hours for the site, inclusive appropriate U-turn movements and at least two (2) bus bays in both directions within the road reserve, be submitted for approval, being to the satisfaction of the Strategic Executive: Urban and Transport Planning.

50.2.1 That the public transport facility make distinction between sedan taxis and mini taxis to avoid congestion and spilling over into the roadways during peak hours and if a Police bus service is planned, these be accommodated inside the layout of the Police Village.

51 That it be noted that the Developer is planning to transfer no internal streets over to the Municipal Council of Windhoek.

Stormwater Planning

52 That the Developer appoint a registered professional Engineer to compile a detailed 50-year flood report of the river(s) and stormwater courses to the Owner's cost and risk after consultation with the Strategic Executive: Urban and Transport Planning prior to the submission to the Urban and Regional Planning Board.

53 That the Developer apply the conditions as stipulated in the detailed 50-year flood report.

54 That the Developer appoint a registered professional Engineer to submit detailed engineering plans for approval, being to the satisfaction of the Strategic Executive: Urban and Transport Planning, if required as per outcome of the 50-year flood report.

55 That no adjacent or opposite erven be negatively affected by flood waters as a result of the proposed development along any river or stormwater course.

56 That no development be allowed within the 50-year flood line of any river or stormwater course.

57 That no development be considered onto or over any stormwater system or structure, without prior approval from the Strategic Executive: Urban and Transport Planning.

58 That any stormwater crossing be accommodative of at least the 50-year flood.

59 That the Developer appoint an Engineer for the design of all stormwater structures within the village, which engineering report shall verify how stormwater is accommodated and the extent on how public open spaces are to accommodate the required stormwater flow.

60 That it be noted that no stormwater infrastructure within the village will be transferred over to the Municipal Council of Windhoek and that the owner shall remain responsible for the management and function thereof.

61 That surface stormwater run-off be accommodated according to clause 35 of the Windhoek Town Planning Scheme, stating:

61.1 That no stormwater drainage pipe, canal, work or obstruction (except stormwater drain pipes, canal or work which have been authorised in writing by the local authority or which have been or may be built, laid or erected in terms of any law) be constructed on or over the property or located in such a way that:

- The flow of stormwater from a higher lying property to a lower lying property is impeded or obstructed and through which any property is or may be endangered; or

- The flow of a natural watercourse (in which the local authority allow flood water to run-off, be discharged or to be canalised) is or can be changed, canalised or impeded.

61.2 That the maintenance of such stormwater pipe, channel or work be the responsibility of the owner of the concerned property.

62 That prior approval be obtained from the Strategic Executive: Urban and Transport Planning if the accommodation of the stormwater on the erven is contemplated.

63 That engineering drawings on how the stormwater on any property would be accommodated to the satisfaction of the Strategic Executive: Urban and Transport Planning be submitted for approval simultaneously with any building plans.

64 That all existing stormwater pipes, outlets and inlets or any other stormwater system, part of the overall stormwater network, be clearly indicated on all building plans submitted, prior to the approval thereof.

65 That it be noted that in terms of section 110 of the Urban and Regional Planning Act, 2018 (Act 5 of 2018) any person who is aggrieved by the decision of the local authority may appeal against that decision to the Minister.

65.1 That the Notice of the Appeal and the Grounds for the Appeal must be lodged within twenty one (21) days from the date of this Notice to the Minister and local authority whose decision is the subject of the appeal.

66 That authorisation be granted to the Strategic Executive: Urban and Transport Planning for amendments of the layouts, should the need arise; to accommodate the provision of services and changes as a result of survey or any other requirements deem fit by the Urban and Regional Planning Board.

67 That the resolution be implemented prior to confirmation of the minutes.

[Municipal Council Agenda: 2025-03-27]

9.1.5 IND.1 [UTP] APPLICATION FOR THE RELAXATION OF THE THREE (3) METRE BUILDING LINE ON ERF 7362, KATUTURA
(L/7362/Kat)

Application

An application with Permit No. 811/2024 for Erf 7362, Katutura was submitted by the owner of Erf 7365, Katutura (Jakob Haindongo) requesting for the following:

- Relaxation of the three (3) metre building line alongside Erf 7363, Windhoek.

Existing situation

*** Erf 7362, Katutura is 276 m² in extent and is zoned 'residential' with a density of 1:250 m², which allows for a building with a total floor area of 138 m² at a coverage of 50 %. The subject property is located on Dans Street, as indicated on the locality plan, **attached as page 180 to the agenda.**

A site inspection conducted confirmed that there is currently a house built on the erf.

Development proposal

The owner intends to add a bathroom (comprising a toilet and shower) on the erf. The proposed structures on Erf 7362, Katutura extends within the 3 metre building line adjacent to Erf 7363, Katutura, to which the owner of Erf 7363, Katutura is objecting.

Neighbours consultation

As part of the consultation process for the submission of building plans when the three (3) metre building lines are encroached, the owner of Erf 7362, Katutura is required to consult the owner of Erf 7363, Katutura (neighbour) as the proposed building is encroaching the 3 metre building line of the common boundary.

The owner of Erf 7363, Katutura (hereinafter referred to as the 'Objector') is however objecting to the relaxation of the 3 metre building line.

Objections

The grounds for objection as lodged by the owner of Erf 7363, Katutura are summarised below:

- The proposed toilet is opposite the kitchen door which is approximately a metre apart and would not create a conducive environment.

*** The objection lodged by the owner of Erf 7363, Katutura is **attached as page 181 to the agenda,** and addressed under the paragraph below.

Zoning Scheme Provisions and Council Resolution for relaxation of building lines

In terms of clause 20 of the Windhoek Town Planning Scheme:

20 Side spaces of buildings

1) Except with the consent of Council or as otherwise provided for in this Scheme, no building or structure or any portion thereof shall be erected nearer than three (3) metres to any lateral or rear boundary common to an adjoining erf. A lateral boundary is defined as a boundary with at least one end on a street boundary,

a street boundary is any boundary common to a street, and a rear boundary is any boundary other than a street or lateral boundary. In the case of a dwelling unit or residential building the three (3) metre requirements shall apply to single storey units and shall increase by two (2) metres for each additional storey. The minimum requirement shall be measured from the external walls of the building under consideration.

2) The Council may, subject to any conditions it deems necessary, relax the provisions of clause 20(1).

*** Council Resolution 233/09/2019, **attached as pages 182 - 184 to the agenda,** *inter alia* stipulates as follows:

4 That it be noted that paragraph 3 of Council Resolution 287/08/2007 is herewith amended to read as follows:

3 That any building permit application for the relaxation of building lines where objections have been received be presented to Council for a final determination in the matter.

Hence, the objections are herewith submitted to Council for consideration.

Technical comments

The application was circulated for comments and the following can be reported:

Comments from the Strategic Executive: Urban and Transport Planning

- **Roads Planning, Design and Traffic Flow**

  The building permit application has already been evaluated and recommended for approval by all other technical divisions, barring resolution of the objection raised.

Urban Policy evaluation

The Urban Policy Division has evaluated the application and objections recorded and wish to comment as follows:

- **Firewall**

  The applicant intends to construct a bathroom on the common boundary with the objector's erf. The proposed bathroom includes a firewall between the adjoining objector's erf. This firewall adheres to safety standards, mitigating any potential fire hazards and also provides considerable privacy by concealing the proposed structures from the neigbouring property.

- **Windows and doors**

  The bathroom design ensures that there are no external doors, as access will be solely through the existing house, thereby reducing any external impact on the neighboring property.

Furthermore, all windows for the bathroom are designed to avoid facing the objector's erf, thereby maintaining privacy for both parties.

Consequently, the proposed bathroom will not negatively impact the objector's erf or create an inconducive environment for the objector.

- **Plumbing and ventilation**

  The modern plumbing and ventilation systems specified will ensure that no odours from the proposed toilet will affect the objector or the residents of Erf 7362, Katutura.

Based on the preceding evaluation, there are no technical reasons, identified by the objector or otherwise, preventing the approval of the buildings on Erf 7362, Katutura. The owner of Erf 7362, Katutura wishes to improve their property to provide shelter for their family by adding a toilet, which will promote good health and prevent the spread of germs and harmful bacteria.

Conclusion

Only reasonable objections stating valid technical or other concerns regarding the provisions of the Windhoek Zoning Scheme or similar references can be considered. The Urban Policy Division recommends that the proposed building plan and relaxation of the building line for Erf 7362, Katutura, be supported for approval.

Management Committee, having considered the matter

RECOMMENDED

1 That in accordance with clause 20 of the Municipal Council of Windhoek Town Planning (Zoning) Scheme, the relaxation of the lateral boundary lines on Erf 7362, Katutura as per Building Permit Application No. 811/2024, be approved.

2 That in accordance with clause 51(3) of the Municipal Council of Windhoek Town Planning (Zoning) Scheme, the applicant and objector be informed of Council's decision and be given the opportunity to appeal against Council's decision to the Minister of Urban and Rural Development within twenty eight (28) days from the date of notification thereof.

3 That in accordance with clause 51(3) of the Municipal Council of Windhoek Town Planning (Zoning) Scheme, any notice of an appeal against the Council decision shall also be submitted to Council within twenty eight (28) days from the date of notification of the Council Resolution.

4 That the resolution be implemented prior to confirmation of the minutes to allow for prompt feedback to the applicant and objector.

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[Municipal Council Agenda: 2025-03-27]

9.2 APPROVAL OF MINUTES (MC 06/2025)

The minutes of the Management Committee meeting (MC 06/2025) held on 18 March 2025 is submitted to Management Committee members for approval.

[Municipal Council Agenda: 2025-03-27]

9.3 MINUTES (MC 06/2025)

The minutes of the Management Committee meeting (MC 06/2025) held on 18 March 2025 as approved by its members at this Council meeting, is submitted for notice with the exception of Items GOV.9, GOV.10, GOV.11, GOV.12, GOV.13, FNS.1, FNS.2 and FNS.3, which follow immediately hereunder for consideration.

It is

RECOMMENDED

That the minutes of the Management Committee meeting (MC 06/2025) held on 18 March 2025, be noted by its members, with the exception of Items GOV.9, GOV.10, GOV.11, GOV.12, GOV.13, FNS.1, FNS.2 and FNS.3.

[Municipal Council Agenda: 2025-03-27]

9.3.1 GOV.9 [EDC] REQUEST FOR APPROVAL TO ACCEPT THE DONATION OF INFRASTRUCTURE AND EQUIPMENT FOR FARM OKUKUNA UNDER AFRIFOODLINKS
(14/P)

Introduction and purpose

Farm Okukuna, an urban agriculture initiative in Windhoek, was established in 2015 by the Municipal Council of Windhoek as per Council Resolution 175/07/2015. The Project aims to address food poverty, empower small-scale farmers and enhance infrastructure to support sustainable urban agriculture. The farm includes thirteen (13) greenhouse plots, irrigation systems, and water tanks, which enable beneficiaries to cultivate a variety of crops. The establishment of Farm Okukuna Urban Food System Project in the Goreangab area aligns well with the strategic objective of enhancing the quality of life of our residents by promoting sustainable production of fresh produce at the household level.

The purpose of this item is to seek approval from the Council to accept the donation of infrastructure and equipment for Farm Okukuna under AfriFOODlinks.

Background and discussion

Launched in December 2022, AfriFOODlinks is an EU-Funded Project coordinated by the International Council for Local Environmental Initiatives (ICLEI) Africa, bringing together twenty six (26) partners from across the globe to enhance food security and urban sustainability in more than sixty five (65) cities across Africa and Europe. The Project applies an urban food systems lens to drive transformative change by promoting shifts toward healthy and sustainable diets, reshaping urban food environments through real-world socio-technical experiments and fostering inclusive multifactor governance.

The International Council for Local Environmental Initiatives (ICLEI) is a global network of more than one thousand seven hundred and fifty (1 750) local and regional governments committed to sustainable urban development. Active in 100+ countries, the International Council for Local Environmental Initiatives (ICLEI) influences the Sustainability Policy and drive local action for low emission, nature-based, equitable, resilient and circular development. The Organisations' members and team of experts work together through peer exchange, partnerships and capacity building to create systemic change for urban sustainability AfriFOODlinks is implementing real-world socio-technical experiments referred to as Pilot Projects to intervene in urban food environments with the potential for scalability. The Pilot Project proposal was initiated by a City-to-City exchange in 2024, during which a team of delegates visited a City Owned Farm and other sites to better understand the local food environment.

The City-to-City dialogue brought together local stakeholders who shared their expert advice, which played a key role in shaping the project proposal towards the on-going development of Farm Okukuna.

*** The Project seeks to integrate beneficiaries into formal markets, develop business strategies, and improve income generation. To achieve these objectives, the AfriFOODlinks will assist the Municipal Council of Windhoek with the appointment of an Agribusiness Consultant with expertise in horticulture to conduct a needs assessment and develop a comprehensive business plan that supports beneficiaries in accessing profitable markets and optimising production for economic sustainability as well as providing donations covering items such as the cold storage upgrades, three (3) greenhouses, irrigation system, refrigerated truck and weighing scales as per letter of Confirmation of Donation is **attached as page 185 to the agenda,** and Pilot Project Proposal, **attached as pages 186 - 195 to the agenda.**

Thirteen (13) beneficiary plots are active as of current and are engaged in producing crops such as spring onions, beetroot, okra, carrots, cucumber, butternut, parsley, garlic, onions, cabbage, eggplants, rape, tomatoes, and spinach. Each household has approximately 10 m^2 x 10 m^2 of land allocated for cultivation. Depending on the season and crop cycle, an individual beneficiary can produce approximately 80 kg of produce, with this yield varying based on

factors such as soil conditions, climate, season, agricultural practices and crop types.

Objectives of the Pilot Project

- Formalise the operations of the informal traders, including Lease Agreements and Operation Agreements;
- Establish a sustainable supply chain between Farm Okukuna and informal traders to deliver fresh, nutritious produce to Windhoek households;
- Enhance the productivity and capacity of Farm Okukuna through infrastructure upgrades (e.g., cold storage, irrigation) to ensure a consistent supply of fresh produce;
- Strengthen the role of Farm Okukuna as a training and demonstration hub for urban agriculture, empowering the farm beneficiaries, technical staff members and selected informal vendors with skills in horticulture, composting, and food production and hygiene;
- Improve household food security and nutrition in Windhoek's communities by increasing access to affordable, locally-grown fresh fruits and vegetables; and
- Integrate agro-processing to add value to locally-grown produce, creating additional economic opportunities and reducing food waste.

Strategic implications/significance

The proposed donation to support Farm Okukuna Urban Food System Project in Goreangab area aligns well with the strategic objective of enhancing the quality of life of our residents to promote sustainable production of fresh produce at the household level and sales of surplus for income generation opportunities for the upcoming urban farmers, as equally agreed under the strategic theme on social progression and economic advancement.

Financial implications

*** The pledged donations are worth ± N$750 000.00 in monetary value (€35 000.00). AfriFOODlinks as part of the implementation of this Pilot Project has appointed a professional Officer who is based in Windhoek. The pledged donated funds will be deposited in the AfriFOODlinks account of that local agency as per the Letter of Commitment, **attached as page 185 to the agenda.** In summary, AfriFOODlinks will procure and donate the items as stipulated in the letter.

Total budget: N$750 000.00

No.	Item	Approximate funding amount (N$)
1	**Infrastructure development**	360 000.00
1.1	Green houses x seven (7)	
1.2	Irrigation systems x seven (7)	

No.	Item	Approximate funding amount (N$)
1.3	2 m x2 m size pond for ducks	
1.4	4 m x 3 m size Rabbit house	
1.5	Installation of solar pump	
1.6	Cold storage	
1.7	Taps and pipes	
1.8	Pesticide sprayer tank	
1.9	Water tank 10*l* x four (4)	
1.10	Water tanks stand	
1.11	Incubator	

No.	Item	Amount (N$)
1	**Training and capacity building**	50 000.00
1.1	**Horticulture techniques** Twelve (12) sessions per year on soil preparation, composting methods, planting, sustainable practices and crop management.	
1.2	**Food Safety and Hygiene:** Four (4) sessions per year aimed at traders and community members.	
2	**Production and supply**	250 000.00
2.1	Chicks	
2.1.1	Egg layers	
2.1.2	Broilers	
2.1.3	Ducks	
2.1.4	Feed	
2.1.5	Gardening tools and supplies (harvesting crates, forks)	
2.1.6	Pesticides	
2.1.7	Packaging	
2.1.8	Seeds	
3	**Monitoring and evaluation**	40 000.00
3.1	Benchmarking visit	
3.2	Surveys and interviews	
4	**Contingency fund**	50 000.00
Total		**750 000.00**

Possible/perceived risks and mitigation matrix

Risk No.	Risk type	Risk description (cause and effect)	Prob.	Impact	Score	Risk containment plan
1	Users acceptance (Operational)	The lack know how in production and supply may negatively affect the impact of the project	High	Major	4	Capacity building with focus on horticulture techniques, food safety and hygiene, as well as production and supply to meet project outcomes
2	Funding (Financial)	The donor might withdraw funding for any reason	High	Major	4	Continuous search for alternative funding should be maintained
3	Theft (Operational)	Lack of effective measures might expose the donated items to theft	High	Major	4	Strengthening security measures will deter potential theft incidents

Compliance check/ legal implications

The item is in line with section 30 of the Local Authorities Act, 1992 (Act 23 of 1992) (as amended), which outlines the responsibilities of local authorities regarding community development initiatives. This section mandates

local authorities to promote the welfare of their communities through various development projects and programs aimed at enhancing social and economic conditions.

Consultation with relevant internal stakeholders

The following comments or input were received:

Comments from the Office of the Chief Executive Officer

- **External Relations and Networking and Corporate Legal Adviser**

  Additional consultative engagements were held with the Section Head: Micro Entrepreneurial Development under Economic Development Division regarding the available informal markets and the maps on the markets which were prepared by the Department of Housing, Property Management and Human Settlement as part of the Market Development Masterplan. The informal markets were listed as follows: Soweto Market, Oshetu Community Market, Lyeeta Market, Nangheda Kaduuluma Market, Onghendambala Market, Windhoek Flea Market, Tukondjeni Market, Twahangana Market, Katutura Hospital Market and Erf 1006 Oku Market.

*** These informal markets play a crucial role in the local economy of Windhoek by providing livelihoods for many vendors and access to affordable goods for residents. Strengthening partnerships between the Municipal Council of Windhoek and these vendors can enhance the food value chain by improving infrastructure, access to resources, and overall market conditions **attached as pages 186 - 195 to the agenda.**

Conclusion

The Farm Okukuna presents a unique opportunity to advance agro-processing initiatives that enhance local food security and create economic opportunities for the community. The proposed concept the Windhoek Pilot Project focuses on establishing an agro-processing facility that transforms raw agricultural produce into value-added products, such as dried fruits, vegetables, herbal teas, and sauces/juices. This initiative aims to reduce post-harvest losses, improve the shelf-life of fresh produce, and support the livelihoods of local farmers by providing them with a reliable market for their crops. By integrating sustainable practices, the facility will prioritise environmentally friendly processing methods, such as solar drying and energy-efficient technologies, to minimise its ecological footprint.

Management Committee, having considered the matter

RECOMMENDED

1 That approval be granted to the Strategic Executive: Economic Development and Community Services to receive the donation of infrastructure, consultancy services and equipment for Farm Okukuna procured and donated by AfriFOODlinks to the Municipal Council of Windhoek.

2 That Ministerial exemption be obtained in terms of section 30(z)(i)(ii) of Local Authorities Act, 1992 (Act 23 of 1992) (as amended) to receive the donation.

2.1 That it be noted that a letter has been forwarded to the Minister of Urban and Rural Development seeking Ministerial approval via the Office of the Mayor.

3 That the resolution be implemented prior to confirmation of the minutes.

[Municipal Council Agenda: 2025-03-27]

9.3.2 **GOV.10 [EDC] REQUEST FOR APPROVAL TO RECEIVE THE DONATION OF THREE (3) E-SOLAR MOTORCYCLES FOR FARM OKUKUNA PROJECT**
(14/P)

Introduction and purpose

The Municipal Council of Windhoek is in receipt of three (3) E-Solar motorcycles, for the Farm Okukuna Project, as donated by the Ministry of Agriculture, Water and Land Reform. The Ministry of Agriculture, Water and Land Reform, supported by the United Nations Development Programme (UNDP) through the Japan Supplementary Budget (JSB), has implemented a project titled: **Strengthening and building the resilience of Namibia's peri-urban communities to climate change through climate-smart agricultural production, access to solar technologies, climate information and early-warning system.**

In support of this Project, the United Nations Development Programme (UNDP) has procured three (3) solar powered E-Bikes to hand over to selected community gardens to enhance access to markets and reduce post-harvest losses. Farm Okukuna Project has been selected by the Project Management Team as one of the beneficiaries. The United Nations Development Programme (UNDP) and the Ministry of Agriculture, Water and Land Reform have executed the delivery and handover of the E-Bikes to the Farm Okukuna Project on 12 December 2024. The United Nations Development Programme (UNDP) and the Ministry of Agriculture, Water and Land Reform have provided comprehensive training, on how to operate and maintain these E-Bikes, to the project participants. Each motorcycle is estimated to be valued at N$75 000.00, bringing the total value of the donated items to N$225 000.00.

*** The purpose of this submission is to seek approval to officially accept the donation of the three (3) E-Solar motorcycles as per the Letter, **attached as page 196 to the agenda.**

Background and discussion

The donation of the three (3) E-Solar motorcycles from the Ministry of Agriculture, Water and Land Reform supports the objectives of the Farm Okukuna project which is to ensure that the project participants are well capacitated to produce food for self-consumption while using the surplus for income generation purposes.

The three (3) E-Solar motorcycles will be owned by Farm Okukuna for the utilisation by the project participants and equally, the utilisation guideline will be developed to manage the use of the e-motorcycle by the project participants.

Strategic implications/significance

The donation of the three (3) E-Solar motorcycles from the Ministry of Agriculture, Water and Land Reform, through the United Nations Development Programme (UNDP), aligns with the Municipal Council of Windhoek's strategic pillars on social progression and economic advancement. The three (3) E-Solar motorcycles will be used to transport fresh produce from Farm Okukuna to various markets within the City.

Financial implications

There are no financial implications.

Possible/perceived risks and mitigation matrix

Risk No.	Risk type	Risk description (cause and effect)	Prob.	Impact	Score	Risk containment plan
1	Users acceptability (Operational)	Users might require adequate training for operating the solar motor cycles	High	Medium	3	Provision of trainings to users on how to operate solar motor cycles. Alternative road routes excluding public roads will be used for access to the market
2	Road and Traffic regulations (Regulatory and Legal)	The solar motor cycles may not be authorised to use the public road due to restrictive registration requirements	High	Major	3	Alternative road routes excluding public roads will be used for access to the market
3	Theft (Operational)	Lack of adequate security measures in place might expose the three (3) solar motor cycles to theft	High	Major	4	Strengthen the security measures and increase the City Police presence in the area
4.	Misuse of motor cycles (Operational)	Lack of effective utilisation guideline and monitoring.	High	Medium	3	Develop Utilisation and asset management guideline

Consultation with Stakeholder Departments and other interested parties

Consultations were held with the Office of the Chief Executive Officer (Corporate Legal Adviser and Manager: External Relations) and their input incorporated in the item.

Conclusion

As per the above discussion, there is a need for approval from the Municipal Council of Windhoek to accept the three (3) E-Solar motorcycles donated from the Ministry of Agriculture, Water and Land Reform to assist Farm Okukuna project and beneficiaries to reach the market swiftly with their fresh produce. The donated motorcycles need to be registered on the Municipal Council of Windhoek asset register to secure insurance cover for the motorcycles and to safeguard these valuable assets.

Management Committee, having considered the matter

RECOMMENDED

1 That approval be granted for the Strategic Executive: Economic Development and Community Services to receive the donated three (3) E-Solar motorcycles from the Ministry of Agriculture, Water and Land Reform for the Farm Okukuna Project.

2 That Ministerial exemption be obtained in terms of section 30(z)(i)(ii) of Local Authorities Act, 1992 (Act 23 of 1992) (as amended) to receive the donation.

2.1 That it be noted that a letter has been forwarded to the Minister of Urban and Rural Development seeking Ministerial approval via the Office of the Mayor.

3 That the Strategic Executive: Economic Development and Community Services develop a utilisation guideline, for the usage of the e-motorcycle by project participants, with the assistance of Strategic Executive: Finance and Customer Services.

4 That the resolution be implemented prior to confirmation of the minutes.

[Municipal Council Agenda: 2025-03-27]

9.3.3 **GOV.11 [EDC] REQUEST FOR PERMISSION TO ESTABLISH A SCIENCE, TECHNOLOGY AND INNOVATION CENTER (STIC) IN PARTNERSHIP WITH THE NAMIBIA CENTRE OF RESEARCH SCIENCE AND TECHNOLOGY (NCRST) AT THE UN PLAZA COMMUNTY COMPLEX**
(14/P)

Introduction and purpose

The Municipal Council of Windhoek, through the Department of Economic Development and Community Services (Social and Youth Development Division) received an application from Namibia Centre of Research Science and Technology (NCRST) to renovate the restaurant building at the UN Plaza Community Complex, located at corner of Independence Avenue and 13 - 17 Penning Street, Katutura, for the purpose of establishing the Science, Technology and Innovation Center (STIC).

*** The establishment of this centre is envisaged to provide the city residents with educational and innovative systems, serving as a catalyst for creative thinking, advance science and technological projects with the aim of inspiring students, teachers and innovators, entrepreneurs and the youth in particular as per concept note. Several consultative meetings with the National Commission on Research, Science and Technology 's Executive Staff were conducted since November 2020. However, due to financial constraints from the Namibia Centre of Research Science and Technology (NCRST) to implement the envisioned project, the project was placed on hold and subsequently resumed as per the Stakeholders Consultative Meeting held on 21 July 2023,see Meeting Minutes, **attached as pages 197 - 198 to the agenda.** The facility was not occupied as from 2020 when the last tenant vacated thus is in dire need of renovations as some parts have been rendered unusable.

*** The purpose of this item is to submit for Council's consideration the application by the Namibia Centre of Research Science and Technology (NCRST) to occupy and utilise the restaurant building at the UN Plaza for the establishment of the Science, Technology and Innovation Center (STIC). The Concept Note is **attached as pages 199 - 208 to the agenda**. Secondly, the item also seeks authorisation for the signing of a Memorandum of Understanding (MoU), **attached as pages 209 - 223 to the agenda,** with a draft Implementation Plan, **attached as pages 224 - 226 to agenda**.

Background and discussion

The main goal for the proposed Science, Technology, and Innovation Center (STIC) is to be a world class facility that places emphasis on creating a scientific, innovative and technologically literate society through access to superior services and interactive programmes. The specific objectives of the project include:

- Establish and operate the Science, Technology and Innovation Center (STIC);

- Promote awareness on the importance of Science, Technology and Innovation (STI) for industrial development and knowledge economy through awareness and popularisation;

- Supplement the school curriculum in science, mathematics and technology;

- Stimulate curiosity and inquisitiveness among the youth;

- Create forums for public debate on current Science, Technology and Innovation (STI) issues and allow the public to be part of the process of assimilating scientific knowledge;

- Promote creativity, invention and innovation;

- Develop partnerships to promote Science, Technology and Innovation (STI) awareness and engagement across cultural, political, economic and geographical boundaries;

- To help innovation and invention owners to turn their ideas into innovation-based products and support their marketing and commercialisation;

- To attract entrepreneurs for training and technical advice, provide assistance to establish their enterprises and create new job opportunities; and

- To connect the owners of entrepreneurial enterprises with local and international funding institutions and suggest new sources and mechanisms to finance enterprises.

    - To communicate knowledge and technology through integrating the academic world with the business world and benefiting from the experiences of other countries in this field.

Method/approach

The centre will be operated using a two-pronged strategy, with one portion dedicated to science promotion and the other acting as an innovation hub.

Science promotion

This interactive science promotion centre will be a significant resource to schools for the delivery of mathematics, science, and technology subjects. The science promotion centre is a hub of science, which aims to enrich the school curriculum and equip learners by providing valuable hands-on learning experiences using interactive exhibits that are designed to increase learners' skill and understanding of science, technology and mathematics.

The benefits of the science promotion centre will also extend to the broader community, out of school youth, and students. It will broaden the understanding and participation of public in science, engineering, innovation and technology. The development of this facility in Windhoek which will be the first of its kind in Namibia, will further give learners an opportunity to engage in scientific and technological transformation that would eventually encourage attitude and behavioral changes towards science and mathematics in general.

In this regard, Namibia is opting for a fixed science promotional centre through the National Commission on Research, Science and Technology (NCRST) where one can experience a hive of scientific activities and encounters in learning, but in a highly fascinating and yet entertaining manner. The Science, Technology and Innovation (STI) center is a place where one can have fun, whilst learning about scientific discoveries and technological innovations.

It encourages learners to pursue mathematics, science, and technology during their schooling. There are many displays where learners can identify new future possibilities in mathematics, science, and technology. Such displays create awareness in the community about the value of mathematics, science and technology, while at the same time supporting educators in a resourceful environment.

Science promotion centres stimulate curiosity, develop inquiring minds and expose children and adults to positive new experiences. They help people to cope with the rapidly changing technological environment and empower them by improving their life skills. They also complement the school curriculum and train science multipliers such as teachers, teacher-trainers and parents.

Science promotion centre will be a place for families to play around with science and they help inspire individual self-guided learning. It will offer an environment, which can showcase research and be a dynamic place for experience sharing.

Activities to be conducted by the proposed centre include amongst others the following:

- Engagement with interactive exhibits;
- Periodic competitions for students covering, debates, quizzes, innovative experiments, school projects on topics of local and global relevance;
- Science shows, experiments, technology demonstrations and science theatre;
- Teachers' workshops;
- Public lectures;
- Out of school youth activities;
- Science, Technology, Computer and Mathematics Olympiads and Competitions;

- National science weeks and thematic months on behalf of the National Commission on Research, Science and Technology (NCRST);
- Computer, electronics and robotics workshops and training sessions; and
- Environmental, sustainable living and recycling projects.
    - Academic support for school learners in mathematics, science and technology.

Innovation hub

The establishment of the innovation hub will be a platform for the provision of innovative Science, Engineering and Technology (SET). Solutions for complex engineering challenges within the relevant industrial sectors aimed at supporting government's socio-economic priorities. The sectors will benefit from the innovation hub's strategic position, particularly entrepreneurs/innovators, private sectors and higher education institutions. This initiative is not an income generation project but a community or social development initiative that aims to uplift the unemployed youth through capacity building and training in specialised skills in science and technology.

Through technical innovation, the hub will present opportunities to reduce the gap between local suppliers and industry by making local suppliers more competitive. Additionally, the facility will provide the critical infrastructure for the transfer of technology from higher education institutions to technology users. The main goal of the hub is to increase the competitiveness of entrepreneurs and innovators in the market by fostering the development of highly qualified and educated entrepreneurs and innovators who face difficulties in creating high-quality goods and services that satisfy market demands. Our offerings will include:

- Applied research, product development and prototyping;
- Product design and manufacturing;
- Advanced Computer Numerical Control (CNC) Machining;
- Technical Support;
- Work Integrated Learning (WIL) Programmes/Skills for Jobs Training Programmes;
- Specialised training services;
- Manufacturing Services (3D Printing, Laser Cutting, Electronics Manufacturing); and
- Fourth Industrial Revolution (IR4) Technologies for Manufacturing.
    - Process Optimisations.

Project outputs/results and impact

The main output of this project is to have a Namibia Centre of Research Science and Technology (NCRST) established in Windhoek. The centre brings many benefits to the community, which include but not limited to:

- Demystified science, technology and related fields and assisted society to participate in a technological future;
- Strengthened science and technology culture among the youth;
- Increased youth opportunities for constructive learning during and after school hours support teachers and the formal education sector;
- Promotion of careers in Science, Technology and Innovation (STI) and related fields;
- Provide constructive destination for family edutainment;
- Promote hobbies and leisure activities on science, engineering and technology topics;
- Create opportunity to debate and discuss topical Science, Technology and Innovation (STI) issues;
- A Namibian culture created for the application and appreciation of science and technology for development;
- Higher education institutions, the private sector, and entrepreneurs/innovators will be more industrially competitive as a result of their ability to offer high-quality goods and services that satisfy customer demands;
- Deliver innovative industrial business models with high added value that repositioned entrepreneurs, innovators, and higher education institutions as important strategic partners in the value chain in line with pertinent industry demands; and
- Enhance manufacturing sector's competitiveness in Namibia.

Target audience

The audience targeted to use the centre on a daily basis are the youth include, but not limited to:

- Learners;
- Students;
- Teachers;
- Parents;

- Out of school youth;
- Scientific community;
- Private sector;
- Public sector;
- Entrepreneurs;
- Innovators; and
- Tertiary Institutions.

The Memorandum of Understanding (MoU) context

The following obligations are set to be implemented by the Namibia Centre of Research Science and Technology (NCRST) as per agreed draft Memorandum of Understanding (MoU):

- Revamp and renovate the designated facility at UN Plaza at the total cost of the Namibia Centre of Research Science and Technology (NCRST) for the establishment of the science hub.
- Design and implement the scientific infrastructure, ensuring it meets national standards.
- Coordinate with educational institutions to integrate research facilities into the hub.
- Bear costs for all utilities and maintenance expenses emanating from utilising the designated facility.
- Bear the cost of equipping, furnishing, and managing the designated facility during the collaboration period.

The following obligations are set to be implemented by the Municipal Council of Windhoek as per agreed draft Memorandum of Understanding (MoU):

- Provide the designated facility and resources (utilities) for the establishment of science centre and innovation hub on a non-monetary leasing basis. However, in the event of the Namibia Centre of Research Science and Technology (NCRST) undertaking commercial services onsite that generate revenue, an agreed percentage of said revenue should be payable to the Municipal Council of Windhoek.
- The facility in question will remain the property of the Municipal Council of Windhoek and will be availed for the utilisation of the Namibia Centre of Research Science and Technology (NCRST) science hub activities as per the terms of the Memorandum of Understanding (MoU) and Memorandum of Lease (MoL) in specific reference to the Municipal Council of Windhoek contributing the facility and Namibia

Centre of Research Science and Technology (NCRST) setting up the Hub.

- Facilitate zoning and regulatory approvals for new facilities.

- Safeguard the main site (UN Plaza Complex) by providing safety and security on a daily basis. Personal liability for the proposed science centre and its contents will be the responsibility of the Namibia Centre of Research Science and Technology (NCRST).

Condition of occupation and lease

The lease of the UN Plaza Complex by the Namibia Centre of Research Science and Technology (NCRST) should be governed by the conditions designed to ensure optimal utilisation and maintenance of the property. The condition typically as per the Memorandum of Understanding (MoU) outlines the Namibia Centre of Research Science and Technology (NCRST) responsibility regarding property upkeep, usage limitation and adherence to safety and operational standards said forth by the Municipal Council of Windhoek.

Additionally, provision related to subleasing, termination and renewal options shall be detailed in the Memorandum of Understanding (MoU) or a Lease Contract to ensure both parties interests are protected throughout the duration of occupation and utilisation of the centre.

*** The monthly rental charges for the facility is estimated to be at N$25 000.00 as per Valuation Certificate, **attached as page 227 to the agenda**. The valuation (N$25 000.00) is a market-related rate based on the facility being utilised for commercial purposes. The revamp and renovation of the restaurant building at the UN Plaza Community Complex will be carried out by the Namibia Centre of Research Science and Technology (NCRST) at their cost, as per the signed Memorandum of Understanding (MoU).

The Namibia Centre of Research Science and Technology (NCRST) has estimated the cost of renovation to amount to approximately N$2 300 000.00. Given the size of the investment, and the fact that the Namibia Centre of Research Science and Technology (NCRST) will be responsible for the maintenance and cost of utilities, the applicant requests a lease period of 10 (ten) years to enable cost recovery of the initial investment.

It is however recommended that, Council consider a lease duration of five (5) years to enable the assessment of the viability (utilisation and acceptance by community) of the concept at the UN Plaza as well as the financial sustainability of the project. This will enable both parties to review the arrangement and re-negotiate suitable lease conditions after five (5) years. Given the social and community development nature of the project it is further recommended that the facility be leased to the Namibia Centre of Research Science and Technology (NCRST) at a nominal rate of N$100.00 per annum.

Strategic implications/significance

The establishment of the innovation hub will be a platform for the provision of innovative Science, Engineering and Technology (SET). Solutions for complex engineering challenges within the relevant industrial sectors aimed at supporting government's socio-economic priorities.

The sectors will benefit from the innovation hub's strategic position, particularly entrepreneurs/innovators, private sectors and higher education institutions. This initiative is not an income generation project but a community or social development initiative that aims to uplift the unemployed youth through capacity building/training on specialised skills in science and technology.

Financial implications

*** The pledged financial contribution from the National Commission on Science, Research and Technology (NCRST) to renovate the Restaurant is estimated at N$2 300 000.00 in monetary value with break down and floor plan, **attached as pages 228 - 231 to the agenda,** which will be wholly borne by the National Commission on Science, Research and Technology (NCRST). Given the social and community development nature of the project it is further recommended that the facility be leased to the Namibia Centre of Research Science and Technology (NCRST) at a nominal rate of N$100.00 per annum.

Possible/perceived risks and mitigation matrix

There is no possible risk associated with the submission of this item identified. What are the risks that may pop up as a result of considering the matter. This included risks in:

Risk No.	Risk type	Risk description (cause and effect)	Prob.	Impact	Score	Risk containment plan
1	User acceptability (Operational)	The potential risk is that the end users / youth may not be used to the concept initially	High	Major	4	Promote the concept of the Science Centre on social media plat form targeting youth
2	Funding (Financial)	The donor might withdraw financial support and inflation can cause delay in project implementation	High	Major	3	Timely engagement with applicant
3	Vandalism (Operational)	The facility might be exposed to vandalism if security measures are not put in place as required	Low	Minor	1	Increased security and CCTV

Compliance check/ legal implications

The item is in line with section 30 of the Local Authorities Act, 1992 (Act 23 of 1992) (as amended) which outlines the responsibilities of local authorities regarding community development initiatives. This section mandates local authorities to promote the welfare of their communities through various

development projects and programs aimed at enhancing social and economic conditions.

Consultation with stakeholder departments and other interested parties

Internal stakeholders were consulted and input was received as follows:

Comments from the Office of the Chief Executive Officer

- **Legal Services**

  Input incorporated in the item and the Memorandum of Understanding (MoU) was reviewed.

- **External Relations and Networking**

  Input incorporated in the item and the Memorandum of Understanding (MoU) was reviewed.

Comments from the Strategic Executive: Housing, Property Management and Human Settlement

Comments were incorporated into the item.

Conclusion

The Science, Technology and Innovation Centre (STIC) will fast track efforts to support Windhoek residents and Namibians at large towards achieving the fourth industrial revolution given the Science, Technology and Innovative (STI) challenges Namibian youths must overcome. The Namibia Centre of Research Science and Technology (NCRST) will renovate the building and occupy same on lease basis for a period of 10 (ten) years to make this centre a leading Science, Technology and Innovative (STI) Centre.

The Science, Technology and Innovation Centre (STIC) will provide a sustainable platform for science, technological education, mathematics and innovation edutainment through interactive and hands-on activities, while making a significant contribution to the reduction of the Science, Technology and Innovative (STI) deficit in society. Vision 2030 states that Namibia becomes a prosperous and industrialised nation developed by its own human resources, a center of this nature is therefore an investment towards achievement of this national goal.

Management Committee, having considered the matter

RECOMMENDED

1 That the application by the Namibia Centre of Research Science and Technology (NCRST) to establish a Science, Technology and Innovation Center (STIC) at the UN Plaza Community Complex, be approved.

2 That the application from the Namibia Centre of Research Science and Technology (NCRST) to revamp and renovate the restaurant building at the UN Plaza Community Complex for the purpose of establishing the Science, Technology and Innovation Centre (STIC), be approved.

2.1 That the building plans be submitted to the Acting Strategic Executive: Infrastructure, Water and Technical Services to monitor and evaluate the renovations and to see whether the funds (N$2 300 000.00) was disbursed for the intended purpose.

3 That approval be granted for the Municipal Council of Windhoek and the Namibia Centre of Research Science and Technology (NCRST) to sign a Memorandum of Understanding (MoU) for the establishment of the Science, Technology and Innovation Center (STIC) at UN Plaza Community Complex.

4 That the revamp and renovation of the restaurant building at the UN Plaza Community Complex be implemented at a total cost liable to the National Commission on Research, Science and Technology (NCRST).

5 That the UN Plaza Community Complex' restaurant building be leased to the National Commission on Research, Science and Technology (NCRST) for the period of five (5) years, for the science hub's activities, which may be renewed subject to a Joint Agreement between the two (2) parties.

6 That given the social and community development non-profit nature of the project, that the facility be leased to the Namibia Centre of Research Science and Technology (NCRST) at a nominal rate of N$100.00 per annum.

*** 7 That it be noted that the monthly rental of N$25 000.00, as per the Valuation Certificate, **attached as page 227 to the agenda,** is waived as it is offset against the cost of renovation and ongoing maintenance over the five (5) year lease period.

8 That the National Commission on Research, Science and Technology (NCRST) be responsible for the maintenance of the leased facility and payment of water and electricity during the lease period.

9 That it be noted that Council will provide the designated facility and resources (utilities) for the establishment of a science centre and innovation hub on a non-monetary leasing basis.

9.1 However, in the event of the Namibia Centre of Research Science and Technology (NCRST) undertaking commercial services onsite that generate revenue, an agreed percentage of said revenue, or proportion of rental, to be agreed between the two (2) parties, should become payable to the Municipal Council of Windhoek.

10 That it be noted that the facility in question will remain the property of the Municipal Council of Windhoek and will be availed for the utilisation of the Namibia Centre of Research Science and Technology (NCRST)' science hub activities as per the terms of the Memorandum of Understanding (MoU) and Memorandum of Lease (MoL) with specific reference to the Municipal Council of Windhoek contributing the facility and the Namibia Centre of Research Science and Technology (NCRST) setting up the Hub.

11 That should the Namibia Centre of Research Science and Technology (NCRST) wish to continue to lease the facility beyond the five (5) year lease period, that such Rental Agreement will be based on the payment of a revised market related rental.

12 That the lease be advertised in terms of section 63(2) of the Local Authorities Act, 1992 (Act 23 of 1992) (as amended).

13 That the lease be subject to Ministerial approval in terms of section 30(1)(t) of the Local Authorities Act, 1992 (Act 23 of 1992) (as amended).

14 That the Chief Executive Officer (Corporate Legal Adviser) draft the Lease Agreement.

15 That the resolution be implemented prior to approval of the minutes.

[Municipal Council Agenda: 2025-03-27]

9.3.4 **GOV.12 [HPH] AMENDMENT TO THE INSTITUTIONAL LAND POLICY**
(17/P)

Introduction

The purpose of this item is to seek Council approval to amend the notarial conditions registered and to be registered against all 'institutional' and 'private open space' zoned land.

The Strategic Executives Forum at its meeting held on 10 July 2024 *inter alia* resolved as follows:

- *That this matter stand over until the next SE Forum in order for the SE: HPH to address the following:*

  - *In consultation with the CEO (Acting Manager: Mayoral and Council Affairs), arrange an urgent presentation for Council Members and SEs by the Managers: Property Management; and Valuations, to have a proper understanding of the proposed amendment to the Institutional Land Policy; and*

- *Provide clarity and guidance.*

*** The Presentation as set-out above was done on 4 October 2024, the Attendance Register is **attached as pages 232 - 233 to the agenda**. The subject matter was thoroughly discussed, Council Members took note of the problem in context and the proposed solution.

Following a presentation to Council Members, a re-submission was made to the Strategic Executives Forum held on 24 October 2024 *inter alia* resolved as follows:

- *Recommended on condition that the SE: HPH consult the SE: UTP and the CEO (Corporate Legal Adviser) on the following and provide context in the discussion, thereafter, circulate the item to the CEO, prior to placement on the MC Agenda, for consideration:*

    - *Look at how to tighten the specific paragraph (clause 12.2 of the Institutional Land Policy) on the proposed amendment approach, especially on the exploitation part, i.e., if you have thirty (30) years, don't go around building flats;[For those kinds of issues, look at the wording in the policy and see how best to tighten it];*

    - *There are serious business activities taking place with respect to bigger sports fields, especially in Olympia, etc, i.e., bars (alcohol outlets), with some even having up to three (3) restaurants; [Since this item is solving the legal provision or policy position, consider tightening the loopholes around those sports fields and uses thereof in terms of other activities.]*

        - *Also refer to Council Resolution 224/07/2018;*

- *That it be noted that only the amendment approach was adopted and seconded, and not the entire item.*

The item was circulated as per the recommendation of the Strategic Executives Forum. Input obtained is incorporated accordingly.

Background

*** Council per Resolution 224/07/2018 the approved the revised Institutional Policy is **attached as page 234 - 247 to the agenda**. The objective of the Institutional Land Policy is to provide guidelines for the sale of institutional land and sports grounds -inclusive of conditions thereof.

The Institutional Land Policy provides, under clause 12.2 that, the following notarial condition to be registered against any 'institutional' or 'private open space' zoned properties sold by the City:

> *12.2 The PURCHASER and/or approved its successor-in-title and/or successors-in-name and/or in shareholding and/or members or assigns, (whichever may be applicable), shall not use the PROPERTY for any other purpose than for which it was bought or sell, sublease or donate the PROPERTY without the consent of the SELLER, for a period of 30 (thirty) years from date of sale. Should the SELLER at its sole option consent to a different use or the sale, sublease or donation of the PROPERTY to a third party, the*

PURCHASER and/or approved its successor-in-title and/or successors-in-name and/or in shareholding and/or members or assigns, (whichever may be applicable), undertakes to pay to the SELLER the difference between the purchase price set out in clause 2 and the market valuation of the unimproved property ***based on the highest land use of the PROPERTY or portion*** *thereof, on date of approval of the different use or the sale, lease or donation to a third party.*

Factually so, the purchaser of land zoned 'institutional' or 'public open space' cannot sell the land or use the land for other purposes that what it was bought for, for thirty (30) years from the date of registration, without the consent of the seller (Council). In an event the seller grant consent, the consent so granted is subject to a penalty. The condition above was set to discourage the selling and rezoning of 'institutional' and 'private open space' zoned erven which are sold at a subsidized price (half the market value of the property).

Problem Statement

The Department of Housing, Property Management and Human Settlement (Property Management Division) upon receiving requests from clients for consent to sell erven that are zoned 'institutional' or 'private open space' come to the realisation that the above clause is unimplementable. The penalty payable is indicated to be calculated as *the difference between the value of the highest possible best land use and the purchase price paid for the property*. However, the highest possible land use zoning cannot be used as a determination as it is an assumption and not an approved zoning, which makes the enforcing of the conditions unimplementable.

Requests for consent to sell 'institutional' zoned land are sent to the Valuations Division within the Department of Housing, Property Management and Human Settlement for determination of the value of the highest possible land use. The Valuations Division indicated that a valuation for the highest and best usage must satisfy the subsequent parameters, which are:

- It must be physically possible;
- Appropriately justified;
- Legally permissible;
- Financially feasible; and
- Within the prevailing market condition at the time.

For the reasons advanced above, the Valuation Division is unable to provide a market value of highest land use contemplated under clause 12.2 of the Institutional Land Policy based, thus rendering the clause stale. The 'highest land use' of the property is impractical because, before valuation is done, a Registered Town and Regional Planner ought to assess, in every instance, land-uses in the surrounding area with the aim of identifying all suitable land-uses (compatible with the surrounding land-uses and permissible by law). When the above determination is made, the land-use zoning with the highest value ought to be selected for the purpose of valuation.

Simply put, quest for highest land use is an adventure in undue enrichment, an illegal undertaking. The valuation should rather be based on the difference in value between the current land-use zoning and the new land-use zoning.

Proposed solution

Considering the above, it is proposed that the above Notarial Condition in the Institutional Land Policy as per clause 12.2 be amended to read as follows:

12.2 The PURCHASER and/or its approved successor-in-title and/or successors-in-name and/or in shareholding and/or members or assigns, (whichever may be applicable), shall not use the PROPERTY for any other purpose than for which it was bought or sold, sublease or donate the PROPERTY without the consent of the SELLER, for a period of 30 (thirty) years from date of transfer. Should the SELLER at its sole option consent to a different use or the sale, sublease or donation of the PROPERTY to a third party, the PURCHASER and/or its approved successor-in-title and/or successors-in-name and/or in shareholding and/or members or assigns, (whichever may be applicable), undertakes to pay to the SELLER a penalty amount of the difference between the ***present value of the PURCHASE PRICE paid at the time of sale and the current market valuation of the unimproved property, or in the event of a land use or zoning change, the difference between the present value of the purchase price and the market value of the proposed land use or zoning on date of approval or prior to the transfer of the PROPERTY to the third party.***

12.2.1 That consent for transfer to a third party only be considered if the property is improved as per the Windhoek Town Planning Scheme and to the minimum building value required OR when there is a court order for the sale of the property in execution;

12.2.2 That should the property not be improved or is not a subject of a court order for the sale in execution, that the SELLER will consider buying back the property at the purchase price of half the market valuation of the PROPERTY at the time.

The proposed amendments to the subject conditions are practical, justified and implementable. it is further recommended that the amendment applies to all 'institutional' and 'private open space' zoned erven.

With respect to conditions that are already registered, it is proposed that such applications (if applications for cancellation of such conditions are received), be considered as per the new proposed condition stated herein.

Conclusion

This item sought Council approval to amend the notarial conditions registered, and to be registered against all 'institutional' and 'private open space' zoned land.

It is reasoned in the item that, that the basis of valuation - being, the difference between the purchase price and the market valuation of the unimproved property based on the highest land use of the property or portion thereof, is flawed, will result in undue enrichment, and for that reason, unimplementable and illegal. To resolve the shortcoming, it is proposed that the penalty be based on the

'present value of the PURCHASE PRICE paid at the time of sale and the current market valuation of the unimproved property, or in the event of a land use or zoning change, the difference between the present value of the purchase price and the market value of the proposed land use or zoning on date of approval or prior to the transfer of the PROPERTY to the third party'.

Management Committee, having considered the matter

RECOMMENDED

1 That the difficulty in implementing clause 12.2 (Notarial Conditions) of the Institutional Land Policy as set out in the item, be noted.

2 That, in order to resolve the difficulty in implementing clause 12.2 of the Institutional Land Policy, the clause be amended as follows:

12.2 The PURCHASER and/or its approved successor-in-title and/or successors-in-name and/or in shareholding and/or members or assigns, (whichever may be applicable), shall not use the PROPERTY for any other purpose than for which it was bought or sold, sublease or donate the PROPERTY without the consent of the SELLER, for a period of 30 (thirty) years from date of transfer. Should the SELLER at its sole option consent to a different use or the sale, sublease or donation of the PROPERTY to a third party, the PURCHASER and/or its approved successor-in-title and/or successors-in-name and/or in shareholding and/or members or assigns, (whichever may be applicable), undertakes to pay to the SELLER a penalty amount of the difference between the ***present value of the PURCHASE PRICE paid at the time of sale and the current market valuation of the unimproved property, or in the event of a land use or zoning change, the difference between the present value of the purchase price and the market value of the proposed land use or zoning on date of approval or prior to the transfer of the PROPERTY to the third party.***

12.2.1 That consent for transfer to a third party only be considered if the property is improved as per the Windhoek Town Planning Scheme and to the minimum building value required OR when there is a court order for the sale of the property in execution;

12.2.2 That should the property not be improved or is not a subject of a court order for the sale in execution, that the SELLER will consider buying back the property at the purchase price of half the market valuation of the PROPERTY at the time.

3 That the amendments above apply to all new sales and existing sales where Notarial Conditions are still active.

4 That the Strategic Executive: Housing, Property Management and Human Settlement be authorised to amend existing conditions with the new conditions contained in this resolution subject to an application from the buyer (land-owner).

5 That the resolution be implemented prior to confirmation of the minutes.

[Municipal Council Agenda: 2025-03-27]

9.3.5 **GOV.13 [HPH] 2025 GENERAL VALUATION OF RATEABLE PROPERTIES**
(L/2015 General Valuation)

Introduction

The purpose of this item is to motivate the carrying out and subsequent implementation of the 2025 Valuation Roll.

Section 66(2) of the Local Authorities Act, 1992 (Act 23 of 1992) (as amended) requires that general valuations of rateable properties be held at intervals of not more than five (5) years. In keeping with the provisions of the Act, 1 February 2015 was determined as the valuation date for the current Main Valuation Roll which was approved by the Valuation Court on 30 January 2018 and effected in August 2018. The new valuation date for the next General Valuation of all rateable properties was supposed to be 1 February 2020. This means, all rateable properties ought to have been valued as at 1 February 2020.

General valuation of all rateable properties is a process whereby all rateable properties in the Municipal area of Windhoek are valued or revalued by way of data collection and analysis to determine new values to be used in establishing a new base for rates and taxes for the next five (5) years. Once valuations are done, they are compiled into a Provisional Valuation Roll that is put before a valuation court for approval. Upon approval of the Provisional Valuation Roll by the Valuation Court, such values remain in force until the next general revaluation. In line with section 66(5) changes to the Valuation Roll are effected through Interim Valuations done whenever rateable properties contained in the main valuation roll have new improvements or undergone alterations.

The Strategic Executives Forum at its meeting held on 10 October 2024, per Item 9.10.1 *inter alia* resolved as follows:

- *Recommended on condition that the SE: HPH align the item as per the approved Submission Template, prior to placement on the MC Agenda, for consideration.*

- *That the SE: HPH relook at Council Resolution 158/08/2021 and if need be, rescind accordingly should the 2025 General Valuation be conducted.*

- *That the SE: HPH consult the SE: HCC and the CEO (Corporate Legal Adviser) on the recruitment of eight (8) Graduate Date Collectors in an effort to consider various options in line with the Recruitment and Selection Regulations.*

The recommendations put forward at the Strategic Executives Forum were implemented. Recruitment and Selection is a regulated function and guidance provided in the regulation and relevant policy in internship will be followed as it is the case in every instance.

Background

The Municipal Council of Windhoek last conducted a general valuation of all rateable properties in February 2015. The Valuation Court met the final time on 30 January 2018 to approve the Valuation Roll, which was postponed to the Valuation Court sitting on 22 November 2017. Erf 1240, Pionierspark was referred to the Interim Valuation Court following the not ready to defend the objection by Wanderers Sport Club hereinafter referred to as 'Wanderers' after being afforded several opportunities to do so. Wanderers objected the following two (2) things:

- The zoning of Erf 1240, Pionierspark; and
- The unusable land which is primarily a natural watercourse.

Interim Valuation Court

The Interim Valuation Court only convene once there are sufficient properties to prepare an Interim Valuation Roll. An Interim Valuation Court was held on 18 November 2021. Before the convening of the Interim Valuation Court, Wanderers filed a case in the High Court challenging the 30 January 2018 Valuation Court ruling in which their objections were referred to the to the Interim Valuation Court. The Interim Valuation Court at its sitting of 18 November 2021, concluded that the property's zoning is 'private open space', and the property shall be revalued as such, with further consideration given to the unusable portion of the land. On 24 June 2024, the Valuation Court issued a Court Order that reduced the value of the property, following a revaluation. The full history pertaining to the Wanderers Case was presented to Council in a settlement submission that culminated in Council Resolution 121/07/2024.

General Valuation 2020

Council per Resolution 158/08/2021 resolved that the 2020 General Valuation be carried out as from June 2021 mainly due to the COVID-19 Pandemic. The submission to Council was also made in the anticipation that the issue of Wanderers would be handled in no distant future. Unfortunately, the Court took time to resolve the matter resulting in the delay of the subsequent General Valuation, since all matters relevant to the previous valuation regime, including the Interim Valuation, must be resolved before proceeding with the next General Valuation.

General Valuation 2025

Given the delays in resolving objections by Wanderers, Council is advised to forgo the 2020 General Valuation of all rateable properties and instead conduct the 2025 General Valuation, as no matter is pending any longer.

Valuation Date

The last General Revaluation had 1 February 2015 as the date of valuation, although, the Valuation Roll only came into effect 1 August 2018. The next General Revaluation was planned for early 2020, however, due to the COVID- 19 Pandemic, this could not take place. Therefore, it is the intention of

the Department of Housing, Property Management and Human Settlement - Valuation Division to have the next general revaluation done as from **1 May 2025** which shall be the date of valuation.

Duration

The general revaluation exercise requires that each rateable property be inspected and valued. This practice takes quite a long time to complete. It is projected that the activity will take twelve (12) months (July 2021 to June 2022) to complete the valuation of all rateable properties estimated at eighty eight thousand six hundred (88 600) registered properties (comprising of seventy four thousand, seven hundred and thirteen (74 713) single properties, eleven thousand, three hundred and thirty five (11 335) sectional title units and one thousand nine hundred and fourty six (1 946) farms and farm portions).

Currently the Valuation Services Division in the Department of Housing, Property Management and Human Settlement has eight (8) permanent employees. Considering the amount of work involved, the current staff will not be able to complete the valuation exercise without the help of outside Valuers and Data Collectors.

During the previous General Valuation exercises, Council enlisted the services of Data Collectors who were graduates from institution of higher learning with qualifications in Property Valuation and who could possibly be contracted or employed on a temporary basis. The Data Collectors were put through an intensive course on how to inspect properties for rating valuation purposes. The Department would once again like to enlist the services of such Data Collectors/Graduates and Students for this very same exercise. To complete the inspection of registered properties (excluding farms and farm portions that require specialised skills) eight (8) valuers/data collectors/valuation graduates should be recruited. Each Data Collector is expected to inspect 15 to 20 properties a day. In addition to the Data Collectors, an experienced Private Valuer be contracted to value farms and portions within the municipal boundary; and a Quantity Surveyor be contracted to prepare estimates on building rates per square meter, respectively.

Financial implications - Quantity Surveyor, Valuers and Data Collectors

All costs pertaining to the revaluation exercise are discussed below.

Quantity Surveyor

In the previous Valuation Court sessions, the authenticity of estimated building costs per square meter that Valuers used to value properties were challenged, therefore it is of utmost importance to have building costs estimated by a qualified Quantity Surveyor. Building plans will be availed to a Quantity Surveyor to estimate the costs of structures per square meter as on the date of Valuation. Once such cost or rate per square meter is determined, it will then be analyzed together with other market data on property value before it is adopted for use. An amount of N$100 000.00 for the purpose of procuring a Quantity Surveyor is budgeted for the 2024/2025 Financial Year under Item 4000/30/1/10/0330.

Contract Valuers

To complete the General Revaluation of all rateable properties within a twelve (12) month period, certain areas of the City will have to be outsourced. The areas to be outsourced to private valuers are as indicated on the table below. The cost per property and the possible number of properties to be outsourced to Private Valuers are also indicated on the same table:

Property	Number of properties	Valuation fee per property (N$)	Valuation fees (N$)
Farms/portions	1 953	1 500.00	2 929 500.00

Data Collectors

The cost of Data Collectors is estimated as follows:

Eight (8) Data Collectors are required for the project for the duration of twelve (12) months. Each Data Collector will work eight (8) hours per day, say one hundred and seventy six (176) hours per month at a rate of N$90.00 per hour, thus:

176 hours @ N$90 = N$15 840.00 per month per Data Collector

N$15 840.00 x eight (8) Data Collectors = N$126 720.00 per month

N$126 720.00 x twelve (12) months = N$1 520 640.00

It is estimated that Data Collectors will cost N$1 520 640.00 in terms of Salaries and Wages for the duration of eleven (11) months. The twelve (12) months will be calculated from May 2025, all other things equal or such other period following Council approval.

Overtime

Previous experiences have shown that, this type of exercise requires that Valuers and Data Collector work overtime from time to time. It is estimated that an amount of N$250 000.00 may be required during the 2024/2025 and 2025/2026 Financial Year to cover overtime.

Strategic implications/significance

As set in the introductory section, General Valuation of rateable properties at intervals of not more than five (5) years, is a legal requirement as such a mandatory activity. Due to reasons advanced earlier, the last General Valuation of rateable properties was carried out ten (10) years, thus making this project important to the operations of the City.

Input from the other Departments

The item served at the Strategic Executives Forum of 10 October 2024; valuable inputs were provided at the said meeting which resulted in adjustments to the item.

Possible/perceived risks and mitigation matrix

General Valuation is a legal requirement, delay in its implementation brings with its Financial, Reputational and Operational Risks as set out in the table below:

Risk No.	Risk type	Risk description (cause and effect)	Probability	Impact	Score	Risk containment plan
1	Financial	Loss of Revenue due to use of outdated rates.	High	Catastrophic	5	Carry out an Implement General Valuation Roll
2	Reputational and Legal	Failure to follow the law	High	Major	3	
3	Operational	Precedence	High	Major	3	

Conclusion

This item motivated the need to implement, as a matter of high priority, the 2025 General Valuation of all rateable properties. Given a five (5) year delay, the implementation should be carried out with swiftness to mitigate risk and comply with the law.

Management Committee, having considered the matter

RECOMMENDED

1 That the delay to carry out the 2020 General Valuation caused by an objection that concluded in the June 2024, be noted.

2 That it further be noted that all matters relevant to the previous valuation regime, including the interim valuation, must be resolved before proceeding with the next General Valuation.

3 That Council Resolution 158/08/2021 (2020 General Valuation), be rescinded and replaced with this Council Resolution, and that Council forgo the supposed 2020 General Valuation for the 2025 General Valuation.

4 That 1 May 2025 be set as the effective date of the start of the next General Valuation.

5 That Ministerial approval be obtained in terms of section 66(2) of the Local Authorities, 1992 (Act 23 of 1992) (as amended), for the date of valuation and that the date be gazetted as the date of valuation.

6 That Mr Isack Kaulikufwa Hendjala, Manager: Valuations, be appointed as the Valuer in terms of section 67 of the Local Authorities, 1992 (Act 23 of 1992) (as amended).

7 That a Private Valuer be appointed through a bid process to value the farms.

8 That a Quantity Surveyor be appointed through a bid process to estimate the cost of building using building plans.

9 That Council avail N$1 600 140.00 during the 2025/2026 Financial Year to be used for the General Valuation exercise.

10 That the use of qualified graduates/students and other suitable and qualified Data Collectors be sought for the General Valuation purpose.

11 That a bus be availed for use during the General Valuation exercise.

Financial implications

Funds required

N$4 700 140.00.00
N$1 600 140.00 (2025/2026 Financial Year)

Funds available

Item 4000/30/1/10/0330 - N$3 100 000.00 (2024/2025 Financial Year)

[Municipal Council Agenda: 2025-03-27]

9.3.6 **FNS.1 [UTP] APPLICATION FOR THE REZONING OF ERF 2442, WINDHOEK EXTENSION 1 FROM 'RESIDENTIAL' WITH A DENSITY OF 1:900 m² TO 'HOSPITALITY'**
(L/2442/W)

Application

An application is hereby made by Du Toit Town Planning Consultants on behalf of the owners of Erf 2442, Windhoek Extension 1, Diana and Ian Kemp for the following:

- Application for the rezoning of Erf 2442, No. 18 Palm Street, Windhoek Extension 1 from 'residential' with a density of 1:900 m² to 'hospitality' for a Guesthouse Establishment (6 Rooms).

The Power of Attorney was signed by the owners.

*** The full application, including relevant correspondence/documentation is **attached as pages 248 - 296 to the agenda**.

A Credit Clearance was provided and the Strategic Executive: Finance and Customer Services indicated that the application may proceed.

Erf information

*** Erf 2442, Windhoek Extension 1 is located along Palm Street and is zoned 'residential' with a density of 1:900 m², see locality plans **attached as pages 279 - 280 to the agenda.**

The subject erf measures 900 m² in extent and contains an existing guest house with four (4) rooms as per the conditions of the resident occupation.

Access to Erf 2442, Windhoek Extension 1 is obtained from Palm Street situated to the southern side of the erf, which street links with Blackwood Street (situated to the western end) and Seder Street (situated to the eastern end).

Development intention

The intention is to rezone Erf 2442, Windhoek Extension 1 from 'residential' with a density of 1:900 m² to 'hospitality' for guesthouse purposes.

The owners have been operating the African Kwela Guesthouse on the designated erf for several years under the resident occupation consent from the Municipal of Windhoek. However, with the introduction of the hospitality zoning, the owners intend to operate the guesthouse on the property without the need for recurrent resident occupation applications.

Advertisement

The public consultation process was completed as follows for the proposed development in line with the requirements of the Public Consultation Policy:

*** - The proposed rezoning was advertised in the Namibian on 24 June 2024 and 1 July 2024 and in New Era on 24 June 2024 and 1 July 2024, **attached as pages 281 - 284 to the agenda**;

*** - A notice of the proposed rezoning, **attached as pages 285 - 286 to the agenda,** were placed on the Notice Board of the Municipal Council of Windhoek Customer Care Centre (CCC), as well as on-site;

*** - Neighbour consultation letters, **attached as pages 287 - 294 to the agenda,** were delivered via registered mail to the owners of Erven 2443, 2441 and 2440, Windhoek. Erven 2420, 2421, R/2422 and 5427 Windhoek are under the ownership of the Municipal Council of Windhoek; and

*** - A Notice was published in the Government Gazette No. 8257 dated 1 July 2024, under Notice No. 319, **attached as pages 295 - 296 to the agenda.**

No comments or objections were received.

Technical comments

The application was circulated for comments and the following can be reported:

Comments from the Strategic Executive: Urban and Transport Planning

- **Sustainable Development**

  There is no objection to the proposed rezoning.

- **Roads Planning, Design and Traffic Flow**

  - There is no objection to the proposed rezoning of Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek from 'residential' with a density of 1:900 m² to 'hospitality' for a guesthouse establishment of six (6) rooms: Provided:

    - That 0.66 bays be provided per leasable room plus five (5) bays per 100 m² open floor space (excluding reception area), plus loading zone.

- **Roads and Stormwater**

  A stormwater investigation was done and the following is reported:

  There is no objection to the proposed, application for the rezoning, Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek from 'residential' with a density of 1:900 m² to 'hospitality for a Guesthouse establishment of six (6) rooms); and consent to use the erf as per the new zoning while the rezoning is in process: Provided:

  - That surface stormwater run-off be accommodated according to clause 35 of the Windhoek Town Planning Scheme.

Comments from the Acting Strategic Executive: Infrastructure, Water and Technical Services

- **Engineering Services**

  There is no objection to the application: Provided:

  - That any additional requirements with regard to water or sewer services be for the applicant's account, subject to approval by the Acting Strategic Executive: Infrastructure, Water and Technical Services.

Comments from the Strategic Executive: Electricity

- **Technical Support**

  There is in principle no objection to the application submitted for the rezoning of Erf 2442, Palm Street, Windhoek from 'residential' with a

zoning of 1:900 m² to 'hospitality' for guesthouse with six (6) rooms: Provided:

- That should any municipal electrical infrastructure need to be relocated, dismantled or replaced as per request received from the applicant, all cost related thereto be for the applicant's account.

- That only one (1) service connection from the municipal electrical network be allowed per erf, and further distribution be from the main LV kiosk/board of each erf.

- That for erven that are zoned 'general residential', 'business', 'office', 'institutional' or 'industrial' and a service connection larger than 3 x 60 ampere is required, the applicant and/or his/her electrical engineering representative contact the Strategic Executive: Electricity, well in advance, during the planning stage, before any building plans have been approved to determine whether the existing electrical network can handle the additional loading or whether a substation building or site is to be provided by the applicant at his/her own cost to incorporate an additional substation.

- That it be noted that a connection charge may be payable at the cost of the applicant and the applicant be advised to review the Department of Electricity's Connection Charge Policy, Schedule of Approved Non-Regulated Tariffs and/or to consult directly with the Strategic Executive: Electricity for information on connection charges.

Comments from the Strategic Executive: Economic Development and Community Services

- **Environmental Management**

The application is supported with no environmental requirements.

Urban Policy evaluation

Erf 2442, Windhoek Extension 1 is zoned 'residential' with a density of 1:900 m².

The subject erf measures 900 m² in extent and contains an existing guest house with four (4) rooms as per the conditions of the resident occupation approval.

Access to Erf 2442, Windhoek Extension 1 is obtained from Palm Street situated to the southern side of the Erf, which links with Blackwood Street, situated to the western end and Seder Street, situated to the eastern end.

The surrounding area is predominantly residential. However, the subject erf is within close proximity to Suiderhof's business hub and office policy area.

The Windhoek Zoning Scheme allows for a change in land use and the rezoning of Erf 2442, Windhoek Extension 1 from 'residential' to 'hospitality' is in line with the provisions of municipal laws and regulations.

The Municipal Council of Windhoek introduced a new Hospitality Zoning Category which was approved by Council as per Resolution 401/11/2020.

The new zoning category is included in Table B of the Zoning Scheme as follows:

Use Zone (1)	Primary Uses (2)	Consent Uses (3)	Owner's Consent (4)	Prohibited Uses (5)
Hospitality	Any accommodation establishment (applicant to specify the intended use and number of rooms)	Restaurant; Events and Functions; Conference facility, Office, Shop, Tourist facility	Resident Occupation	Other uses not under columns 2 and 3

The relevant definitions are as follows:

Hospitality - means a zoning in which a holiday accommodation, tourist facilities and accommodation establishments, as defined in the Scheme, is permitted in the Scheme area, with prescribed conditions by the Council upon application.

Guest House - means an accommodation establishment as per the Tourism Board Act, 2000 (Act 21 of 2000) and its regulations where accommodation and breakfast is provided to guests comprising of at least five (5) but not more than ten (10) bedrooms and meets the requirements as stipulated in the Tourism Board Act and its regulations.

In the case of Erf 2442, Windhoek Extension 1, the owner wishes to rezone to hospitality for an Accommodation Establishment (Guest House).

There is already an existing Guesthouse on the property, and the hospitality zoning will be suited for this area as the surrounding area has erven ranging from low residential densities to higher residential densities with office uses.

The current number of rooms will fit into the hospitality zoning.

Betterment fee

Compensation will be payable in terms of section 59 of the Urban and Regional Planning Act, 2018 (Act 5 of 2018) and prevailing Council Policy.

Conclusion

The rezoning of Erf 2442, Palm Street, Windhoek Extension 1 from 'residential' with a density of 1:900 m² to 'hospitality' is viable and does not take away from the character of the neighbourhood, thereby supported. Furthermore, consent to use the erf in accordance with the proposed zoning while the rezoning is in process is not supported.

Management Committee, having considered the matter

RECOMMENDED

1 That the rezoning of Erf 2442, Windhoek Extension 1 from 'residential' with a density of 1:900 m² to 'hospitality' for a guesthouse consisting of a maximum of six (6) rooms be recommended for approval to the Urban and Regional Planning Board in accordance with section 109(2)(a) of the Urban and Regional Planning Act, 2018 (Act 5 of 2018).

2 That consent be granted for the use Erf 2442, Windhoek Extension 1 for hospitality purposes (guesthouse comprising of a maximum of six (6) rooms) while the rezoning process is underway, in accordance with clause 11(1) of the Windhoek Zoning Scheme.

2.1 That this consent is limited to existing buildings only and will take effect upon payment of the required compensation.

3 That the consent granted remain conditional upon the successful completion of the rezoning of Erf 2442, Windhoek Extension 1 from 'residential' with a density of 1:900 m² to 'hospitality', should the rezoning fail, the consent will lapse with immediate effect.

4 That the applicant take note that compensation is payable in terms of section 59 of the Urban and Regional Planning Act, 2018 (Act 5 of 2018).

5 That the conditions presently registered against Erf 2442, Windhoek Extension 1 in favour of the Municipal Council of Windhoek, be cancelled and be replaced with the following conditions:

5.1 That the erf shall only be used or occupied for purposes which are in accordance with and the use or occupation of the erf shall at all times be subject to the provisions of the Windhoek Zoning Scheme prepared and approved in terms of the Urban and Regional Planning Act, 2018 (Act 5 of 2018).

5.2 That the building value of the main building, excluding the outbuilding to be erected on the erf shall be four (4) times the municipal valuation of the erf.

6 That the applicant is required to formally accept the conditions of this Council Resolution in writing.

6.1 This can be done by completing and returning the Acknowledgment and Acceptance of Council Conditions Form to the Municipal Council of Windhoek prior to the submission of the application to the Urban and Regional Planning Board.

7 That parking is provided on-site as per approved parking layout plan Drawing No. Erf 2443_W Parking date stamped 10 September 2024.

8 That parking requirement for guesthouse is 0.66 bays per leasable room plus five (5) bays per 100 m² open floor space (excluding reception area), plus loading zone.

9 That consent use will only come into effect after meeting parking requirements to the satisfaction of the Strategic Executive: Urban and Transport Planning.

10 That surface stormwater run-off be accommodated according to clause 35 of the Windhoek Town Planning Scheme, stating:

10.1 That no stormwater drainage pipe, canal, work or obstruction (except stormwater drain pipes, canal or work which have been authorised in writing by the local authority or which have been or may be built, laid or erected in terms of any law) be constructed on or over the property or located in such a way that:

- The flow of stormwater from a higher lying property to a lower lying property is impeded or obstructed and through which any property is or may be endangered; or

- The flow of a natural watercourse (in which the local authority allow flood water to run-off, be discharged or to be canalised) is or can be changed, canalised or impeded.

10.2 That the maintenance of such stormwater pipe, channel or work be the responsibility of the owner of the concerned property.

11 That the Municipal sidewalk remain to be to the required Municipal sidewalk profile.

12 That should parking be required along the sidewalk, a walking width of at least 2.0 meters wide be provided along the edge of the sidewalk.

13 That any additional requirements with regard to water and sewer services brought on as a direct consequence of the rezoning or subsequent activities will be for the applicant's account, subject to approval by the Acting Strategic Executive: Infrastructure, Water and Technical Services.

14 That should any municipal electrical infrastructure need to be relocated, dismantled or replaced as per request received from the applicant, all cost related thereto will be for the applicant's account.

15 That only one (1) service connection from the municipal electrical network will be allowed to the Erf.

16 That for erven that are zoned 'general residential', 'business', 'office', 'institutional' or 'industrial' and a service connection larger than 3 x 60 ampere is required, the applicant and/or his/her electrical engineering representative contact the Strategic Executive: Electricity, well in advance, during the planning stage, before any building plans have been approved to determine whether the existing electrical network can handle the additional loading or whether a substation building or site is to be provided by the applicant at his/her own cost to incorporate an additional substation, and also to determine the financial contribution to be made by the applicant towards the upgrade cost of the network.

17 That it be noted that a connection charge may be payable at the cost of the applicant and the applicant be advised to review the Department of Electricity's Connection Charge Policy, Schedule of Approved Non-Regulated Tariffs and/or to consult directly with the Strategic Executive: Electricity for information on connection charges.

18 That in terms of section 110 of the Urban and Regional Planning Act, 2018 (Act 5 of 2018) any person who is aggrieved by the decision of the local authority may appeal against that decision to the Minister.

18.1 That Notice of the Appeal and the Grounds for the Appeal be lodged within twenty one (21) days from the date of this Notice to the Minister and Local Authority whose decision is the subject of the appeal.

19 That the resolution be implemented prior to confirmation of the minutes.

[Municipal Council Agenda: 2025-03-27]

9.3.7 **FNS.2 [UTP] APPLICATION FOR THE REZONING OF ERF 3448, WINDHOEK FROM 'RESIDENTIAL' WITH A DENSITY OF 1:900 m² TO 'INSTITUTIONAL' WITH A BULK OF 1.0 AND CONSENT FOR A 'PLACE OF INSTRUCTION'**
(L/3448/W)

Application

An application was received from Barrie Watson Planning Consultants, on behalf of the owner of the Erf, Chizu Investments Close Corporation (CC/2003/0254) for:

- Rezoning of Erf 3448, Windhoek, from 'residential' with a density of 1:900 m² to 'institutional' with a bulk of 1.0; and

- Consent for a 'place of instruction' to be applicable while the rezoning is in process.

The sole member of Chizu Investments Close Corporation (CC/2003/0254) is Dr Frederick Chizu Simpungwe. The founding statement confirming the membership is attached to the application.

A Power of Attorney was signed by the owner.

*** The full application, including relevant correspondence/documentation is **attached as pages 297 - 345 to the agenda.**

A Credit Clearance was provided and the Strategic Executive: Finance and Customer Services indicated that the application may proceed.

Erf information

Erf 3448, Windhoek, is situated at 4 Brahms Street adjacent to the main campus of the Namibia University of Science and Technology (on Erf 7941, Windhoek).

The erf is zoned 'residential' with a density of 1:900 m² and is 1 251 m² in extent.

The erf is currently occupied by a single storey house, outbuildings and swimming pool. It was acquired for the establishment of National Institute of Technology (NIT) classrooms and laboratories, to supplement and replace the current usage of premises at the Namibia University of Science and Technology (NUST). Currently a few students meet at the place to organise their laboratory sessions which they do at Namibia University of Science and Technology (NUST).

Development intention

The proposed development is to provide for some of the classrooms and laboratories that it presently leases from the Namibia University of Science and Technology (NUST). The proposal is to construct three (3) above ground floors with classrooms and laboratories on each floor. The building will take advantage of the difference in ground level between Brahms Street and Johann Albrecht Street to erect two (2) vehicle parking floors with taxi rank.

The construction of the new building is expected to commence within the first quarter of 2025. For this reason, a Consent is requested in terms of the existing zoning to proceed with development plans.

Advertisement

The public consultation process was completed as follows for the proposed development in line with the requirements of the Public Consultation Policy:

*** - A notice was advertised on 29 October 2024 and 5 November 2024 in the Market Watch (Republikein, Sun and Algemeine Zeitung newspapers) and the New Era on 31 October 2024 and 7 November 2024, as per the advertisements, **attached as pages 337 - 340 to the agenda;**

*** - Notices were placed on the notice board of the Municipal Council of Windhoek Customer Care Centre (CCC) as well as on-site, **attached as page 341 to the agenda;**

*** - Neighbour consultation letters / forms, **attached as pages 342 - 344 to the agenda,** were sent to the direct neighbours of Erven 3457, 3449, 3446, 3447 and 7941 Windhoek; and

*** - A notice was published in the Government Gazette of 29 November 2024, Notice Number 779, **attached as page 345 to the agenda.**

No objection was received.

Technical comments

The application was circulated for comments and the following can be reported:

Comments from the Strategic Executive: Urban and Transport Planning

- **Roads Planning, Design and Traffic Flow**

  Erf 3448, Windhoek, is situated at the c/o Brahms and Johann Albrecht Street in Windhoek West. The erf measures 1 251 m² and is zoned 'residential' with a density of 1:900 m². The erf is located opposite the University of Science and Technology (NUST) and traffic volumes around in the vicinity of the erf are high. The erf is located within the Windhoek West High-Density Policy Area.

  - The division has no objection to the proposed rezoning of Erf 3448, Windhoek, from 'residential' with a density of 1:900 m² to 'institutional' with a bulk of 1.0: Provided:
    - That parking requirements for colleges is minimum one (1) parking bay per classroom and or office plus one (1) bay per five (5) students, 25 % of parking to be allocated to taxis to be provided on-site.
    - That no access or parking will be allowed 20 metres from the intersection, measured from the intersecting kerbs.
    - Parking for new buildings is to be submitted with building plans.
  - There is no objections to the proposed consent for a 'place of instruction': Provided:
    - That the existing buildings on Erf 3448, Windhoek is to be demolished before the consent takes effect.
    - That the applicant submit a building plan to the Building Control Division for approval and no operations should be conducted in existing structures.
    - That parking requirements for colleges is minimum one (1) parking bay per classroom and or office plus one (1) bay

per five (5) students, 25 % of parking to be allocated to taxis to be provided on-site.

- **Roads and Stormwater**

A stormwater investigation was done and the following is reported:

- The proposed Erf 3448 has a relatively flat downward slope from the south west into a northeasterly direction.
- There is no visible sign of any stormwater system flowing across the proposed Erf 3448, except for surface stormwater run-off.

There is no objection to the proposed rezoning of Erf 3448, Windhoek, from 'residential' with a density of 1:900 m² to 'institutional' with a bulk of 1.0 and consent for a 'place of instruction': Provided:

- That surface stormwater run-off be accommodated according to clause 35 of the Windhoek Town Planning Scheme.

Comments from the Acting Strategic Executive: Infrastructure, Water and Technical Services

- **Engineering Services**

There is no objection to the application: Provided:

- That any additional requirements with regard to water or sewer services be for the applicant's account, subject to approval by the Strategic Executive: Infrastructure, Water and Technical Services.

Comments from the Strategic Executive: Electricity

- **Technical Support**

There is in principle no objection to the application submitted with the following conditions: Provided:

- That should an Electrical Substation be required; a servitude or subdivided erf must be allocated where the substation will be constructed.
- That no electrical substations shall be installed on the sidewalk.
- That medium and low voltage cables, streetlights and low voltage distribution units may be installed on sidewalk spaces.
- All electrical services design drawings and internal reticulations must be submitted to the Strategic Executive: Electricity for approval before any construction works are commence.

- During project implementation, the applicant's electrical representative should at all times engage the quality monitoring official from the Department of Electricity for all inspections and testing required.

- For erven that are zoned 'general residential', 'business', 'office', 'institutional' or 'industrial' and a service connection larger than 3 x 60 ampere is required, the applicant and/or his/her electrical engineering representative contact the Strategic Executive: Electricity, well in advance, during the planning stage, before any building plans have been approved to determine whether the existing electrical network can handle the additional loading or whether a substation building or site is to be provided by the applicant at his/her own cost to incorporate an additional substation.

- That it be noted that a connection charge may be payable at the cost of the applicant and the applicant be advised to review the Department of Electricity's Connection Charge Policy, Schedule of Approved Non-Regulated Tariffs and/or to consult directly with the Strategic Executive: Electricity for information on connection charges.

Comments from the Strategic Executive: Economic Development and Community Services

- **Health and Environment Services**

  There is no objection to the application, as there are existing land uses in the same area of a similar nature: Provided:

  - All efforts are made to prevent and mitigate causing a health nuisance to the surrounding properties.

  - The applicant submits a building plan for future development to be approved by the Building Control Division.

  - The applicant applies for and annually renews a Certificate of Fitness to operate as a business within the municipal boundaries.

Title Deed conditions

Deed of Transfer T4969/2007 lists outdated and some restrictive conditions which should be replaced with the standard Windhoek Zoning Scheme conditions that read as follows:

- The erf shall only be used or occupied for purposes which are in accordance with and the use or occupation of the erf shall at all times be subject to the provisions of the Windhoek Zoning Scheme prepared and approved in terms of the Urban and Regional Planning Act, 2018 (Act 5 of 2018).

- The building value of the main building, excluding the outbuilding to be erected on the erf shall be four (4) times the municipal valuation of the erf.

Urban Policy evaluation

The erf is zoned 'residential' with a density of 1:900 m². The intention is to rezone to 'institutional' with a bulk of 1.0 to accommodate the Namibia Institute of Technology classrooms and laboratories.

The permissible primary and consent uses on Institutional Zoning as per Table B of the Windhoek Zoning Scheme are indicated as follows:

Use Zone (1)	Primary Uses (2)	Consent Uses (3)	Prohibited Uses (4)
IX Institutional	**Places of instruction**, social halls and places of public worship	Dwelling units, Residential buildings, institutions, special buildings, shops, industrial buildings and business buildings	Other uses not under columns 2 and 3

The definition of Place of instruction as per clause 2(1) of the Windhoek Zoning Scheme is as follows:

Place of instruction means 'a building designed and/or used for educational and cultural purposes, administrative activities related therewith, and board and lodging'.

The development potential for the erf with a bulk of 1.0 will be a total floor area of 1 251 m².

The use of the erf for institutional purposes for classrooms and academic laboratories is in line with the Municipal Council of Windhoek intention for a Policy area for Institutional Use for the area surrounding the University of Science and Technology (NUST) Campus and is not foreseen to have any negative impact on the surrounding erven or area and is recommended for approval.

The consent to use the erf for the intended purpose under the residential zoning can be considered in line with the provisions of Table B of the Windhoek Zoning Scheme. This consent can however only come into effect when the existing structure is demolished as per the application since there is not sufficient parking available and the new building plan needs to be approved confirming that sufficient parking is available for institutional use for the new structure (floor area).

The consent will however allow the applicant to submit building plans for the institutional use while the rezoning to 'institutional' is in process.

Betterment fee

In accordance with the national policy on levying betterment fees for local authorities in Namibia, compensation is not payable for rezoning an erf from any zoning to 'institutional' zoning. Subsequently, no compensation will be levying against Erf 3448, Windhoek in terms of section 59 of the Urban and Regional Planning Act, 2018 (Act 5 of 2018).

Conclusion

The rezoning of Erf 3448, Windhoek to 'institutional' (for the purposes of classrooms and academic laboratories) is in line with the Municipal Council of Windhoek intention for a policy area for Institutional use for the area surrounding the University of Science and Technology (NUST) Campus and is not foreseen to have any negative impact on the surrounding erven or area and is thus recommended for approval.

Management Committee, having considered the matter

RECOMMENDED

1 That the rezoning of Erf 3448, Windhoek from 'residential' with a density of 1:900 m² to 'institutional' with a bulk of 1.0 be recommended to the Urban and Regional Planning Board in accordance with section 109(2)(a) of the Urban and Regional Planning Act, 2018 (Act 5 of 2018).

2 That consent for to use Erf 3448, Windhoek for a 'place of instruction' under the existing 'residential' zoning be granted in terms of Table B of the Windhoek Zoning Scheme subject to the following:

2.1 That the existing structure be demolished and a new building plan be approved confirming that sufficient parking is available for institutional use (including place of instruction) for the new structure, prior to the commencement of the consent use and issuing of the Fitness Certificate.

3 That no operations should be conducted in existing structures in the absence of sufficient parking and an approved building plans for a place of instruction.

4 That the applicant take note that no compensation is payable in terms of section 59 of the Urban and Regional Planning Act, 2018 (Act 5 of 2018).

5 That the conditions presently registered against Erf 3448, Windhoek be cancelled and be replaced with the following conditions in favour of the Municipal Council of Windhoek:

5.1 That the erf shall only be used or occupied for purposes which are in accordance with, and the use or occupation of the erf shall at all times be subject to the provisions of the Windhoek Zoning Scheme prepared and approved in terms of the Urban and Regional Planning Act, 2018 (Act 5 of 2018).

5.2 That the building value of the main building, excluding the outbuilding to be erected on the erf shall be four (4) times the municipal valuation of the erf.

6 That parking requirements for colleges is a minimum of one (1) parking bay per classroom and/or office plus one bay per five (5) students, and 25 % of parking to be allocated to taxis shall be provided on-site.

7 That no access or parking will be allowed 20 meters from the intersection, measured from the intersecting kerbs.

8 That parking for new buildings be submitted with building plans.

9 That any future consent use can only be considered after meeting parking requirements to the satisfaction of the Strategic Executive: Urban and Transport Planning.

10 That surface stormwater run-off be accommodated according to clause 35 of the Windhoek Town Planning Scheme, stating:

10.1 That no stormwater drainage pipe, canal, work or obstruction (except stormwater drain pipes, canal or work which have been authorised in writing by the local authority or which have been or may be built, laid or erected in terms of any law) be constructed on or over the property or located in such a way that:

- The flow of stormwater from a higher lying property to a lower lying property is impeded or obstructed and through which any property is or may be endangered; or

- The flow of a natural watercourse (in which the local authority allow flood water to run-off, be discharged or to be canalised) is or can be changed, canalised or impeded.

10.2 That the maintenance of such stormwater pipe, channel or work be the responsibility of the owner of the concerned property.

11 That any additional requirements with regard to water or sewer services be for the applicant's account, subject to approval by the Acting Strategic Executive: Infrastructure, Water and Technical Services.

12 That should an electrical substation be required, a servitude on the subdivided erf must be allocated where the substation will be constructed.

13 That no electrical substations shall be installed on the sidewalk.

14 That Medium and Low Voltage Cables, Streetlights and Low Voltage Distribution Units may be installed on sidewalk spaces.

15 That all electrical services design drawings, and internal reticulations must be submitted to the Strategic Executive: Electricity for approval before any construction works are commenced.

16 That during project implementation, the applicant's electrical representative should at all times engage the quality monitoring official from the Department of Electricity for all inspections and testing required.

17 That for erven that are zoned 'general residential', 'business', 'office', 'institutional' or 'industrial' and a service connection larger than 3 x 60 ampere is required, the applicant and/or his/her electrical engineering representative contact the Strategic Executive: Electricity, well in advance, during the planning stage, before any building plans have been approved to determine whether the existing electrical network can handle the additional loading or whether a substation building or site is to be provided by the applicant at his/her own cost to incorporate an additional substation.

18 That it be noted that a connection charge may be payable at the cost of the applicant and the applicant be advised to review the Department of Electricity's Connection Charge Policy, Schedule of Approved Non-Regulated Tariffs and/or to consult directly with the Strategic Executive: Electricity for information on connection charges.

19 That all efforts be made to prevent causing and mitigate a health nuisance to the surrounding properties.

20 That the applicant submit a building plan for future development to be approved by the Building Control Division.

21 That the applicant apply for and annually renew a Certificate of Fitness.

22 That the applicant accept the conditions of the Council Resolution in writing, this can be done by completing and returning the Acknowledgment and Acceptance of Council Conditions Form to the Municipal Council of Windhoek prior to the submission of the application to the Urban and Regional Planning Board.

23 That in terms of section 110 of the Urban and Regional Planning Act, 2018 (Act 5 of 2018) any person who is aggrieved by the decision of the Local Authority may appeal against that decision to the Minister.

23.1 That Notice of the Appeal and the Grounds for the Appeal be lodged within twenty one (21) days from the date of this Notice to the Minister and Local Authority whose decision is the subject of the appeal.

24 That the resolution be implemented prior to confirmation of the minutes.

[Municipal Council Agenda: 2025-03-27]

9.3.8 **FNS.3 [UTP] APPLICATION FOR THE REZONING OF ERF 945, NELSON MANDELA AVENUE NO. 63 KLEIN WINDHOEK FROM 'RESIDENTIAL' WITH A DENSITY OF 1:900 m² TO 'OFFICE' WITH A BULK OF 0.4 AND CONSENT FOR FREE RESIDENTIAL BULK**
(L/945/KK)

Application

An application was submitted by Ritta Khiba Planning Consultants on behalf of the owners of the Erf, Hallie Investment Number Twenty CC (CC2002/2620) for the following:

- Application for the rezoning of Erf 945, Nelson Mandela Avenue No. 63 Klein Windhoek from 'residential' with a density of 1:900 m² to 'office' with a bulk of 0.4 and consent for a 5 0% free residential bulk and to use the erf for office purposes while the rezoning is being processed.

The Power of Attorney is signed by the members of the CC Esmeralda Muhinatjo Katjaerua and Brian Katjaerua and the amended founding statement confirming the membership of the closed corporation was provided.

*** The full application, including relevant correspondence/documentation is **attached as pages 346 - 395 to the agenda.**

A Credit Clearance was provided and the Strategic Executive: Finance and Customer Services indicated that the application may proceed.

Erf information

Erf 945 is located in Klein Windhoek and measures 1 083 m² in extent. The subject property gains access from Nelson Mandela Avenue and falls within Klein Windhoek's Development Policy Area.

Erf 945, Klein Windhoek is being used for office purposes by a law firm which exceeds the provisions of the consent use for resident occupation. A site inspection conducted confirmed that the premises are being used for office purposes with more than 3 people working on-site.

Development intention

It is the intention of the owner is to rezone the property to office with a bulk of 0.4, to allow for the utilisation of the property for full office purposes. The applicant is also requesting 50 % free residential bulk in line with the applicable policy provision.

Advertisement

The public consultation process was completed as follows for the proposed development in line with the requirements of the Public Consultation Policy:

*** - The proposed rezoning of Erf 945, Klein Windhoek was advertised in The Market Watch (Sun, Republikein and Algemeine Zeitung newspapers) on 15 February 2024 and 22 February 2024 **attached as page 388 to the agenda;**

*** - A notice of the proposed rezoning was placed on the notice board of the Municipal Council of Windhoek Customer Care Centre (CCC) as well as on-site **attached as pages 389 - 390 to the agenda**; and

*** - Neighbour consultation letters / forms were sent to the direct neighbours on Erven 944, 943, 939, 946, 2616, R/105 and 524, Klein Windhoek, **attached as page 391 to the agenda**.

Objections received

The owners of the following properties signed an objection letter:

Erven 473, 477, 480, 472, 626, 474, R/502, Re507, 282, 114, 471, 947, 946 and 939, Klein Windhoek.

*** The objection as well as the response of the owner are included as part of the public participation report submitted by the consultant **attached as pages 392 - 395 to the agenda.**

The Division Urban Policy responses to the objections will be addressed as part of the evaluation of the application.

Technical comments

The application was circulated for comments and the following can be reported:

Comments from the Strategic Executive: Urban and Transport Planning

- **Sustainable Development**

  There is no has no objection to the application taking in consideration that it maximizes development potential without any adverse impact to the surrounding and or its amenities.

  That the proposed application be granted but due consideration of urban policy comments and the undertaking of the relevant by laws as administered by the respective division be noted.

- **Roads Planning, Design and Traffic Flow**

  Erf 945 is located in Nelson Mandela Avenue in Klein Windhoek. The erf measures 1 083 m² in extent and is zoned 'residential' with a density of 1:900 m². Nelson Mandela Avenue is a major arterial road which carries high traffic volumes. The rezoning will generate ± nine (9) vehicular trips to the current road network. The area is under review for consideration as an 'office' area, however the infrastructure studies have not been completed through the structure plan process yet. In isolation this erf will not have a major impact on the traffic impact to influence the

traffic worser and at the rate the rezoning progress in the area, this application can be supported considering the progress of the Structure plan and completion thereof.

In addition, the Division is in the process of conducting an integrated Transport Study which will shed further light on the traffic planning for the area.

There is no objection to the proposed rezoning of Erf 945, Klein Windhoek from 'residential' with a density of 1:900 m² to 'office' with a bulk of 0.4: Provided:

- For office use, minimum one (1) parking bay be provided per 25 m^2 of utilised bulk on-site.
- That a 6 m stacking provision must be made at the entrance.
- That no right turn movement will be allowed for this property (into or out of the property), considering traffic movement. The applicant must appoint a registered professional engineer to design and construct a median or similar mechanism to prevent right turn movements. For implementation the applicant will be required to sign a Development Agreement with Council, appoint an Engineer or Engineering firm to design and supervise the necessary measures to prevent right turn movements.

There is no objection to the proposed consent for 50 % free residential bulk: Provided:

- That the free residential bulk is limited to 50 % of the allowable bulk;
- That a minimum one (1) exclusive parking bay must be provided for every dwelling unit on-site.

- **Roads and Stormwater**

A stormwater investigation was done and the following is reported:

- Erf 945, Klein Windhoek has a general downward slope from the south west into a north easterly direction.
- There is no visible sign of any stormwater course or system flowing across the proposed Erf 945, Klein Windhoek, except for surface stormwater flow.

The division has no objection to the proposed rezoning of Erf 945, Klein Windhoek from 'residential' with a density of 1:900 m² to 'office' with a bulk of 0.4 and consent for a 50 % free residential bulk and to use erf for office purposes: Provided:

- That surface stormwater run-off be accommodated according to clause 35 of the Windhoek Town Planning Scheme.

- That the Municipal sidewalk remain to be to the required Municipal sidewalk profile.

Comments from the Acting Strategic Executive: Infrastructure, Water and Technical Services

- **Engineering Services**

There is no objection to the application: Provided:

- That the free residential bulk is limited to 50 % of the allowable bulk of 0.4.

- That the total number of residential units not exceed four units.

- That any additional requirements with regard to water and sewer services brought on as a direct consequence of the rezoning and consent use or subsequent activities will be for the cost of the applicant, subject to approval by the Acting Strategic Executive: Infrastructure, Water and Technical Services.

Comments from the Strategic Executive: Electricity

- **Technical Support**

There is in principle no objection to the application submitted for the rezoning and consent for Erf 945, Klein Windhoek: Provided:

- That should any municipal electrical infrastructure need to be relocated, dismantled or replaced as per request received from the applicant, all cost related thereto be for the applicant's account.

- That only one (1) service connection from the municipal electrical network be allowed per erf, and further distribution be from the main LV kiosk/board of each erf.

- That for erven that are zoned 'general residential', 'business', 'office', 'institutional' or 'industrial' and a service connection larger than 3 x 60 ampere is required, the applicant and/or his/her electrical engineering representative contact the Strategic Executive: Electricity, well in advance, during the planning stage, before any building plans have been approved to determine whether the existing electrical network can handle the additional loading or whether a substation building or site is to be provided by the applicant at his/her own cost to incorporate an additional substation.

- That it be noted that a connection charge may be payable at the cost of the applicant and the applicant be advised to review the Department of Electricity's Connection Charge Policy, Schedule of Approved Non-Regulated Tariffs and/or to consult directly

with the Strategic Executive: Electricity for information on connection charges.

Comments from the Strategic Executive: Economic Development and Community Services

- **Environmental Management**

  The application is supported with no environmental requirements.

  The rezoning of Erf 945, Klein Windhoek from 'residential' to 'office' is supported and the applicant will be required to comply with the following upon Council granting approval.

  - Obtain an environmental clearance exemption from the Department of Economic Development and Community for rezoning from residential to office (commercial use) in a built up environment.

Title deed conditions

Deed of Transfer T3316/2003 lists some outdated restrictive conditions against the erf which should be replaced with the standard Windhoek Zoning Scheme conditions as follows:

- The erf shall only be used or occupied for purposes which are in accordance with and the use or occupation of the erf shall at all times be subject to the provisions of the Windhoek Zoning Scheme prepared and approved in terms of the Urban and Regional Planning Act, 2018 (Act 5 of 2018).

- The building value of the main building, excluding the outbuilding to be erected on the erf shall be four times the municipal valuation of the erf.

Urban Policy evaluation

Erf 945, Klein Windhoek is zoned 'residential' with a density of 1:900 m². The intention is to rezone to 'office' with a bulk of 0.4 for office use as well as free residential bulk. The property is already occupied as an office.

The office zoning has the following primary and consent uses allowed under the Windhoek Zoning Scheme.

Use Zone (1)	Primary Uses (2)	Consent Uses (3)	Prohibited Uses (4)
XII Office	Offices	Dwelling units, Residential buildings, Institutions, Places of public worship, Business buildings, hotels, Restaurant	Other uses not under columns 2 and 3

Clause 2(1) of the Windhoek Zoning Scheme defines Office as follows:

Office means a building, room or suite of rooms used for administrative work and planning and may include a place for related subordinate draughting work.

Erf 945, Klein Windhoek falls inside the extended Klein Windhoek office and higher residential density areas as per the interim policy areas (precincts) contained in the in the draft Windhoek Urban Structure Plan.

The allowable floor area for office use will be 433 m² and the floor area for residential use will be 216 m².

Response to objections received

In accordance with section 65(a) of the Urban and Regional Planning Act, 2018 (Act 5 of 2018), the grounds of objections were evaluated, and the Urban Policy Division's responses are outlined by the following sections:

- **Alignment with the Klein Windhoek Policy Zone**

  The property is immediately adjacent to the existing Klein Windhoek Office and Higher Residential Policy Area, which was approved by Council Resolution 204/09/2019.

  The proposed extension of this policy area, from Chapman Street in the south to Metje Street in the north, between Nelson Mandela Avenue and Uhland Street, has been approved in principle through Council Resolution 273/11/2023.

  This extension is primarily driven by the increasing demand for office space and higher residential densities along Nelson Mandela Avenue.

- **Business/Office centres in the neighbourhood**

  The area along Nelson Mandela Avenue is no longer purely residential and has undergone a complete change in character. It is more accurately described as a mixed-use area due to the presence of various businesses, offices and institutional land uses. Additionally, the area hosts several restaurants and accommodation establishments.

  Business centres typically refer to commercial spaces for retail activities, which are not anticipated or accommodated within the office policy areas. The office policy areas are designed to cater to office zoning, which includes professional offices, medical consulting rooms and non-retail business uses.

- **Potential of Erf 945, Klein Windhoek**

  With an erf size of 1 083 m², the allowable floor area for office use is 433 m², while the floor area for residential use is 216 m². This is not considered excessive and should not raise privacy concerns. Any issues regarding the extension of the existing structure or new buildings can be addressed during the compulsory building plan phase, where neighbour consultations will be required if building lines are exceeded.

- **Traffic requirements**

  The rezoning will generate ± nine (9) additional vehicular trips to the current road network.

In isolation, this erf will not significantly impact traffic conditions. Given the current rate of rezoning progress in the area, this application can be supported, especially considering the advancements and near completion of the Structure Plan. The necessary traffic impact studies will be conducted to ensure proper traffic flow as development takes place.

Betterment fee

The applicant will be informed that compensation is payable in terms of section 59 of the Urban and Regional Planning Act, 2018 (Act 5 of 2018).

Conclusion

The use of the erf for office purposes is not foreseen to have any negative impact on the surrounding erven / area and is recommended for approval.

Management Committee, having considered the matter

RECOMMENDED

1 That the rezoning of Erf 945, Nelson Mandela Avenue No. 63 Klein Windhoek from 'residential' with a density of 1:900 m² to 'office' with a bulk of 0.4 be recommended for approval to the Urban and Regional Planning Board in accordance with section 109(2)(a) of the Urban and Regional Planning Act, 2018 (Act 5 of 2018) and the Windhoek Zoning Scheme.

2 That consent for free residential bulk to be used solely for residential purposes, but limited to 50 % (216 m²) of the allowable bulk and further limited to four (4) units only be granted on a condition that the approval of the rezoning of Erf 945, Klein Windhoek from 'residential' with a density of 1:900 m² to 'office' 0.4 is promulgated in the Government Gazette by the Minister of Urban and Rural Development.

3 That consent be granted for the use Erf 945, Klein Windhoek for 'office' purposes while the rezoning process is underway, in accordance with clause 11(1) of the Windhoek Zoning Scheme.

3.1 This consent is limited to existing buildings only and will take effect upon payment of the required compensation and provision of required parking.

4 That the consent use remain conditional upon the successful completion of the rezoning of Erf 945, Klein Windhoek from 'residential' with a density of 1:900 m² to 'office' 0.4; should the rezoning fail, the consent will lapse with immediate effect.

5 That the applicant take note that compensation is payable in terms of section 59 of the Urban and Regional Planning Act, 2018 (Act 5 of 2018).

6 That Deed of Transfer T3316/2003 lists some outdated restrictive conditions registered against the erf, which should be replaced with the following standard Windhoek Zoning Scheme conditions:

6.1 That the erf shall only be used or occupied for purposes which are in accordance with and the use or occupation of the erf shall at all times be subject to the provisions of the Windhoek Zoning Scheme prepared and approved in terms of the Urban and Regional Planning Act, 2018 (Act 5 of 2018); and

6.2 That the building value of the main building, excluding the outbuilding to be erected on the erf shall be four (4) times the municipal valuation of the erf.

7 That for office use a minimum of one (1) parking bay be provided per 25 m^2 of utilised bulk on-site.

8 That a 6 metre stacking provision must be made at the entrance.

9 That a minimum of one (1) exclusive parking bay must be provided for every dwelling unit on-site.

10 That no right turn movement will be allowed for this property (into or out of the property), considering traffic movement.

10.1 The applicant appoint a registered professional Engineer to design and construct a median or similar mechanism to prevent right turn movements, and for implementation the applicant will be required to sign a Development Agreement with Council to appoint an Engineer or Engineering firm to design and supervise the necessary measures to prevent right turn movements.

11 That consent use will only come into effect after meeting parking requirements to the satisfaction of the Strategic Executive: Urban and Transport Planning.

12 That surface stormwater run-off be accommodated according to clause 35 of the Windhoek Town Planning Scheme, stating:

12.1 That no stormwater drainage pipe, canal, work or obstruction (except stormwater drain pipes, canal or work which have been authorised in writing by the local authority or which have been or may be built, laid or erected in terms of any law) be constructed on or over the property or located in such a way that:

- The flow of stormwater from a higher lying property to a lower lying property is impeded or obstructed and through which any property is or may be endangered; or

- The flow of a natural watercourse (in which the local authority allow flood water to run-off, be discharged or to be canalised) is or can be changed, canalised or impeded.

12.2 That the maintenance of such stormwater pipe, channel or work be the responsibility of the owner of the concerned property.

13 That the municipal sidewalk remain at the required municipal sidewalk profile.

14 That should parking be required along the sidewalk, a walking width of at least 2.0 meters wide be provided along the edge of the sidewalk.

15 That any additional requirements with regard to water or sewer services be for the applicant's account, subject to approval by the Acting Strategic Executive: Infrastructure, Water and Technical Services.

16 That should any municipal electrical infrastructure need to be relocated, dismantled or replaced as per request received from the applicant, all cost related thereto be for the applicant's account.

17 That only one (1) service connection from the municipal electrical network be allowed per erf, and further distribution be from the main LV kiosk/board of each erf.

18 That for erven that are zoned 'general residential', 'business', 'office', 'institutional' or 'industrial' and a service connection larger than 3 x 60 ampere is required, the applicant and/or his/her electrical engineering representative contact the Strategic Executive: Electricity, well in advance, during the planning stage, before any building plans have been approved to determine whether the existing electrical network can handle the additional loading or whether a substation building or site is to be provided by the applicant at his/her own cost to incorporate an additional substation.

19 That it be noted that a connection charge may be payable at the cost of the applicant and the applicant be advised to review the Department of Electricity's Connection Charge Policy, Schedule of Approved Non-Regulated Tariffs and/or to consult directly with the Strategic Executive: Electricity for information on connection charges.

20 That the applicant will be required to apply for an Environmental Clearance Exemption from the Strategic Executive: Economic Development and Community Services upon Council approving the application and prior to submitting to the Urban and Regional Planning Board.

21 That the applicant is required to formally accept the conditions of this Council Resolution in writing as this can be done by completing and returning the Acknowledgment and Acceptance of Council Conditions Form to the Municipal Council of Windhoek prior to the submission of the application to the Urban and Regional Planning Board.

22 That in terms of section 110 of the Urban and Regional Planning Act, 2018 (Act 5 of 2018) any person who is aggrieved by the decision of the Local Authority may appeal against that decision to the Minister.

22.1 That Notice of the Appeal and the Grounds for the Appeal be lodged within twenty one (21) days from the date of this Notice to the Minister and Local Authority whose decision is the subject of the appeal.

23 That the resolution be implemented prior to confirmation of the minutes.

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Pre-Feasibility Study on Low-Carbon Public Transport in Windhoek

Assessment of additional greening measures to enhance the planned extension of the municipal bus fleet

Green Climate Fund Readiness Support Program

March 2016



german cooperation
DEUTSCHE ZUSAMMENARBEIT

Ministry of Works and Transport

KFW

GOPA

Pre-Feasibility Study on Low-Carbon Public Transport in Windhoek

Assessment of additional greening measures to enhance the planned extension of the municipal bus fleet

for

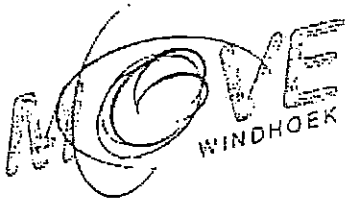
KfW Entwicklungsbank

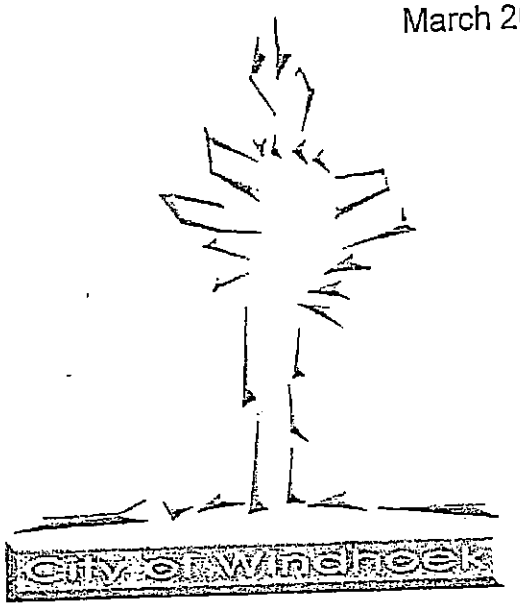
Federal Ministry
for Economic Cooperation
and Development

KFW

Green Climate Fund Readiness Support Program
KfW No. 194/12

March 2016





GOPA

in consortium with

AEC
Consultants International

intec
GOPA International Energy Consultants

RO DE CO CONSULTING GMBH

GOPA Consultants
Hindenburgring 18, 61348 Bad Homburg, Germany
Phone +49 6172 930-528 Fax: +49 6172 930-550 Email: bernd.brunnengraeber@gopa.de

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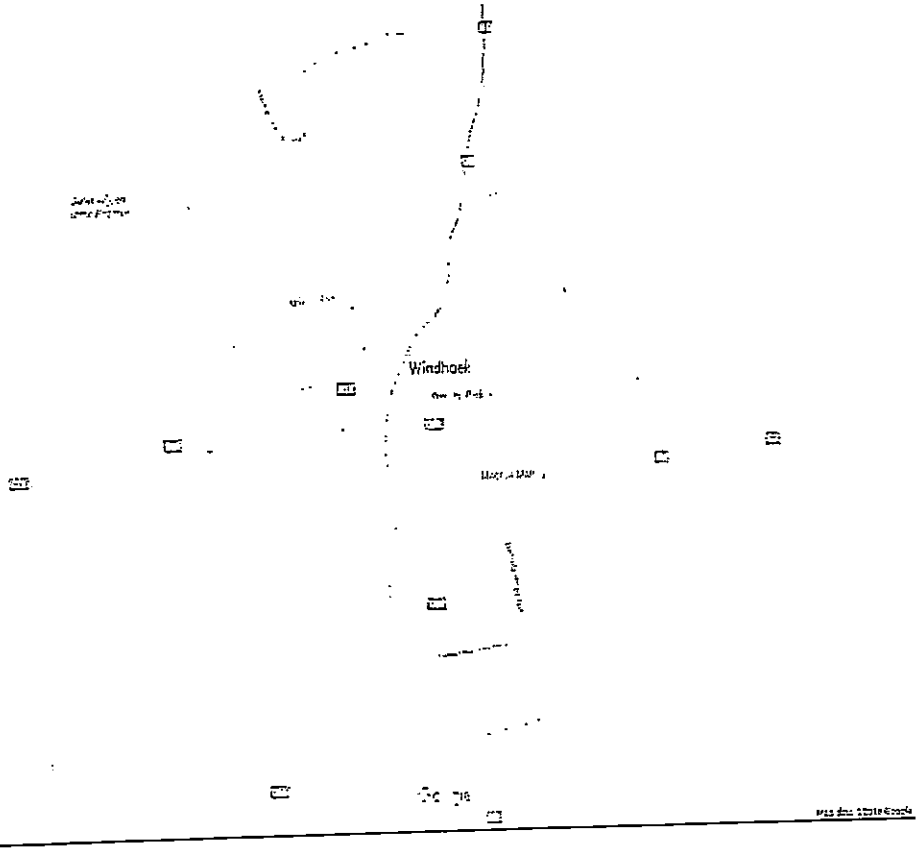
0 Executive Summary

Windhoek, the capital of the Republic of Namibia, is a fairly spread out city of some 390.000 inhabitants (calculation based on census 2011-08-28). It has a rigid separation between residential and work areas, a modern road infrastructure and a comparatively high motorization rate.

The Municipality, henceforth referred to as the City of Windhoek (CoW), itself provides a public transport service with a fleet of about 60 vehicle units. Sedan taxis numbering around 6800, operated by private operators also play a big role in Windhoek's public transport and presently have the highest market share. During peak hours, traffic congestion on the major arterials has become a serious problem already today. Growth rates in the city population (3.1%), as well as in vehicle population make it likely that this problem will aggravate considerably over the next years, unless adequate counter-measures are taken.

Figure 1 Map of Windhoek - central boundaries



Credits: google maps

The City of Windhoek is driving for an enhancement of the public transport system, to increase the quality of life for the inhabitants, alleviate traffic congestion and mitigate greenhouse gas emissions from transport.

0.1 Stakeholders

In this endeavor, the Municipality and the Ministry of Works and Transport are being supported by the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH, who have overseen the elaboration of the "Sustainable Urban Transport Master Plan for Metropolitan Windhoek (MWT, 2013)" and a pre-feasibility study titled "Pre-Feasibility Study for the Sustainable Urban Transport Master Plan (SUTMP) for Windhoek including Rehoboth, Okahandja and Hosea Kutako International Airport" of June 2015. Together with a so-called "Corporate Plan" as an integral part of the project, it outlines the proposed development of the public transport operation provided by the Public Transport Division of the City of Windhoek.

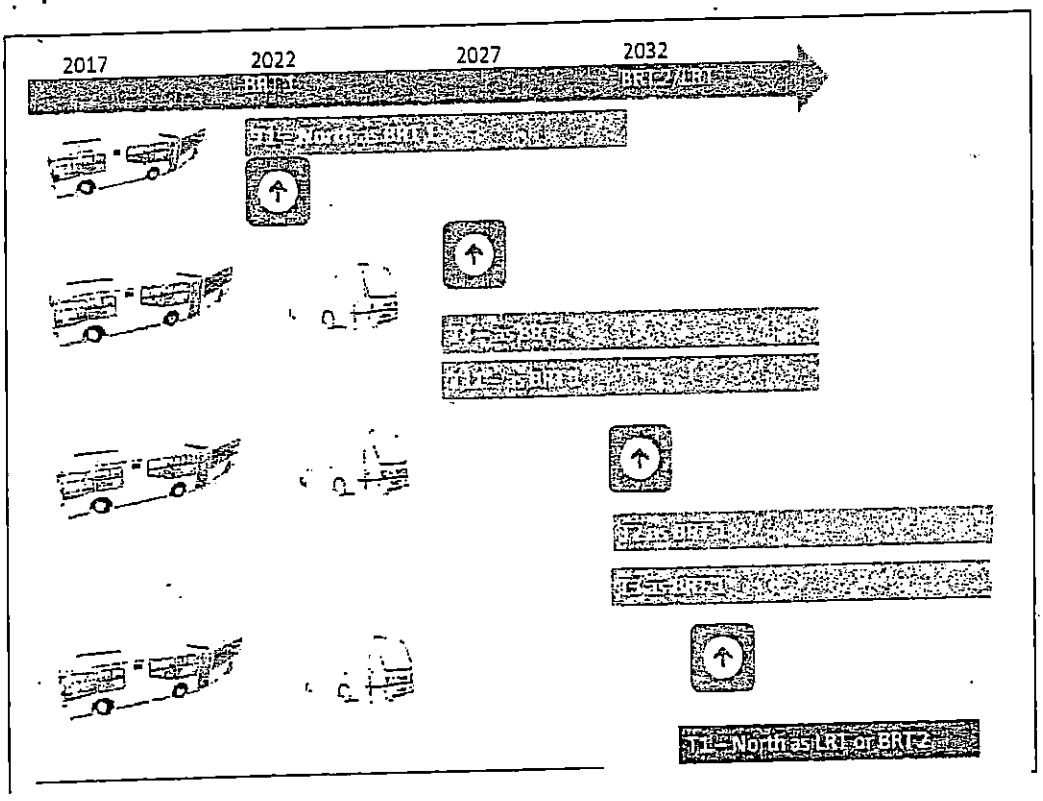


Figure 2 BAU Pre-FS (MWT 2015)

Credits: PFS - CoW

A first expansion of the CoW bus fleet, comprising 26 units, was co-financed by GIZ. A further fleet expansion to bring the total fleet to a level of 130 units by 2022 is considered to be the minimum requirement to ensure a functioning public transport system in Windhoek and is therefore planned, but not yet fully financed.

Equally, extensive additions to the public bus infrastructure are deemed necessary and have undergone layout planning in the pre-feasibility study mentioned above. These include the construction of a CBD central bus terminus, enhancements to bus shelters and bus priority measures, as well as the setup of a new bus depot at the corner of Monte Christo Road and Hosea Kutako Drive.

While funding for these projects is still being sought, the German Development Bank KfW, in cooperation with the Namibian Ministry of Environment and Tourism, as well as the Ministry of Works and Transport are launching an initiative to reduce future emissions of greenhouse gases from the Windhoek transport system.

With funding from the Climate Finance Readiness Support Programme funded by the German Ministry for Economic Cooperation and Development, through the German Development Bank KfW, it is intended to submit a concept note on low carbon public transport in Windhoek to the Green Climate Fund. The pre-feasibility study on hand is therefore designed to underpin the concept note to be submitted and provide climate mitigation strategies that can be integrated emanating from the existing pre-feasibility studies.



Figure 3 latest Diesel Fleet addition (Nov. 2015)

Credits: City of Windhoek

0.2 Green Climate Fund relevance

The public transport project was selected by the Namibian National Designated Authority (NDA) to the GCF (the Directorate of Environmental Affairs (DEA) in the Ministry of Environment and Tourism (MET)) and KfW into the priority shortlist for possible GCF projects. Therefore, the public transport project, along with three other priority projects, will receive further support through the Readiness Support Programme to be developed into a GCF Concept Note.

In preparation of the concept note to be submitted, the pre-feasibility study on hand was developed, with the aim of identifying and quantifying ways and means of rendering Windhoek's public transport more climate friendly in line with the low-carbon development agenda of the GCF.

The identified solutions could then be implemented during the process of expanding the municipal fleet further, as is planned.

It has been agreed that the project should entail the first phase of the Sustainable Urban Transport Master Plan (MWT, CoW, GIZ, 2013), i.e. the seven-year-plan from 2016 to 2022. This includes the full development of the conventional bus system (including bus depots and central bus station) and the development of the first bus rapid transit (BRT) line, i.e. it is a combination of the corporate plan and the pre-feasibility study. Additional "greening" measures would be the introduction of hybrid or electric buses and accompanying measures such as rooftop solar electricity generation (e.g. bus depot, central bus station).

Even though the document on hand does not focus on non-motorized traffic, it is to be pointed out that the success of the planned public transport system in Windhoek is largely dependent on some measure to improve walking possibilities around bus termini and stops. A large portion of the daily commuters in Windhoek have clerical and managerial functions, thus the wearing of elegant footwear is quite common. This fashion demand amongst others such as "door to door" drop off, may be one of several reasons why the taxi system is thriving the way it is.

Table 1 Multi-criteria Decision Matrix

Low-Carbon Public Transport in Windhoek
Pre-Feasibility Study on Additional Greening Measures

Selection of Technologies to be investigated further

Technology Alternatives	Pilot Fleet Scenario 5 unit(s)	Substantial Fleet Scenario	Remarks
Natural Gas from Kudu field			
in LNG form	1	0	
in CNG form	0	0	
Biogas from local digesters	1	1	to be further examined
LPG from nearest refinery	1	1	
Serial hybrid propulsion	0	0	Diesel / Electric focus
Parallel hybrid propulsion	0	0	Long distance not a priority
Electric bus: Trolley system	0	0	
Electric bus: Battery based	1	1	
Solar charging from CoW rooftops	1	0	
Solar charging from other sources	1	1	rooftop specific sources
Solar charging from CoW solar park	1	1	
Charging Regime:			
Daytime off-peak direct charging	0	0	check fast charge issues
Offset energy charging	1	1	
Night-time battery pack swap	1	1	
Rain Water harvesting			check with CoW

In order for commuters to change their habits and start using public bus transport, it will be necessary to get used to walking certain distances to and from the nearest bus stop. This could be greatly facilitated by improving sidewalks, especially in the residential areas. The local KfW office has indicated that they would be inclined to assist with the financing of non-motorized traffic measures in Windhoek.

The definitive background of this document on hand is therefore to add on to the existing pre-feasibility study and explore possibilities to minimize the carbon footprint of the required bus fleet.

In an internal brainstorming by the authoring team, a number of possible solutions were identified. In a subsequent stakeholder workshop held on February 9th 2016 a comprehensive but not exhaustive selection was presented to the audience and discussed. During the meeting, a shortlist of technical solutions to be analyzed further was compiled and later expanded further.

The following scenarios were then researched by the GOPA team and their potentials and risks assessed:

1. The use of **natural gas**, which could in future be pumped on the Kudu gas field, off the coast of Oranjemund, which is presently being explored, as propulsion fuel for a part of the city bus fleet.
2. The use of **biogas** from a local source, yet to be researched further. (Kupferberg landfill).
3. The use of **liquid petroleum gas** (LPG) as propulsion fuel for all or a part of the city bus fleet.
4. The use of (initially grid-supplied) **battery-electric** buses as part of the city bus fleet (this is seen as a temporary solution, which would only contribute to reduce GHG in combination with scenario 5).
5. In combination with scenario 4, the charging of a small **electric** bus fleet with solar power, generated either from a solar system installed on the roofs of the planned city bus depot, from other CoW owned roofs or possibly from roofs owned by other organizations, such as Trans-Namib, which could possibly be rented.
6. The implementation of a dedicated **solar park** on the outskirts of Windhoek, on CoW-owned land, to feed the solar charging of the full or a larger bus fleet (and possibly other municipal fleets) through the CoW-owned electric grid (to be seen in combination with option 4).
7. The use of a limited number of **diesel-electric hybrid** vehicles as a pilot.
8. The use of diesel-electric hybrid vehicles for a larger part of the fleet.

As an important additional greening measure, the installation of a **rainwater harvesting** system for outer vehicle cleaning based on water collection from the rooftop of the planned new bus depot was also researched and evaluated (later on referred to as option 9). As a result of the overall evaluation, recommendations were put forward, which prioritize four concepts altogether.

From the beginning, the development process of the proposed project has been focusing on measures that are **inclusive, pro-poor and environmentally sustainable**, i.e. measures that provide manifold co-benefits and a huge potential for sustainable development, in particular for low-income urban households.

Concrete estimates related to the direct and indirect monetary as well as non-monetary co-benefits due to the upgrading of the present bus service are provided in the Corporate Plan (MWT, 2015) of the Pre-Feasibility Study for the SUTMP.

According to these findings, an average four-person household will save about NAD 700 per month, which is about 36% of the average household's transport budget. Moreover, persons travelling for education (i.e. pupils and students) will benefit most from the improved public transport system with an estimated cost saving of 43%. In terms of absolute numbers, the cost savings were estimated as

- NAD 135 per average worker per month
- NAD 230 per average pupil/student per month
- NAD 100 per average part time/unemployed person per month.

Based on an estimated 150,000 person trips utilizing public transport per week as a result of the project, the estimated total household savings are on the order of NAD 70 million per annum.

0.3 Recommendations

As alternative bus propulsion technologies to a purely diesel technology option, both conventional diesel-electric hybrid buses, as well as all-electric battery-buses were identified as possible ways forward. However, both technologies present certain question marks, which require further research in case they are to be pursued. For both technologies (options 5. and 7.), it is therefore recommended to embark on a pilot application first, before expanding to full fleet.

Also, it is recommended to conduct a full-fledged feasibility study in order to detail this way forward further. This proposed study should also address the question on how the operator (City of Windhoek, Public Transport Division) could be prepared organizationally and professionally to be able to face the maintenance and operations challenges which come with the new technologies.

As an additional low-cost greening measure, it was also recommended to implement the rainwater-harvesting scheme proposed by the local KfW representative (option 9).

As the first priority, the fleet expansion itself, already planned in the previous pre-feasibility study and detailed in chapter 3, was identified, requiring a total financing of some 1.3 Bn NAD. The key performance indicators referring to this investment package are in a range together with some of the additional greening scenarios presented in this report. Therefore it should continue to stand in first place. It is proposed to seek funding for this package in the form of concessional loans. Not only does this scenario present a good KPI on investment per tonne CO_2 saved, but also the

implementation of the fleet expansion is the precondition for the realization of any changeover to innovative propulsion concepts.

As shown in chapter 4, the additional climate-friendly measures would cause comparatively small investments. The main return from these investments would not be commercial but purely in the form of greenhouse gas mitigation. Financing for these measures should therefore be sought in the form of grants from the Green Climate Fund or other eligible financial institutions to meet the required funding that these measures would require for implementation.

So, an overview of the proposed measures features as follows:

Table 0-2: Financing Requirement

Financing Requirement (Mio NAD)			
	Initial Investment	Subsidy for Operations Cost 7yr Period	Total Financing Gap
Partial Project in order of priority			
1. Fleet Expansion	1,297.54	567.77	1,865.31
2. Hybrid Pilot	12.17	-0.92	11.26
3. Solar Pilot	36.92	13.50	58,68
4. Rainwater Harvesting	2.23	0.03	2.26
Totals	1,348.87	580.38	1,937.50

Including the additional measures, the total financing gap at this point would be some 1,940 million NAD. This budget is based on the assumption that that all vehicle procurement, including alternative propulsion vehicles, is effected at price levels prevailing with e.g. South African, Indian, Brazilian or Chinese suppliers.

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1.4 List of Acronyms

AC	Alternating Current
BAU	Business as usual
CC	Climate Change
CBD	Central Business District
CoW	City of Windhoek
CNG	Compressed natural Gas
DBN	Development Bank of Namibia
DC	Direct Current
DEA	Directorate of Environmental Affairs
EE	Executing Entity
GCF	Green Climate Fund
GDP	Gross Domestic Product
Gg	Gigagrams (1,000 metric tons)
GHG	Greenhouse Gas
GIZ	Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH
GOPA	Gesellschaft für Organisation, Planung und Ausbildung
GRN	Government of the Republic of Namibia
$GtCO_2e$	Gigatons of Carbon dioxide equivalent
IBRD	International Bank for Reconstruction and Development
IDB	International Development Bank
IFC	International Finance Corporation
IMF	International Monetary Fund
IPCC	Intergovernmental Panel on Climate Change
KfW	Kreditanstalt für Wiederaufbau (German Development Bank)
KWh	Kilowatt hour
LDC	Least Developed Country
LNG	Liquefied natural Gas
LPG	Liquefied Petroleum Gas
MAWF	Ministry of Agriculture, Water and Forestry
MET	Ministry of Environment and Tourism
MFMR	Ministry of Fisheries and Marine Resources
MLR	Ministry of Land Reform
MoF	Ministry of Finance
MRV	Measurement, Reporting and Verification
$MtCO_2e$	Megatons of Carbon dioxide equivalent
MTI	Ministry of Trade and Industries
MWh	Megawatt Hour
MWT	Ministry of Works and Transport

NAD	Namibian Dollar
NCCDC	National Climate Change Development Council
NCCDS	National Climate Change Development Secretariat
NCCF	National Climate Change Fund
NDA	National Designated Authority
NDP	National Development Plan
NGO	Non-Governmental Organization
NPCC	National Policy on Climate Change
OEM	Original Equipment Manufacturer
OPM	Office of the Prime Minister
PPP	Public-Private Partnership
ROI	Return on Investment
PRM	Revolutions per minute
SADC	Southern African Development Community
SUTMP	Sustainable Urban Transport Plan
tCO_2e	Tons of Carbon dioxide equivalent
TransNamib	TransNamib Holdings Limited
UNFCCC	United Nations Framework Convention on Climate Change
USD	US Dollar

2 Introduction

2.1 Country Background

Namibia is situated in South-Western Africa and covers a land area of 825,418 km². It has a 1,500 km long coastline on the South Atlantic Ocean. With a population of only 2.3 million (2013) and an average population density of 2.79 persons/km², Namibia has the second-lowest population density of any sovereign country worldwide. In 2013, 55% of Namibia's population lived in rural areas. However, the urban population grew by 49.7% between 2001 and 2011, while the rural population decreased by 1.4% over the same period, illustrating the high rates of rural-urban migration in Namibia (GRN, 2014).

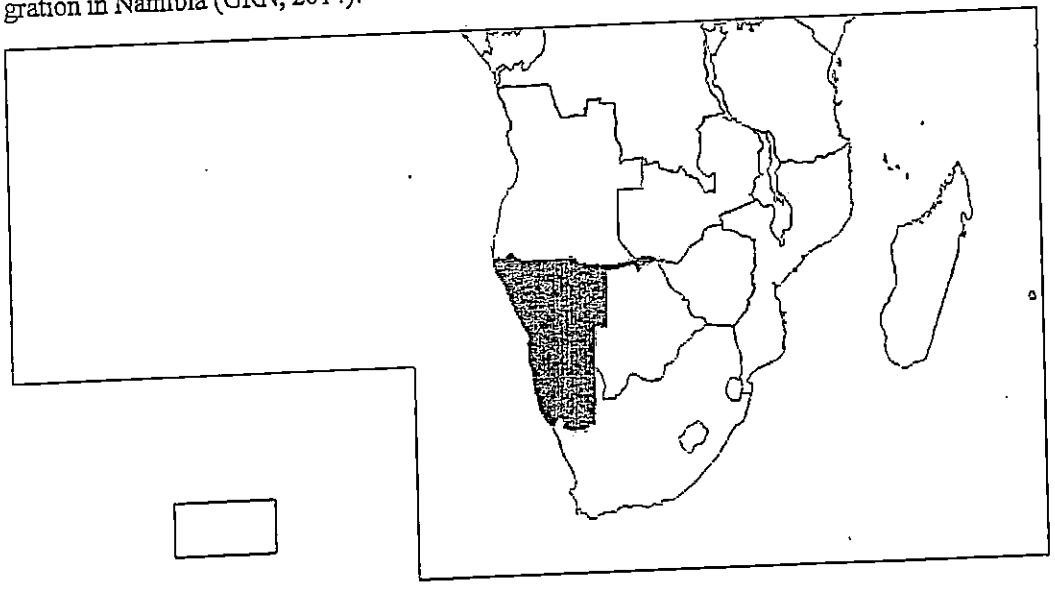


Figure 4 Namibia - geographic context

With a per capita GDP of USD 5,693 (2013), Namibia is ranked among the Upper Middle Income countries in the World Bank's categorization and among the Emerging Market Economies by the International Monetary Fund (IMF). However, wealth and income distribution inequality is among the three highest worldwide, illustrated by a Gini coefficient of 63.9 for the 2003-2012 period (UNDP, 2014). According to UNDP's latest Human Development Report, 32% of Namibia's population lived below the national poverty line, 29% below the international poverty line and 16% in severe poverty in 2013.

So far, the Government of the Republic of Namibia (GRN) submitted three GHG emission inventories for the years 1994, 2000 and 2010 to the UNFCCC. According to these inventories, the most important GHG emitting sectors are agriculture and energy. With an estimated emission figure of 1,737 Gg CO_2e, the Namibian transport subsector (contained in the energy sector) accounted for 16% of Namibia's GHG emissions in 2010.

2.2 Project Background

Windhoek's population is rapidly growing at 3.1 % per annum, above the national growth rate. As a result, more housing, more jobs, new infrastructure and services will be required to meet such demand in the future. One of the key aspects that should accompany such a development is mobility of citizens and the connectivity of infrastructure.

Transport affects Windhoek's resident's daily lives in different ways, for instance in getting to and from work or being able to access essential services such as health, education, recreation in all areas of the City and for all parts of the population. Transport also affects private sector opportunities and the efficiency of the transport system can back-up or constrain business. National statistics (Namibia Statistics Agency, 2012) show that transportation accounts for some 18% of household consumption equating at the time of the survey to approximately NAD 1 900 million nationally. The amount for Windhoek is further estimated to be NAD 343 million. It is interesting to point out that households with no formal education utilize up to 27% of consumption for transport needs.

While the City of Windhoek (CoW) operates on a smaller scale compared to most other cities in the world, the present trends observed on the lives of the inhabitants are comparable:

- reduced accessibility and thus social isolation and exclusion caused by inadequate mobility of the urban poor,
- ever increasing traffic congestion,
- unacceptable high rate of traffic accidents,
- high consumer costs,
- energy dependence and pollution.

The specifics for Windhoek show that 87% are low income earners, who cannot afford own cars; 52% of those cannot afford it at all; on average, low income earners spend 24% on mobility. The non-motorized traffic consists above all by walking (more than 97%), while cycling is almost negligible.

A key task of the Government of Namibia and the City of Windhoek is to cater for the growing population and future demand of the growing economy and to plan for the fast increasing mobility needs. Recognizing this need, the Cabinet in November 2014 has endorsed the Sustainable Urban Transport Master Plan for Metropolitan Windhoek (MWT, 2013) that promotes transit-oriented development, public transport reform and non-motorized transport.

The main objective of the Sustainable Urban Transport Master Plan (SUTMP) is to *build an integrated network within the modes and between the modes that enables unimpaired and safe mobility, affordable for the poor, throughout the City.*

In July 2014, the current GIZ-funded "Technical Assistance Project for the Development of a Pre-Feasibility Study (MWT, 2015) on Urban Transport as per the SUTMP" was launched to advance the achievements of the master plan and support the City of Windhoek in the establishment of the modern public transport service.

This study is therefore prepared against the background of the SUTMP of the City of Windhoek, and the results of the network development and traffic modeling implemented by the current technical assistance project from July 2014 to February 2015.

The network development concept was approved by the City of Windhoek, Ministry of Works and Transport (MWT) and GIZ, and endorsed during an extended stakeholder meeting in October 2014. The lines of the network with high-demand were selected as subject of the pre-feasibility study for installation of mass transit systems of BRT (light and heavy), and LRT.

The proposed project entails the implementation of the first phase of public transport measures as outlined in the pre-feasibility study as part of a long-term programme following the SUTMP.

3 Baseline (BAU) Situation

3.1 Public Transport in Windhoek

For a population of roughly 390 000 inhabitants (calculation based on census 2011-08-28), there is presently a public transport bus fleet of 61 buses which varies based on maintenance and parts availability due to the presence o0f aging fleet components. This capacity is however not adequate to provide sufficient public transport services to cater for the populations' travel needs even when operating at maximum availability.

The standard mode of transport for Windhoek citizens who do not have access to a private vehicle are the typical sedan taxis, carrying up to 4 passengers. The taxi industry is a major supplier of transport services with 6815 registered taxis and 295 taxi ranks. These taxis are collectively used (carrying multiple routed passengers at the same time) and offer fixed prices according to travel distance and time of day of between NAD 10 and NAD 30 per passenger.



Figure 5 Taxis - traffic congestion

Credits: CoW

There are designated pick-up areas but it is possible to flag down such a taxi almost anywhere in Windhoek and thus they essentially operate close to a "door to door" facility at a fee adding to the popularity. Compared to public bus transport, this way of commuting is comparatively comfortable (with hardly any walking required) but expensive.

For the total traffic load on Windhoek's major arterials, the proliferation of small (car) taxis adds to the congestion and traffic accident figures especially during peak hours.

3.2 City of Windhoek Bus Operations

Presently, the Public Transport Division of the City of Windhoek under the Department of Community Services is in charge of providing public transport services to the population of the city. For maintenance, spare part supplies and technical administration, there is a technical section and filling station, which also looks after other municipal fleets such as Department of City Police and the Emergency Management Division (including fire and emergency medical services).

The City bus fleet emanating from its original intentions historically to cater to labour mobility for the racially segregated low income populace, still serves predominantly the residential areas of Katutura to the downtown and its surrounding areas such as Academia, Avis, Cimbebasia & Prosperita, Eros, Hochland, Klein Windhoek, Kleine Kuppe, Olympia, Pioneers Park, Robert Mugabe, Suiderhof, University of Namibia, and Windhoek West.

The service is provided from 5:30 am to 6:00 pm with extensions as required.



Figure 6 Buses parked at the current depot

Credits: CoW

The depot site presently occupied by the Public Transport Division at Patterson Street is not sufficient to accommodate a future expanded fleet, nor are the maintenance facilities also at this location. It is therefore planned to move this operation to a site on the corner of Monte Christo Road and Hosea Kutako Drive, as soon as financing for the upgrading of the public transport system will be forthcoming.

Since February 2016, the bus fleet has now been complemented by new MAN[1] buses from South Africa, which were co-financed by GIZ, and new bus lines and a new operations regime and cashless fare-system are being initiated, all running under the trade-name "Move Windhoek[2]".

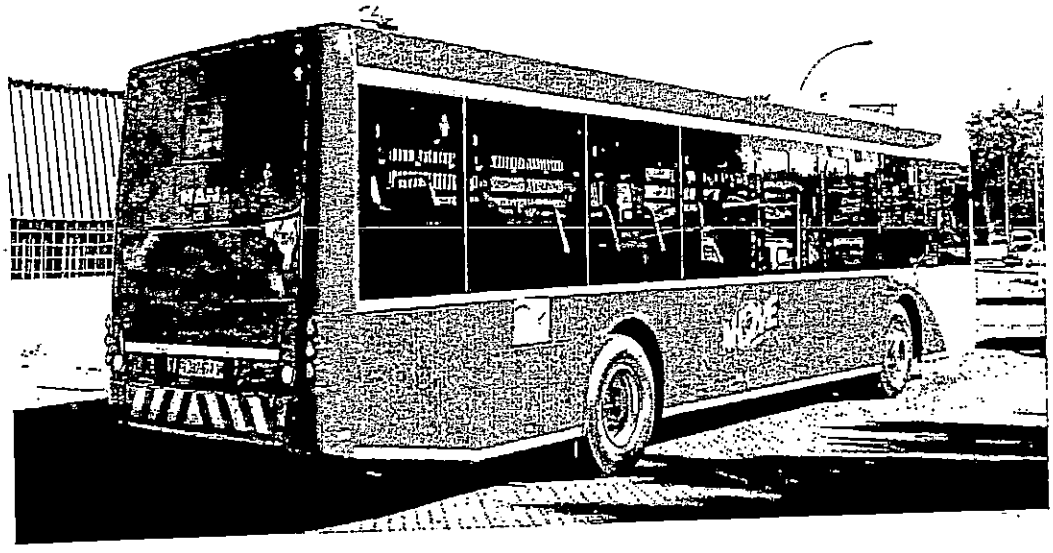


Figure 7 New "Move Windhoek" MAN Diesel Bus

Credits: CoW

At the time of the field visit of the consultant team to the public transport department of the City of Windhoek, out of the total fleet of 78 units, 35 were in operation, consisting of the 10 Mercedes-Benz and the 10 Scania procured in 2010, and 15 SA produced Mercedes-Benz chassis buses, dating back to the 1980's. The remainder of the fleet was not up and running, mainly due to lack of spare parts, which the original equipment supplier does not stock anymore.

During the team's visit, the 26 MAN buses co-financed by GIZ had partly been delivered and were being used for testing and training purposes, although most of the 26 buses were still parked at the local MAN dealership.

[1] www.corporate.man.eu
[2] http://movewindhoek.com.na/

It is our understanding that the City of Windhoek under the "Move Windhoek" push, planned to start the new operational regime as of March 2016, including the new, cashless ticketing system.

Table 3-1: Fleet Status Quo February 2016

Scenario: Status Quo February 2016			
	Year of Manufacture	Asset Register	Operational
Old fleet Mercedes-Benz/Nissan	1975 to 1992	58	15
Middle Age Fleet Scania/Mercedes-Benz	2010	20	20
New Fleet MAN 1.)	2015	26	26
Total		104	61
Replacement forecast till 2018			15
Remaining existing fleet 2018			46

1.) not yet fully put into service

Once the 26 new buses will be in operation, the operational fleet will comprise 61 units (of course this figure fluctuates on a daily basis). It is however expected that the 15 units commissioned before 1992 will soon have to be taken out of service, due in part to the lack of spare part availability, as well as for other intrinsic operational reasons. At that point the fleet status will stand at 46 buses.

This figure does not reflect the expectation of the corporate plan, prepared in June 2015, that without any vehicle acquisitions, the fleet should stand at a minimum of 80 units, thus fulfilling the minimum public transport needs of the Windhoek population.

For the purposes of this study, the actual fleet status mentioned above is taken as a basis for the computation of additional fleet to be procured and investment volumes.

The Corporate Plan also envisages an expansion of the conventional fleet to a total of 116, which was supposed to ascertain an optimal servicing of the routes. 32 of these additional units were planned to be articulated buses.

4 Proposed Fleet Expansion/Renewal

Focusing on the target figure of 116 units, it becomes evident that a fleet expansion will have to take place to reach the Corporate Plan target. It is assumed that the old vehicles now laid up will not be able to be reconditioned and fed back into the system. This option may be technically feasible for a part of this fleet, however, these vehicles are not considered suitable for deployment within the new Windhoek bus system. (One, amongst other reasons: They only dispose of one narrow door with high steps into the corridor, making loading and offloading very time consuming). Likewise, it has to be assumed that the remaining part of the old fleet (commissioned before 1992) will also have to be decommissioned over the next two years, so that a complete fleet renewal for all units having been commissioned before 2010 will be necessary.

4.1 Diesel fleet

The remaining fleet in the BAU scenario, will consist of fairly modern diesel vehicles, all fulfilling Euro 5 or Euro 6 standard. Diesel fuel available in Namibia is also low sulfur (currently rated as 50 ppm Sulphur content and covered by regionally accepted standard – SANS 342 : 2006[3]), so that the actual emissions actually correspond to the respective Euro standards.

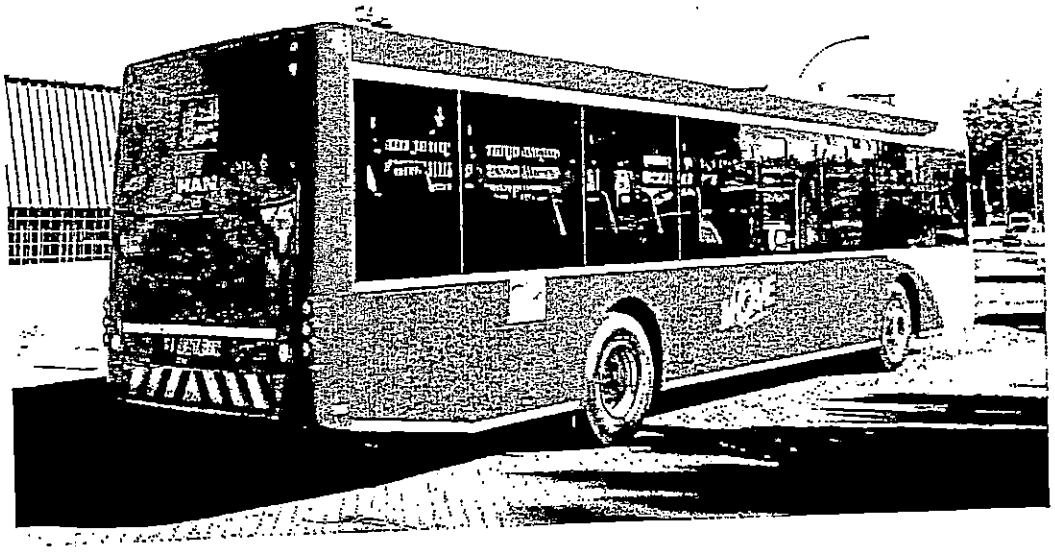


Figure 8 New MAN (diesel) bus (November 20150

Credits: CoW

[3] www.lac.org.na/laws/2013/5222.pdf

In the planning put forward in the Corporate Plan, Phase 1, the total number of conventional buses required to fulfill the basic transport needs of the Windhoek population is 116 units.

Adding to this, the Pre-Feasibility Study of June 2010 foresees the installation of the first of several BRT lines during its first phase, up until 2022, encompassing 14 double articulated, 24 m buses, bringing the total up to 130. This serves as the target fleet size for the purposes of the study on hand, resulting in a differential of 84 units to be procured.

This additional fleet expansion and renewal is proposed to be loan-funded. The total planned fleet expansion comprises the following numbers and vehicle types:

Table 4-1: Fleet Expansion/Renewal

Fleet Expansion/Renewal			
	Fleet Requirement according to phase 1	Existing	Procurement
12 m	84	46	38
18m	32		32
24m f. BRT	14		14
Total Fleet	130		84

This theoretical fleet expansion/renewal as shown in the table forms the basis and reference scenario for the conceptualization for the additional greening measures, which are in the focus of this document.

The described scenario, referred to as the reference BAU scenario or "Diesel" scenario serves as the baseline for comparison of all other additional greening scenarios analyzed in this document.

The additional greening measures elaborated in the chapters to come generally refer to a change in the propulsion concept of the vehicles to be procured (84), even though in one scenario a conversion of the existing fleet is technically possible resulting in a scope for the conversion of 116 units, other scenarios, proposing to start with a pilot setup refer to a change of propulsion concept only for a part of the fleet to be procured (7 and 10 respectively).

The following assumptions were made for the quantitative simulation of this scenario:

Table 4-2: Assumptions Fleet Expansion

Assumptions
• For the baseline, it is assumed that all trips to be effected by the fleet to be procured would be effected by conventional sedan taxis. • The average occupancy is estimated to be 2.2 according to a multiple sample survey taken in the period between 08.02. and 12.02.16 survey between the hours of 07h00 and 19h30. • It is assumed that no passenger migration from private car usage to public transport will take place, as yet, but also no migration from walking to bus use (both effects probably balance each other out).The reference scenario (diesel) is based on the occupancy calculations of the "Corporate Plan".

The quantitative simulation of this scenario yields the following results:

Table 4-3: Sum-up of quantitative simulation: Diesel Scenario Fleet Expansion

Scenario: Diesel Fleet Expansion	
CO2 net saving p.a. (to)[1.]	24,261
Capital expenditure fleet (Mio NAD)	280
Capital expenditure infrastructure (Mio NAD)	1,018
Total cost per to CO2 saved (NAD)	6,168
Required subsidy for 7 years operation (Mio NAD)	568

1.) Source for the well-to-tank emissions per liter of diesel is the Genius Databank.

The basic comparison criteria for the various scenarios analyzed is the total subsidy cost per CO_2 mitigation. In order to be able to also compare the performance of the reference scenario (Diesel), the savings in CO_2 for the diesel bus operation over taxi operation is also analyzed. The assumption here is that the operation of the bus fleet renders the operation of a corresponding taxi capacity obsolete, thus creating a CO_2 saving (and traffic load alleviation). The CO_2 generation of the taxi operation to be substituted by bus transport is derived as follows:

Table 4-4: CO_2 saving of redundant taxi operation

Baseline Scenario: Taxi Operation	
Effective taxi pass km replaced by public transport system	376,350,000
Average taxi occupancy (passengers)	2.2
Taxi km	171,068,182
Average taxi consumption (litres)	6.9
Total fuel consumption (litres)	11,803,705
Total CO_2 generated (tonne)	33,877

As is shown in this scenario, the overall CO_2 generation can be reduced from roughly 34,000 to just below 10,000 to CO_2 at an investment cost of 1.3 bn NAD, bringing the mitigation cost to NAD 6,168 per tonne of CO_2. This amount covers for the total investment in rolling stock, as well as in infrastructure, involving a new bus depot and a new CBD terminus, improvements to bus shelters and priority measures, as well as the infrastructure investment for the first BRT-line.

5 Proposed additional Greening Measures

5.1 Selection Process

In order to identify the most suited solutions for a greening of the future fleet additions to be investigated further in the GCF-Pre-Feasibility Study, a stakeholder workshop was held at the Windhoek Country Club on February 10th, 2016 which included representatives from the Ministry of Environment and Tourism who are the nationally designated authority, the City of Windhoek who are the bus operator, KfW, GIZ and GOPA.

A comprehensive and practical, but not exhaustive list of technical concepts for the greening of the public transport system in Windhoek was presented and discussed by all in attendance.

A consensus was reached, that the following options described in this report should be investigated further to check for their physical, financial and legal feasibility. If this investigation was to be positive, the solutions would then be conceptualized in detail, costed and the respective performance in terms of the GCF investment criteria be evaluated.

Table 5-1: Result of Stakeholder Workshop

Technology Alternatives	Pilot Fleet Scenario (< 5 units)	Substantial Fleet Scenario	Remarks
Natural Gas from Kudu field			
in LNG form	1	0	
in CNG form	0	0	
Biogas from local digesters	1	1	To be further examined
LPG from nearest refinery	1	1	
Serial hybrid propulsion	0	0	Diesel/Electric focus
Parallel hybrid propulsion	0	0	Long distance not a priority
Electric bus: Trolley system	0	0	
Electric bus: Battery based	1	1	
Solar charging from CoW rooftops	1	0	
Solar charging from other sources	1	1	Roof top specific sources
Solar charging from CoW solar park	1	1	
Charging Regime:			
Daytime off-peak direct charging	0	0	Check fast charge issues
Offset energy charging	1	1	
Night time battery pack swap	1	1	
Rain Water Harvesting			Check with CoW

The options to be researched in more detail were:

1. The use of natural gas, which could in future be pumped on the Kudu gas field, off the coast of Oranjemund, which is presently being explored, as propulsion fuel for a part of the city bus fleet.
2. The use of biogas from a local source, yet to be researched further (Kupferberg landfill).
3. The use of LPG as propulsion fuel for all or a part of the city bus fleet.
4. The use of (initially grid-supplied) battery-electric buses as part of the city bus fleet (this is seen as a temporary solution, which would only contribute to reduce GHG in combination with 5).
5. In combination with option 4 , the charging of a small electric bus fleet with solar power, generated either from a solar system installed on the roof of the planned city bus depot, from other CoW owned roofs or possibly from roofs owned by other organizations, such as Trans-Namib, which could possibly be rented.
6. The implementation of a dedicated solar park on the outskirts of Windhoek, on CoW owned land, to feed the solar charging of the full or a larger part of the bus fleet (and possibly other municipal fleets) through the CoW owned electric grid (to be seen in combination with a battery-electric bus fleet, as described under option 4).

Concerning the perceived alternatives of a charging regime, it was subsequently learnt that the battery swapping option was not really feasible in connection with the size of fleet operating in Windhoek, let alone for a pilot application.

After discussions with representatives of KfW it was also decided to add an additional technology to the list of options to be investigated further, resulting in additional scenarios:

- The use of diesel-electric hybrid vehicles as a pilot
- The use of diesel-electric vehicles for a large part of the fleet

As an additional ecological measure, which could be combined with any of the above scenarios to be investigated, rainwater harvesting in conjunction with a closed loop outer vehicle cleaning system for the bus fleet was incorporated into this study. Even though this measure does not primarily target the reduction of CO_2 emissions, it would be a vital element in the effort to protect the scarce fresh water resources of the region. This measure is conveniently referred to as "Option 9" in the chapters to come, even though it does not compete with the 8 low-carbon scenario options presented.

5.2 Eliminated Options

In a subsequent process of analysis and elimination, some of the options originally defined were discarded for various reasons:

Option 1: The use of natural gas from on the Kudu gas field for propulsion

The Kudu gas field[4] is some 170 km off the south coast of Namibia. The gas is located some 4.5 km underground in a complex network of porous rocks. At this point, there is only a planning of how to implement the 170 km tie-back solution to bring the product on shore:

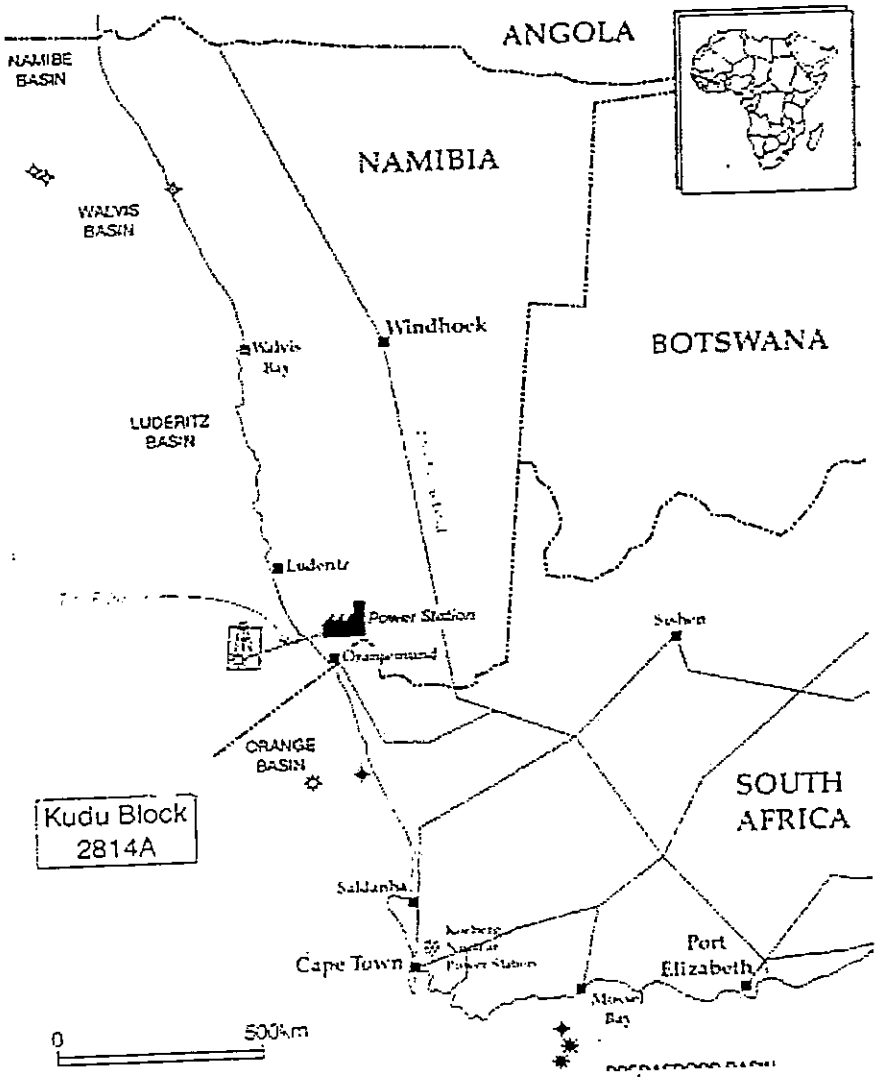


Figure 9 Overview of the Kudu Gas Field

[4] https://www.namcor.com.na/kudu-gas

From the manifold at a central point in the gas field, the gas will enter a single pipeline which will run for some 170 km until it reaches the coast near Uubvlei, some 25 km north of Oranjemund. Once on land, the gas will be treated at a gas conditioning plant, from which it is fed into the power station, and this gas conditioning plant will be built at the same site as the Power Station[5].

Compressed natural gas (CNG), consisting mostly of methane, is an excellent fuel which can be used for the propulsion of passenger and utility vehicles. Especially for buses in inner city operation as it offers the advantage of reduced gaseous emissions over the comparative use of Diesel fuel. All over the world, there are several thousand CNG buses in operation. The only drawback over liquid petroleum gas (LPG), also called "autogas", consisting of butane and propane, is the fact that it is very difficult to transport. So nearly all CNG filling stations in the world are being supplied by pipeline rather than by truck transport.

As mentioned, this is merely a planning at this point, and the public debate on the investment for the Kudu Gas tie-back pipeline and power plant has not been concluded, as yet. Further, there would be the need to transport and store the CNG in Windhoek, roughly 825 km away assuming Oranjemund is the landed point for the natural gas.

A telephone conversation with Mr Muyenga Muyenga, Head Strategic Support at NamPower on the current state of affairs concerning the Kudu gas field development yielded the following feedback:

"Mr Muyenga indicated that, once a decision will be taken, the Kudu gas will be pumped up to Uubvlei – that is the location where the power station will be. As on the use of gas, phase I of Kudu project development is on the power station only; then during 1 to 3 years of running the power station, there is a possibility for other users to use additional gas - if found; the power station will use natural gas and not liquefied natural gas; (meaning that a liquefaction plant would have to be built in case any product should be transported to Windhoek). As on the price, there is an indicative price for gas, but the negotiation on this matter is still ongoing".

It appears that at the present moment in time there is no basis which would give any grounds to assume that vehicle fuel for Windhoek would become available during the next few years from this source. Even though the reserve has been known for some decades, there has not been a decision yet, on whether the investment cost for the construction of a 170 km tie-back pipeline to Oranjemund would be viable or not. The referring discussion is ongoing.

Even if gas would be pumped to shore one day and would become available at Oranjemund, the establishment of a dedicated supply chain to take the fuel to Windhoek and use it for bus fuel would remain an obstacle which could not be solved economically. Natural gas, could, in principle, be converted into liquid natural gas (LNG) and then be stored and transported in cryogenic containers under constant chilling. For vehicle consumption, it would have to be reconverted into compressed natural gas (CNG), which is highly pressurized. However, such a procedure would

[5] http://www.mme.gov.na/petroleum/kudugas/

be highly uneconomical and any CO_2 saving would most likely be used up by additional energy consumption process utilized for transportation and chilling of the fuel.

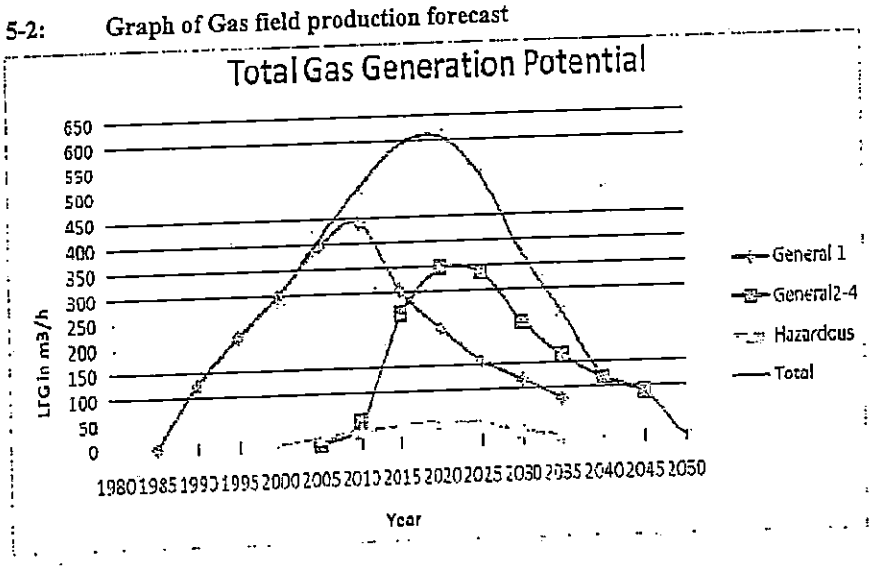
Option 2: The use of biogas for propulsion from the Kupferberg landfill

Biogas can be burnt in the same engines as CNG. It also mainly consists of methane, but generates even less emissions than CNG. As far as CO_2 is concerned, savings of up to 46% over diesel engine emissions can be expected. Like CNG, this fuel is presently not available in Windhoek on a large scale. Installing a CNG-engine bus fleet would allow the use of this fuel, if an appropriate source could be opened up.

Research into the status of studies which have been carried out on a possible exploitation of biogas emissions from the nearby Kupferberg landfill have shown, that much like is the case with the Kudu gas field, the obstacles are too high and the current state of planning does not give any ground to assume with certainty, that enough fuel will be available from there to power a sizable bus fleet.

The Kupferberg Landfill serves as the only general and hazardous waste disposal site for the capital of Namibia, Windhoek. It is located on the western side of the C26 road between Windhoek and Walvisbaai, being approximately 11km southwest of Windhoek. The landfill is estimated to have been in operation since 1984, and with the development of new cells, it is estimated that it will continue to receive waste until 2023 under the current contract. The landfill receives various wastes comprising predominantly domestic, but also industrial/commercial and garden wastes. In addition, there is an enclosed area which receives Rating 3 and 4 hazardous wastes. The Kupferberg Landfill has been operated and managed by Enviro-Fill Namibia (Pty) Ltd since 2005, under contract to the City of Windhoek.

Figure 5-2: Graph of Gas field production forecast



Some of the obstacles identified are described in some more detail here:

Table 2 Kupferberg Landfill site info and statistics (Envitech Solutions - March 2009)

Landfill Details	Landfill Name	Kupferberg Landfill Site
	Landfill Owner	City of Windhoek
	Landfill Operator	Enviro-Fill Namibia Pty (Ltd.)
	Permit Classification	Not Required * /GMB and H:h R3,4
Location	Altitude above Sea	1750m
	GPS Coordinates	22°38'04" S, 17°01'14" E
Weather (last 4 years)	Temperature (°C)	Mean: 18.3, Mean Min: 11, Mean Max: 26
	Annual Rainfall (mm)	460 (average), Summer rain (Nov – Apr)
Site Life	Commenced	1984 (estimate)
	Current Expected	2023 (under current contract)
Landfill Type	Geometry	Development into Rise/Hill
General Waste: Airspace	Utilised to Date (m^3)	1 050 000 (estimate)
	Available (m^3)	1 500 000 (under current contract)
	Total (m^3)	2 550 000
Hazardous Waste: Airspace	Utilised to Date (m^3)	111 000 (estimate)
	Available (m^3)	189 000
	Total (m^3)	300 000
Slope		1:3
Daily Rate of Deposition	General Waste (m^3)	210
	Hazardous Waste (m^3)	32
Cover	Daily	150mm
	Final Capping	None in place

The studies scrutinized by the team predict a theoretical biogas generation (600 normal cbm p.a. as a peak maximum), which would be insufficient to even power half of the planned public transport bus fleet.

The construction of a pipeline between Kupferberg landfill site and the proposed new location of the city bus depot would stretch some 35 km and cross several highways. The investment cost, not including land rights is estimated to touch on 200 Mio NAD, and would therefore be prohibitive for the quantities in discussion.

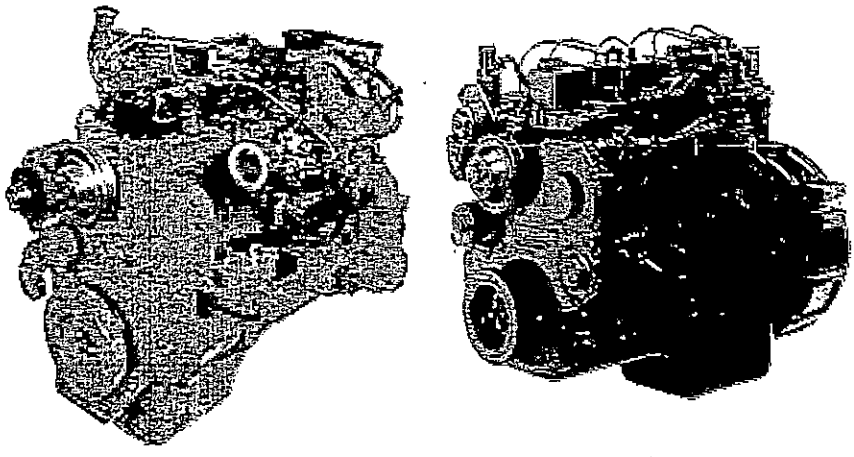
5.3 Analyzed Options

Option 3: The use of LPG as propulsion fuel

With options 1 and 2 not being seen as feasible, the use of LPG as an option for the bus fleet was analyzed in more detail. Liquid petroleum gas (LPG), also termed "autogas", is a mixture between propane and butane and thus a by-product of the fossil fuel industry. It is separated from raw oil and raw gas during extraction or during refining. 55% of LPG stocks are separated as accompanying products during oil and gas extraction. The remaining 45% of global LPG production are obtained as a byproduct during the refinery process.

It is estimated that more than 13 million vehicles (of various types) run on LPG worldwide. For transit buses however, LPG propulsion is still somewhat of a niche market.

Figure 5-3: Picture of Cummins Westport LPG Heavy Duty Engines for transit buses



Credits: Cummins Westport

LPG although being a fossil fuel derivative, offers some CO_2 emission savings over Diesel propulsion (in the range of 16%), but is not used as wide spread in buses as is CNG. It has benefits such as the fact that it can be transported in trucks fairly easily, since it does not require any chilling or very high pressures. So, for most of the LPG filling stations in the world, the mode of supply is by truck, just the same as for diesel and petrol.

At the time of writing, there is practically no LPG vehicle operation in Windhoek, understood by our investigations to be based primarily on the lack of a supply regime to facilitate transport demand needs if such a market was to be fostered. LPG however is being imported from neighbouring South Africa as informed by Afrox[6] and is being used in Namibia domestically, being sold mostly in the form of 9 kg containers, for cooking and heating purposes.

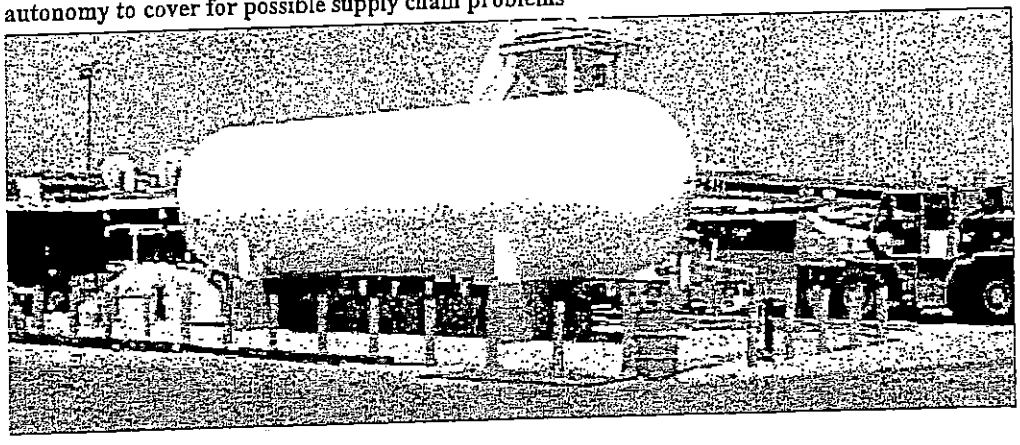
[6] www.afrox-namibia.com

So, for LPG to work as a primary fuel on a basis of the municipal bus fleet, dedicated storage, pumping and filling facilities would have to be built on the premises of the planned depot (same as would be for the *business as usual* case for Diesel). For space requirements and other logistical reasons, it would probably make sense to change the whole fleet to LPG, instead of just a partial fleet.

Presently, there is only one importer for LPG in Windhoek, (Afrox[7]), which works with different types of containers. It is unlikely that Afrox would want to and be in a position to take over the role of an importer and supplier in the case of the municipal fleet changing over to LPG. For this scenario, it was therefore assumed, that the fleet operator itself would have to, at least in an initial phase, see to the supply of fuel from the nearest refinery itself.

A detailed calculation was made concerning the continuous supply and transportation of LPG in dedicated tank trucks from either Cape Town or Sasolburg (both in South Africa), which appear to be the most likely sources of this commodity. It is assessed that two full sized trucks would have to drive this supply chain in a day and night operation. In the bus depot, a storage tank providing for one week of autonomy would represent a buffer stock.

Figure 5-4: Picture of LPG storage facility required to guarantee approximately one week of autonomy to cover for possible supply chain problems



One of the advantages of a possible use of LPG for the Windhoek bus fleet would be the fact that this would be the only option which would technically allow the conversion of the existing vehicle units for LPG consumption. Such a conversion would technically be possible, although it may not be economical in every case.

Nonetheless, this scenario would be the only option other than diesel (in the business as usual scenario) allowing for the complete fleet to run on a single fuel. However, for the purposes of the study on hand, it was assumed that only the 12 m and the 18 m buses would be converted to run

[7] www.afrox-namibia.com

on LPG, since it is uncertain, whether a suitable LPG driven engine for a 24 m vehicle is available in the market.

The purchase price mark-up of an LPG-powered vehicle over a conventional diesel vehicle is in the range of 8 to 10%. The total capital expenditure would be in the range of 33 Mio NAD, bringing about an annual mitigation of 1,473 tonnes CO_2 equivalent.

Table 5-3: Sum-up of quantitative simulation: LPG Propulsion

Scenario: LPG Propulsion	
CO_2 net saving p.a.(to)	1;473
Capital expenditure fleet (Mio NAD)	32
Capital expenditure infrastructure (Mio NAD)	1
Total cost per to CO_2 saved (NAD)	9,647
Required subsidy for 7 years operation (Mio NAD)	84

Table 5-4: Assumptions LPG Propulsion

Assumptions
As there is no LPG for vehicle use available in Windhoek at this point, it is difficult to ascertain a probable market price. Therefore, the South African pump price for diesel fuel was discounted at a rate of 30%, corresponding to the price differential in most European countries, was marked up by the transport costs and put in comparison with the Windhoek diesel pump price, so as to retain the comparability between diesel fuel and LPG.

Option 4: The use of (initially grid-supplied) battery-electric buses

In most countries, electric propulsion is seen as a prime solution for excessive noise and mitigation of gaseous emissions, but also the generation of greenhouse gases. Under the heading of electric vehicle propulsion, a host of different concepts is being considered. In order to understand the range of options available, a short overview of the fundamental technical setups is given:

Trolleybus-technology:

This is the oldest form of electric propulsion for road vehicles. Many fleets all over the globe were operated this way, mostly with large vehicles (12 m buses are not known) and on high volume routes. Today, most trolleybus-systems are on the retreat, partly due to lack of flexibility and partly due to the extremely high infrastructure costs. Only in cases where a trolleybus system is sharing infrastructure with tram systems, their operation seems to be sustainable.

Since for each km of bus route infrastructure an initial investment of approximately 1 million USD has to be budgeted, it can be said that for a city like Windhoek, not having extremely high volume public transport routes, this concept does not seem to offer a solution. The purchase price of a trolley bus is at least double that of a comparable conventional diesel bus.

Battery- bus technologies:

In recent years new and more efficient energy storage systems have been developed, which seem to make it feasible to run purely battery operated buses. However, there is a complexity driven by choice of charging methodology and storage technology responsiveness.

Several approaches are being tested in various transport systems presently such as;

a) Slow charging:

A charging time of around 6 to 8 hours makes that charging can only take place outside of bus operation time. Therefore the charge necessarily has to give autonomy for a full operations shift. Therefore, vehicles have been developed, which profess to dispose of enough energy for 250 to 280 operating km between charges. Depending on the technical layout of the vehicle, the installation of such high capacity storage system reduces the available passenger capacity by up to 30 standee places.

b) Fast charging:

There are charging concepts, which allow a vehicle to be completely recharged within approximately 2 hours, making intra-shift recharging an option (e.g. during a lunch break or off-peak down time). One such fast charging station is to be budgeted at some 100,000 USD, making this concept questionable from a commercial point of view at this time. There are no reliable experience learnings on the actual lifespan of vehicle batteries. It can be assumed however, that the fast charging technology has an adverse effect on battery pack lifespan.



Figure 5 Electric commuter bus - UK

Credits: http://cdn.londonreconnections.com/2013/Electric-Bus-MK.jpg

c) Flash charging or opportunity charging:

In order to minimize the space and weight requirement for battery packs even further, modern charging technologies rely on the bus stop-based charging mechanisms able to charge a vehicle conductively or inductively within seconds. In some cases, the battery is replaced by a super capacitor, yielding additional weight savings. An example can be found at http://metro.kingcounty.gov/am/innovations/examples/battery-buses.html.

d) Battery swapping systems:

Instead of charging a battery pack, a fairly fast swapping of battery packs is a time saving option. With the weights involved, only automated or semi-automated systems a really viable. An automated battery swapping station is to be budgeted at roughly 6 Mio USD. The battery swap requires the vehicle to pass the depot, so only one off-peak call is realistic during a day shift, meaning that the battery capacity would still have to last for half a shift, which in Windhoek is more than 100 km.

Generally it can be said, that the more advanced the charging technology, the higher the investment cost and, complexity of an electric vehicle system. These extremely advanced systems probably lend themselves from an economic rationale to extremely high volume corridors.

Selection rationale:

It is not seen as the role of the Pre-Feasibility Study authoring team to advise on which system should be employed exactly. In many instances, focusing on a definite technology also implies the indication of the referring OEM.

However, for the financial simulation of the various options a concrete technical solution, representing the likely most successful solution, had to be assumed. The rationale for this selection process will be given here:

Windhoek is a medium sized city, spread out geographically with a distinct separation between residential, administrative and industrial precincts, thus generating relatively high commuter movements and accentuated peak–hours. Public transport by bus is not yet common in Windhoek, due to a high degree of motorization and the prevalence of sedan-taxis plying all over the city.

Compared to most other cities operating electric buses, Windhoek is relatively small and has no currently anticipated high volume routes. The city has a good highway system and is spread out, showing low population density in areas overall and thus limited scarcity of space.

From these facts, it becomes evident that Windhoek is not the typical candidate to be an early adopter of a very advanced electric vehicle system in a commercially efficient way.

The City of Windhoek as a bus operator is today running a fleet of some 61 conventional busses and has limited experience and professionalism concerning complicated and innovative technologies. The average operating distance per day in the Windhoek bus fleet, even in the planned scenario is relatively low (at around 220km per day), operating time relatively short, in the sense that there is hardly any movement of people after the end of the evening peak hour.

From these facts it can be concluded that, out of the available technological concepts introduced above, probably the one featuring the lowest investment, degree of innovation and technological complexity would be the indicated solution. The slow charging technology is perhaps not the high performance option, but offers a reasonable reliability and cost prediction.

It turns out that the City of Cape Town[8], which is running a dedicated transit bus system quite successfully, is presently also contemplating to go electric with their system, and have issued an initial tender of 10 vehicles, also with slow-charging technology and an autonomy of 250 km. This project is in the late tendering stage at the time of the editing of this report and no information on submitted bids are available at this time. However, it is interesting to note that Cape Town has adopted a similar approach: Battery-electric buses with slow-charging technology. At a later stage, it is proposed to add a solar power generating facility, much in the same way as is envisaged in this document.

Therefore, this scenario is based on the assumption that a slow charging technology should be adopted. This does not mean that other technological options are considered unviable or could not be considered in the future.

The price levels for electric vehicles vary greatly between European and North American suppliers and suppliers from China, India, Brazil and South Africa. Since China is a major supplier of electric vehicle technology, the Chinese price levels were assumed for the quantitative simulation. This does not mean that, depending on the specification, a higher price technology could not be the best-suited solution.

Currently, any electric charging option would initially depend on the national grid until there can be some offset or direct charging attributed to a renewable energy source such as solar. Namibia having one of the best solar resources in the world (and the presence of two extensive desert's) is a suitable candidate to develop solar power for electricity to provide power for a bus fleet.

The operational simulation of this scenario yields in the following results:

Table 5-5: **Sum-up of quantitative simulation: Battery-Electric Propulsion (Grid-supplied)**

Scenario: Battery-Electric Propulsion	
CO_2 net saving p.a. (to) [1.)]	-4,742
Capital expenditure fleet (Mio NAD)	240
Capital expenditure infrastructure (Mio NAD)	12
Total cost per to CO_2 saved (NAD)	22
Required subsidy for 7 years operation (Mio NAD)	58

1.) Source for CO_2-calculations is the SAPP grid reference

However, the calculations arrive at negative CO_2 values above are premised due to the fact that the electric power mix in Namibia is largely depending on coal and gas generated power, imported

[8] http://www.tct.gov.za/en/home/

from neighboring countries, based on the specific CO_2 generation per KWh ranges at 0.98 (Source: SAPP Grid Emission Factor Reference[9]). This value is higher than Diesel.

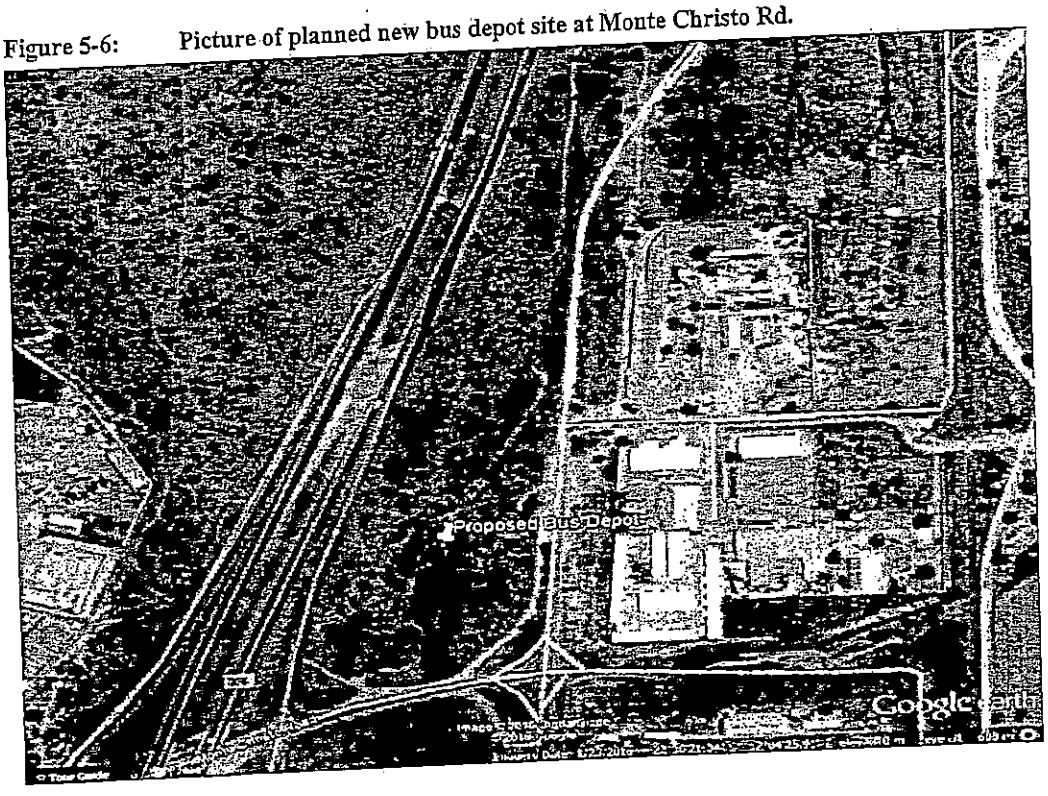
Namibia currently imports up to 60% of its electrical energy via the Southern Africa Power Pool. For this reason, the scenario described here sadly does not lead to any CO_2 savings. On the contrary therefore, the total CO_2 generation will be increased. This option therefore needs a cleaner source of power to be relevant at this stage.

An electrification of the Windhoek bus fleet would therefore only make sense in conjunction with either option 5 or 6.

Option 5: Operation of a small electric bus fleet with solar power, generated from a rooftop solar system

Building on option 4, the operation of a small electric bus fleet with solar power, generated from a solar system installed on the roofs of the planned city bus depot at corner Monte Christo Road/ Hosea Kutako Drive is envisaged. For future expansion, there may a possibility to generate additional power on other CoW owned roofs or from roofs contracted for power generation, for instance from TransNamib.

Figure 5-6: Picture of planned new bus depot site at Monte Christo Rd.



9 www.sapp.co.zw/docs/SD%20Bulletin,Sept,%202013.pdf

Solar technology is progressing in acceptance and use within Southern Africa and Namibia as a whole. The technology available for electricity generation is quite mature and as can be seen by the South African IPP program, is very well sponsored by investors.

Namibia has suitable irradiation levels at an average of 2,600 kWh/m² per annum, with 3,000 kWh/m² per annum in southern parts of Namibia and 2,300 KWh/ m² in the Windhoek area. With this intensity of insolation, a usable area of some 2,500 sqm of pv-panels should provide the daily energy to run a full shift of a 12m city bus. The daily consumption for a city bus of 12m is assumed to be 400.KWh, and up to 450 KWh including charging and storage losses.

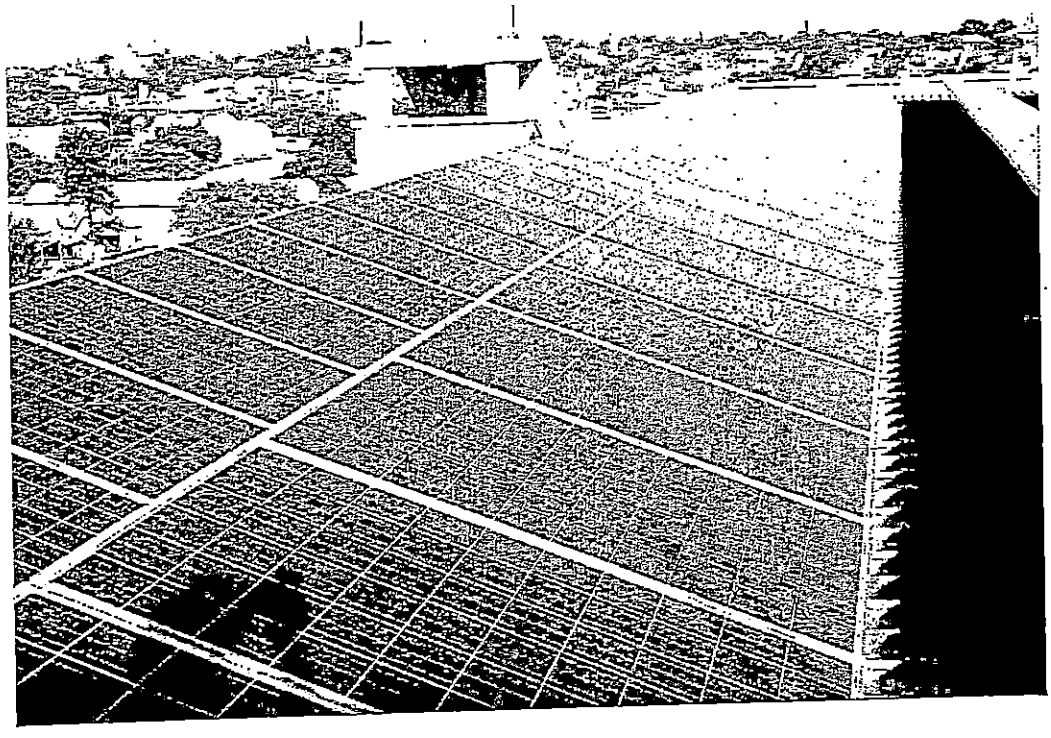


Figure 7 A rooftop PV system - Windhoek (NDC)
Credits: RDJ Consulting Services (www.rdjconsulting.co.za)

In order to make electric propulsion for the city bus-fleet climate-friendly, it is advised to change the supply of energy to a solar power source, thereby reducing CO_2 emissions to zero. The first hand option would be to use the roof area planned for the new bus depot for the installation of solar panels and implement a solar power plant, which during insolation hours, would feed its output into the city grid. In an offset system, a similar amount of energy would then be drawn during night hours for the slow-charging of the bus fleet. This procedure would provide a smoothing effect on the city power system in that generation would take place during high consumption hours for the city and charging during the low-demand period at night. In fact, it is conceivable that, depending on the arrangements with the municipal power company, any residual energy left in the vehicle batteries at the end of the shift could be fed back into the system in order to smooth

out the high-demand period between 19h00 and 22h00. Charging could take place in the low-demand period between 22h00 and 5h00.

The preliminary planning of the new bus depot seems to allow for a total roof area that can be utilized of some 10,000 sqm. It therefore may also be possible to install additional PV arrays on the rooftop of the planned central bus terminus in Windhoek CBD, however, it is uncertain how suitable this area is going to be for solar generation (shading situation). The installation of dispersed arrays on larger bus stops is a theoretical option but the commercial viability is unlikely, due to possible high connection costs. For the simulations of this scenario, only the rooftop area on the planned bus depot was assumed to be available for power generation, providing for a daily output of some 1,840 KWh. This is a conservative assumption, with upward potential.

This depot installation would provide enough output for the supply of 4 to 5 vehicle units, depending on route characteristics and topography, but also on the calculation methodology (weekly output against average weekly consumption or daily output against maximum daily consumption?), on certain days could perhaps provide energy utilisation for up to 7 units.

This solar energy installation would provide the basis to launch a pilot solar bus operation in Windhoek. Even if initially the amount of energy available would be limited, it would provide the following opportunities:

- It would provide the possibility to test the available electric propulsion technology without risking the performance of the whole fleet.
- It would provide a showcase for solar-powered public transport with a high visibility, not only in Namibia, but in the region and the world. A sustained operation of solar buses in Windhoek would have the potential to build an image of Windhoek as a frontrunner for solar technologies, and of Namibia as an ecologically oriented sunshine nation.

When dimensioning a pilot project like this, two major considerations play a major role:

- If possible, this fleet should be entirely powered by solar energy, in order to rightfully be able to call it solar public transport.
- On the other hand, the fleet cannot be too small, since certain investments are independent of the number of vehicles operated. E.g. big steps have to be taken in order to provide an adequate maintenance infrastructure, capacity development for maintenance staff and drivers, etc. One entire high-visibility CBD line should be operated with this fleet, the duty-roster making provisions for vehicle down-times.

As an optimal compromise between these two paradigms, a fleet size for the pilot is suggested to be seven 12m units.

It is proposed however, that other municipal roofs or roofs on railway installations should be contracted as an extension to the solar roof based in the new bus depot. If such agreements can be

reached and the rooftop- capacity can be expanded, the fleet size of the solar pilot could also be increased.

The calculated KPI's for this scenario present themselves as follows:

Table 5-6: **Sum-up of quantitative simulation: Solar Pilot**

Scenario: Solar Pilot	
CO2 net saving p.a.(tonnes)	427
Capital expenditure fleet (Mio NAD)	16
Capital expenditure infrastructure (Mio NAD)	20
Total cost per to CO2 saved (NAD)	13,139
Required subsidy for 7 years operation (Mio NAD)	22

This pilot would obviously have a strong innovative character. It would not be the first bus in the world operating exclusively (or rather predominantly) on solar power, there are precedent cases, for instance in Adelaide, Australia, but it would certainly be an all-Africa first.

Option 6: The implementation of a dedicated solar park on the outskirts of Windhoek, on CoW-owned land, to feed the solar charging of the city bus fleet (and possibly other municipal fleets) through the CoW-owned electric grid.

As a scaling up vision footing on the solar-pilot scenario, the construction of a full solar park on the outskirts of Windhoek is envisaged. The City of Windhoek owns extensive farmland beyond the city borders, leased out to various tenants. A part of these long-term land-leases have the option to be terminated at relatively short notice, according to statements made by a high-ranking representative of the City of Windhoek, Department of Community Services, and could hence be earmarked for a solar park project. (This is information provided by the Strategic Executive of the CoW Department of Community Services, Mr. George Mayumbelo). In practice, this would mean that one portion of a farm located suitably close to an existing medium voltage line (probably 11KV) would be dedicated to the construction of a solar park. The fact that the power grid is the property of the City of Windhoek who is the local power distribution operator, this would facilitate the realization of this scheme.

The capacity of the solar park could be balanced out with the projected energy consumption of a full solar fleet. (Evidently, only the parts of the fleet which are planned to be procured could be specified to be run electric). The existing fleet would run on Diesel for at least another 8 years.

In order to feed the fleet referenced under this scenario, a total usable area of some 312,000 sqm of solar paneling would be required. Together with the ancillary installations, access space and fencing cordon, an area of about 350,000 sqm should be envisaged.

However, the solar park concept is fully scalable. Depending on the City's decision on the size of the park, a part of the municipal fleet could run electrically, the full fleet (to be procured), additional municipal fleets, possibly private vehicles and obviously the generated solar power could also be used to substitute conventional grid electricity.

The charging regime could be the same as under option 5, in an offset modus the solar park output would be fed into the city grid and charging could take place during the low-demand hours at night.

Compared to scenario 5 (Solar Pilot) with only about 10,000 sqm usable solar generation area, the economies of scale are not expected to be considerable, since, contrary to the pilot scheme, a solar park would require a complete security setup and facility management, transformation and transmission of electricity.

Table 5-7: **Sum-up of quantitative simulation: Solar Park**

Scenario: Solar Park	
CO2 net saving p.a.(to)	9,616
Capital expenditure fleet (Mio NAD)	240
Capital expenditure infrastructure (Mio NAD)	452
Total cost per to CO2 saved (NAD)	6,274
Required subsidy for 7 years operation (Mio NAD)	82

Option 7: Use of diesel-electric hybrid vehicles in a pilot setup

A lower-innovation/lower technological risk alternative to full-electric propulsion is the use of diesel-electric hybrid vehicles. (There are also CNG-Diesel bi-fuel vehicles, which are commonly also denominated as hybrids – these are not meant here)

Under the heading of hybrid vehicle propulsion, a host of different concepts is being denominated. In order to understand the range of options available, a short overview of the fundamental technical setups is given:

Conventional hybrid vehicles – serial configuration:

Primary source of energy is diesel fuel. Instead of a large and powerful diesel engine, which is capable of providing the acceleration to pull away from stops and negotiate inclines, a small diesel engine is deployed which is running continuously at an optimal rpm range and very efficient combustion conditions. This engine is driving a DC generator, which is recharging the battery-pack. The driving power is provided by one or several electric motors (often direct wheel drive), capable of regenerative braking, supplied by the battery pack.

CO_2 savings can be achieved through savings in fossil diesel fuel, owed to more efficient combustion conditions at an optimal and pre-defined rpm range. The second source of fuel savings is the so-called regenerative braking, whereby the braking at stops is effected through a reversal of the power chain, from wheel through motor/generator back to battery pack.

Conventional hybrid vehicles – parallel configuration:

Similar setup as the serial hybrid, except that the diesel engine can also be used for direct propulsion, so that any fault in the electric system does not render the vehicle immobile.

Conventional hybrid propulsion (serial or parallel) has reached a degree of maturity far higher than all-electric vehicles and has been in the market for more than 15 years. Parallel hybrid vehicles have an availability rate comparable to conventional diesel vehicles, even though the serial hybrids have a reduced availability. The mark-up of a hybrid vehicle over a conventional diesel bus is roughly 25-30%, based on a 12 m vehicle.

In London, Shenzhen and Zhengzhou there are fleets of more than 3,000 units each, New York City runs a fleet of more than 1,700 units.

Recently, Volvo has taken to equipping the whole city bus range with conventional parallel hybrid propulsion.

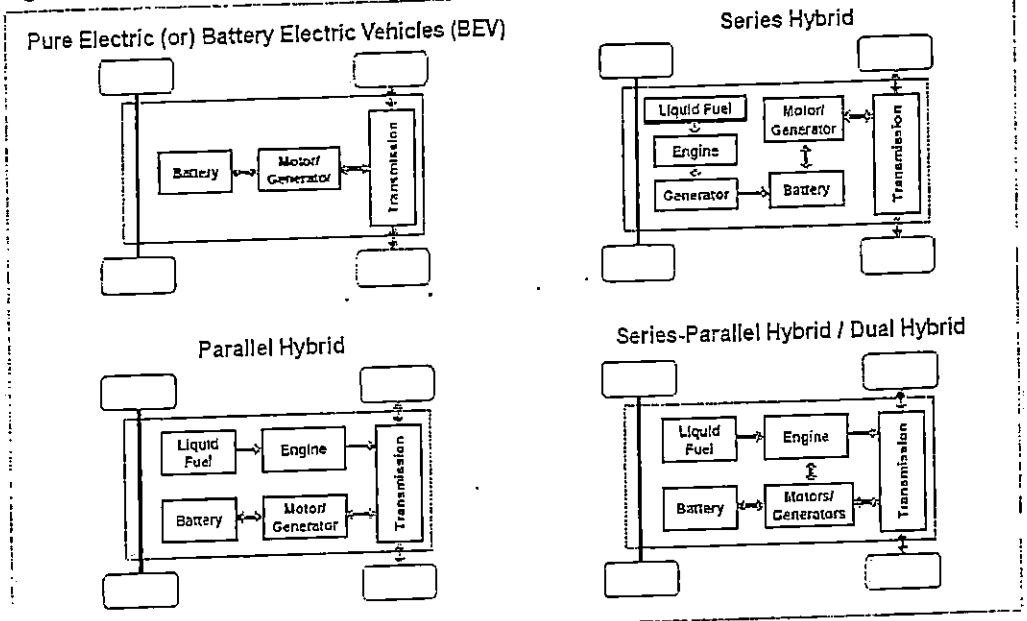
Plug-In hybrid:

A plug-in hybrid is quite a different concept. Here, the primary sources of energy are both diesel and electric power. The vehicles are electrically charged at the beginning of the daily operation and subsequently run alternatively on fossil fuel and electric power. The basic idea is that diesel is being used for the long run, i.e. out of densely populated areas and then switches to electric power when entering a CBD or other sensitive area, where minimal noise and gaseous emissions are key. So really, the aim is to avoid particle matter and NOx emissions to protect the local population or clientele. From a CO_2 emissions perspective, the positive or negative effects depend largely on cleanliness of the electric power used.

The purchase price mark-up on a plug-in hybrid over a conventional diesel bus (based on a 12m configuration) is roughly 45%.

This is an overview of the available technological configurations:

Figure 5-8: Hybrid Vehicle Technical Configurations



Selection rationale:

It is not seen as the role of the Pre-Feasibility Study authoring team to advise on which system should be employed exactly. In many instances, focusing on a definite technology also implies the indication of the referring OEM.

However, for the financial simulation of the various options a concrete technical solution, representing the likely most successful solution, had to be assumed. The rationale for this selection process will be given here:

a.) In an operating situation like in Windhoek, the deployment of a plug-in hybrid would not really make much sense, since most routes go from residential areas to the CBD with no extended stretches of uninhabited areas.

If electric propulsion is being used in the CBD, the populations would probably not understand why diesel would be used in the residential areas.

b.) Between the serial and the parallel layouts, preference is given to the parallel system, the reason being the better availability rates.

This selection does not mean that other configurations are not considered viable.

The pilot project obviously offers limited CO2 savings potential only, however the concept is scalable and unlike the other options investigated, this technology actually has a positive effect on operation costs and does therefore not require any subsidy for the operational phase.

Table 5-8: Sum-up of quantitative simulation: Hybrid Pilot

Scenario: Diesel-Electric Hybrid Pilot	
CO2 net saving p.a.(to)	244
Capital expenditure fleet (Mio NAD)	6
Capital expenditure infrastructure (Mio NAD)	7
Total cost per to CO2 saved (NAD)	3,604
Required subsidy for 7 years operation (Mio NAD)	N.A.

Option 8: Use of diesel-electric hybrid vehicles for a large part of the fleet

In the same way as the hybrid bus pilot setup yields positive results in terms of CO_2 mitigation and business economics, it is to be expected that a future scaling up will perform well. The biggest variable is the question of how accentuated the fuel saving over a conventional diesel fuel technology is going to be under the operating conditions prevalent in Windhoek. This is the main reason why an upfront pilot phase is recommended. For the sake of the quantitative simulation, it was assumed that only the 12m and 18m units would be procured as hybrid busses. These are available from serial production from various OEM´s, whereas the 24 m units would have to be custom manufactured, thus weighing on the overall viability of the scenario.

For the full implementation, the following KPI´s have been calculated:

Table 5-9: Sum-up of quantitative simulation: Hybrid Full Project

Scenario: Full Hybridisation	
CO2 net saving p.a.(to)	1,914
Capital expenditure fleet (Mio NAD)	42
Capital expenditure infrastructure (Mio NAD)	8
Total cost per to CO2 saved (NAD)	2,737
Required subsidy for 7 years operation (Mio NAD)	N.A.

Option 9: Rainwater-harvesting at proposed bus depot at Monte Christo Road:

(As additional ecological measure, to be combined with any of the above scenarios)

In the beginning of 2015 the Department of Infrastructure, Water and Technical Services has issued a drought response plan, which highlights the severity of the water situation in the region. All citizens, companies and public institutions are called upon to economize their water consumption as far as possible.

As an additional ecological measure, which could be combined with any of the above scenarios to be investigated, rainwater harvesting in conjunction with a closed loop outer vehicle cleaning system for the bus fleet was incorporated into this study. Even though this measure does not primarily target the reduction of CO_2 emissions, it would be a vital element in the effort to protect the scarce fresh water resources of the region.

Presently, the City of Windhoek uses approximately 1,350 cbm of fresh water annually for the outer cleaning of its vehicle fleet. This calculation is based on the operational fleet at the time of the field visit of 35. The current cleaning regime foresees a biweekly pressure-hosing of each unit. The water comes from the mains and is not recaptured and recycled.

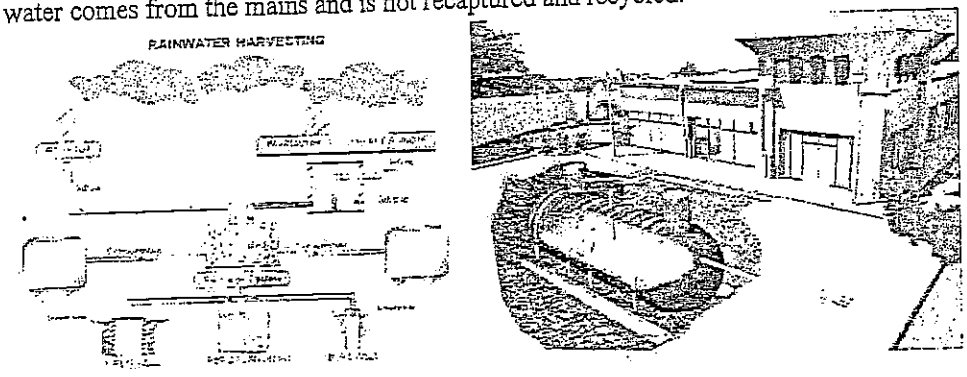


Figure 17 rain water harvesting philosophy

Credits: Radiation India

It is therefore to introduce a modernized system for the proposed new bus depot at Monte Christo Road consisting of the following elements:

- Enclosed commercial vehicle washing bay with three brush portal
- Closed-loop full water recovery system with RO filter
- Rainwater capturing and storage system
- Solar water heating system capable of a continuous temperature increase of 20 degrees Celsius

The above system, described in more detail in the appendix, would run at an additional investment budget of approximately 2.2 Mio NAD, but could save 85% of the water used for outer vehicle cleaning. Three tons of CO_2 could be saved per annum through the use of solar water heating in place of electric heating.

Table 5-10: **Investment for Rainwater Harvesting and Vehicle Cleaning**

Investment Cost on Greening Measures Outer Vehicle Cleaning	**NAD**
Connected to washing activity (in operations budget)	
Enclosed washing bay	1,026,600
Three brush portal	307,980
Connected to water recycling and rainwater harvesting	
Filtering and (RO) recycling equipment	427,750
Cisterne (180 cbm) and fittings	496,190
Pumping system	769,950
Solar water heating panels and tubing	299,425
Rainwater collection system	239,540
Total for additional measures	**2,232,855**

Investment estimates are uneven figures because they represent conversions of € amounts.

6 Scenario Comparison

An overall evaluation of the scenarios researched in the preceding chapters shows that there is no clear champion amongst the options on hand, but it does become evident, that the expansion and renewal of the existing fleet with conventional diesel vehicles is an important mitigation measure in itself. Improving the public transport system in Windhoek does not only mitigate the emissions of greenhouse gases, but also alleviates the traffic load on the road system and improves the quality of life for the city dwellers.

Looking at the additional greening measures, a decision is also not clear-cut. For lack of energy sources, both the CNG and the biogas option had to be discarded. Bus operation with grid power does not offer any CO_2 savings due to the prevalent energy mix in Namibia, which relies heavily on coal and gas fueled generation (and nuclear). This option therefore had to be discarded, not only because of the un-ecological energy mix, but also for the fact that there is already an increasing scarcity of power in Namibia, which might develop into a power shortage soon.

Note that the following scenario comparison is based on different baselines: For the fleet expansion diesel fuel scenario, the baseline would be the status quo, or "do nothing" scenario, whereas all other scenarios are to be seen on top, i.e. their baseline is the complete diesel scenario. The additional greening measures can only be implemented in addition to the fleet expansion scenario. Therefore, the diesel scenario is only displayed as a reference point, it does not compete with the so-called additional greening measures, which in turn can only be implemented in conjunction with the fleet expansion proposed under the diesel scenario.

The greenhouse gas mitigation potential lends itself well as a first evaluation criterion for the different scenarios. Since all greenhouse gases are in principle proportional to the emission of CO_2, the CO_2 emissions are taken as the guiding parameter for scenario comparison.

As far as the CO_2 mitigation potential is concerned, the expansion of the conventional diesel fleet offers the highest potential by far, followed by the solar park scenario, both heavy investment options.

Table 6-1: Mitigation Potential

Mitigation Potential CO2 saving to p.a.	
Fleet Expansion Diesel (Baseline Scenario)	24,261
LPG full fleet	1,473
Solar pilot	427
Solar park	9,616
Hybrid pilot	244
Full hybrid	1,914

If the investment cost per tonne of CO_2 saved is taken as the prime criteria, the LPG option is out of competition. This is mainly due to the fact that this fuel is also not readily available in Namibia and that LPG is, though more eco-friendly than diesel fuel, not an ideal fuel for bus propulsion.

The two remaining avenues are diesel-electric hybrid buses or battery-powered full-electric buses. Both technologies are scalable to an extent. In the case of hybrid buses, a mixture between diesel and diesel electric buses in the fleet would not pose any problems, although due to upfront infrastructure investments in maintenance and training, a pilot shows less favorable KPI's than the full-fledged project.

As for full-electric, there is a higher investment in infrastructure, which would make a very small pilot uneconomical. The size of a pilot is also limited upwards, by the availability of clean solar power generated in a dedicated facility for vehicle propulsion. The use of the roof areas of the proposed bus depot offers the possibility to generate enough energy for some 4 to 5 buses at reasonable investment cost. (Possibly a limited upscaling would be possible if other roofs in the vicinity could be contracted for solar power generation) Therefore, in the case of full-electric propulsion, the investment KPI's for the solar pilot look better than the full scenario, this requires the construction of a full-fledged solar park on the outskirts of the city.

Table 6-2: Capital Investment

Capital Investment (Mio NAD)	
Fleet Expansion Diesel (Baseline Scenario)	1.297.54
LPG full fleet	33.12
Solar pilot	36.92
Solar park	691.20
Hybrid pilot	12.17
Full hybrid	50.40

Focusing on the average emissions of CO_2 generated per kilometer of travel, the full scenario is evidently the frontrunner, with the solar pilot lagging a little behind, due to the fact that grid electricity is used to supplement solar power. This could be avoided if additional roof area is to be found for the installation of solar modules. The hybrid options are the runners-up and the LPG comes in last, but is still considerably better than the diesel-fuel scenario.

Table 6-3: CO_2 emissions per kilometer travelled

Emission Levels CO2 Emissions (kg per km)	
Fleet Expansion Diesel (Baseline Scenario)	1.77
LPG full fleet	1.37
Solar pilot	0.58
Solar park	0.00
Hybrid pilot	1.16
Full hybrid	1.27

In comparing the two technologies on hand beyond the KPI figures given here, it has to be stressed that the diesel-electric hybrid propulsion for buses has been around for at least 15 years, is a proven technology with known performance parameters, a high degree of technological maturity and very little performance risk. Electric bus propulsion in itself also looks back on a 30 year history, but this is the trolleybus domain, which unfortunately does not appear to be appropriate for Windhoek´s operational characteristics. More advanced electric bus technologies; especially battery powered systems, have not yet reached a technological comparable maturity. China has taken the global lead in the development of these technologies and has introduced substantial state subsidies for the operation of electric busses. The background is the advanced degree of pollution in Chinese megacities. The deployment of electric buses is therefore not a measure to reduce the emission of greenhouse gases, but an attempt to improve the air quality in the cities.

For the City of Windhoek the beauty of going electric is the possibility to connect the electric bus with solar power generation, a prime opportunity in a country with an insolation of 2,300 KWh per sqm, thus turning the bus system effectively into a solar bus system. The solar pilot would therefore have an important showcasing effect, giving visibility not only to the concept solar power for vehicle propulsion but also to Windhoek as a modern and eco-oriented capital and to Namibia as a sunshine state.

Hybrid buses have, as mentioned earlier, fairly well known performance parameters. For instance, it is known that conventional hybrids with a parallel configuration have availability rates comparable to conventional diesel powered buses.

When it comes to fuel consumption (and the associated CO_2 savings) and fuel saving potential over diesel, there are many contradicting sources. Especially on the northern hemisphere, some operators have reported low fuel savings of below 10% (in some cases even no fuel saving at all), which sometimes is owed to the fact that the small combustion engine does not generate sufficient heat for space heating, so that an additional heating system has to be run. Newer experience reports however, and especially reports from no space heating regions state much higher savings. It appears that high savings require a certain route structure, consisting of an even topography and small distances between stops to make use of the regenerative braking functionality. If these prerequisites are fulfilled, fuel savings and CO_2 mitigation of up to 25% over conventional diesel

propulsion can be achieved. However, there is a certain amount of uncertainty as to exact mitigation rate which would be achievable under Windhoek´s operational conditions.

Looking at the portfolio of options from a business point of view, the hybrid scenarios move higher to the top of the list, featuring negative cost differentials. This means that the use of hybrid propulsion not only mitigates greenhouse gas emissions, but has the potential to render operations more profitable.

The comparison of the subsidy requirements for the different options on the portfolio does not change the overall assessment. Obviously the fleet expansion itself requires the highest amount of subsidy, followed by the LPG option and the project of a solar park, which is a groundbreaking and long-term investment.

Table 6-4: Required Operations Subsidy

Required Operations Subsidy for first 7 yrs (Mio NAD)	
Fleet Expansion Diesel (Baseline Scenario)	567.77
LPG full fleet	84.37
Solar pilot	21.76
Solar park	81.67
Hybrid pilot	0.00
Full hybrid	0.00

The comparison of the aggregated mitigation costs per tonne of CO_2 avoided shows a slightly different picture: Here, the hybrid options are clearly in front, followed by the solar park option which run pretty much equal with the KPI´s of the original diesel scenario (which is not in competition here, since it is the prerequisite that any of the other options can even be implemented). Last in line from this angle is the LPG concept.

Table 6-5: Mitigation Costs

Mitigation Cost per to of CO2 (NAD)	
Fleet Expansion Diesel (Baseline Scenario)	6,168
LPG full fleet	9,647
Solar pilot	13,139
Solar park	6,274
Hybrid pilot	3,604
Full hybrid	2,737

The various comparison KPI´s are also presented in an overview table for easier reference:

Table 6-6: Scenario Comparison Overview

Scenario Comparison Overview	Reference fleet	CO2 Saving	Investment	Operational Cost Differential	Required Subsidy for first 7 yrs	Mitigation Cost per to of CO2
	Units	to p.a.	Mio NAD	Mio NAD p.a.	Mio NAD	NAD
Fleet Expansion Diesel (Baseline Scenario)	84	24,261	1,297.54	68.42	567.77	6,168
LPG full fleet	16	1,473	33.12	10.17	84.37	9,647
Solar pilot	7	427	36.92	2,62	21,76	13,139
Solar park	84	9616	691.20	9.84	81.67	6,274
Hybrid pilot	10	244	12.17	-0.11	-0.92	3,604
Full hybrid	70	1,914	50.40	0.59	4.28	2,757

Ranking:

1	2

7 Expected Performance against GCF Investment Criteria

7.1 Impact Potential

7.1.1 Mitigation

It is expected that the implementation of the proposed project elements (fleet expansion, solar pilot, hybrid pilot and rainwater harvesting) will save approximately 25,000 tonnes of CO_2 per annum, out of which more than 24,000 will stem from the implementation of the fleet and network expansion project described in more detail in the pre-feasibility-study of June 2015.

The CO_2 calculation carried out in this document only considers a shift from the use of sedan taxis to public transport buses. In the long run, it is expected that there would certainly also be a shifting movement from the use of individual transport to a modernized and high performing public transport system, once it is in place. Even though it is difficult to quantify this expected savings potential, it can safely be expected that there will be additional savings in the long run.

This saving would occur on a continuous and sustainable basis.

7.2 Paradigm Shift Potential

7.2.1 Potential for scaling up and replication

Especially the implementation of an electric bus pilot would certainly be groundbreaking step towards the development of a wider solar power generation and usage sector in Namibia and perhaps the whole region.

The fact that another city in the region, Cape Town, is presently following the same pathway is an indication that electrically powered city buses are a future-oriented solution, suitable for cities in this part of the world.

All three propulsion technologies presented in the recommendations of this document are perfectly scalable in a fleet size range higher than the pilot fleets proposed. One of the upward restrictions for the solar powered bus is the generation capacity, which in turn is a function of the areas, which can be made available for the installation of solar arrays. Here, it is unknown at this point if additional rooftop areas can be contracted to feed a larger fleet. However, should the electric bus pilot prove successful, a change to scenario 6" Electric bus fleet fed from a solar park" would be possible at any instance. According to statements of the Strategic Executive of the Community Services Department, it would be possible for the City of Windhoek to make suitable farmland on the outskirts of Windhoek available for the construction of a solar park at relatively short notice.

7.2.2 Potential for knowledge and learning

As has been pointed out in the descriptions of the various scenarios, both, the adoption of a hybrid bus, as well as of an electric bus technology represents a big challenge for the present bus operating company, which is the public transport division of the City of Windhoek. The implementation of any of these two pilots would not be thinkable without linking them with intensive training and knowledge transfer activities.

Therefore, knowledge transfer would have to be an integral part of any project concept building on this study.

7.2.3 Contribution to the creation of an enabling environment

All of the options presented in this report have the potential to bring about a paradigm shift in Namibia's public transport system and beyond. Especially the options 4 and 5 would be suitable to provide a very visible showcase of the potential and possibilities offered by solar power generation technologies.

7.3 Sustainable Development Potential

From the beginning, the development process of the proposed project has been focusing on measures that are inclusive, pro-poor and environmentally sustainable, i.e. measures that provide manifold co-benefits and a huge potential for sustainable development, in particular for low-income urban households.

7.3.1 Economic Co-Benefits

Concrete estimates related to the direct and indirect monetary as well as non-monetary co-benefits due to the upgrading of the present bus service are provided in the Corporate Plan (MWT, 2015) of the Pre-Feasibility Study for the SUTMP.

According to these findings, an average four-person household will save about NAD 700 per month, which is about 36% of the average household's transport budget. Moreover, persons travelling for education (i.e. pupils and students) will benefit most from the improved public transport system with an estimated cost saving of 43%. In terms of absolute numbers, the cost savings were estimated as

- NAD 135 per average worker per month
- NAD 230 per average pupil/student per month
- NAD 100 per average part time/unemployed person per month.

Based on an estimated 150,000 person trips utilizing public transport per week as a result of the project, the estimated total household savings are on the order of NAD 70 million per annum.

7.3.2 Environmental Co-Benefits

All technologies described under options 2 to 8 would reduce the noise, gaseous and particle emissions from the public transport system considerably and hence contribute to the quality of life of the Windhoek population.

7.4 Country Ownership

Namibia has been an active participant in international climate finance related processes. It participated in the UNFCCC-supported finance needs assessment exercises and, in 2012, offered to host the GCF. The country has established a strong international profile on environmental issues through its progressive environmental laws and policies, as well as its advocacy in the international arena, including at the Rio conventions.

7.4.1 Alignment with National Climate Change Policy/Strategy and Action Plan

Namibia was one of the first countries in Africa to have developed and prepared a comprehensive Climate Change Policy (GRN, 2011) as well as a Climate Change Strategy and Action Plan (GRN, 2015). While the National Policy on Climate Change of 2011 formulates the national vision on addressing climate change, the National Climate Change Strategy and Action Plan is the key instrument to implement the Policy over a period of eight years from 2013 – 2020.

The transport sector has been identified as one of two priority themes under Namibia's mitigation agenda (together with "Sustainable Energy and Low Carbon Development"). The strategic aims explicitly defined under the transport theme are

Strategic Aim 1: Foster other sources of transportation that do not contribute or have less GHG emissions by introducing an improved public transportation system.

Strategic Aim 2: Promote the fuel efficiency in transport system toward low GHG emission.

Strategic Aim 3: Scope the potential for carbon tax – including positioning Namibia as a carbon-neutral tourism destination.

Namibia's Climate Change Action Plan Framework (GRN, 2015 p. 43 ff.) breaks down the activities under each transport-related strategic aim in more detail. The following activities, which would be an integral part of the proposed project, are listed explicitly:

- Look into ways to improve the transport system e.g. through transport master plan including biking, walking particularly in urban towns and sustainable public transport
- Explore other possible means of transportation that have less or do not contribute to GHG emission
- Improve quality of services (especially in terms of duration of travel to desired destination and cleanliness) to attract mass population e.g. public transport
- Encourage fuel switching, for instance to the use of LPG.

Summarizing, since the proposed project directly contributes to the mitigation theme "Transport" and corresponding strategic aims, it is perfectly aligned with Namibia's priorities for low-emission development as identified in the National Climate Change Strategy and Action Plan.

7.4.2 Alignment with National Development Plans

Namibia's Vision 2030 (GRN, 2004) envisages that, by 2030, a "safe and cost-effective transport infrastructure is available throughout the country, as well as specialized services, in their different modes, to balance its demand and the supply thereof, in an economically efficient way." The proposed project would contribute directly towards the achievement of this vision.

Namibia's Fourth National Development Plan NDP4 (GRN, 2012) covers the period 2013 – 2017. Among others, a desired outcome of NDP4 with regards to public infrastructure is that "By 2017, Namibia shall have a well-functioning, high quality transport infrastructure [...]".The proposed project is fully aligned with this outcome.

7.5 Efficiency and Effectiveness

A detailed quantitative simulation of the various scenarios discussed in this paper was carried out. It was established that the expansion and renewal of the CoW bus fleet, already proposed in the previous pre-feasibility study, but adapted to the current situation in the document on hand, is going to require an initial financing of 1,300 Mio NAD, but would be the prerequisite to assure a sustainable, bus based public transport operation in Windhoek. This measure would yield a mitigation of 6,168 NAD per tonne of CO_2 avoided. The operational deficit would be 69 Mio NAD p.a. initially.

The implementation of the solar pilot scenario would require an investment of 37 Million NAD and yield mitigation costs of NAD per tonne of CO_2 avoided. An operational deficit of NAD 2,6 Mio NAD would be incurred initially.

The implementation of the hybrid pilot scenario would require an investment of 12 Million NAD and yield mitigation costs of NAD 3,604 per tonne of CO_2 avoided. Operationally, this measure would yield a pay-back of 110,000 NAD p.a. from the start.

For none of these investments there would be private investors standing by. As is known, private public transport investors in African countries do not normally invest in bus fleets, but rather into collective taxi operations.

For each of the above mentioned scenarios, there is a definite perspective of these scenarios to turn economically viable in the medium term.

The public bus operation is expected to become more viable with a gradual increase in ridership and fares. Once the transit system will be high frequency and the route network more extensive,

this will enhance its popularity further. A rise in crude oil and petrol prices will accelerate the shift from individual transport mode to public transport mode. In expectation of this development, a subsidy on deficit in operational costs for a period of 7 years of operation is included in the financial simulation.

The additional costs connected to the electric pilot will not be recovered by the savings in fuel, but the system is scalable and, if the pilot should be successful, the system could be scaled up into a dimension, which will be self-sustainable in the long run.

The hybrid technology is already economically viable from the start, featuring a negative additional cost even in the pilot stage.

It is proposed to seek preferential loan funding for the fleet expansion scenario and grant funding for the additional greening measures (Solar pilot, hybrid pilot and rainwater harvesting).

Co-Financing Possibilities: Even though the document on hand does not focus on non-motorized traffic, it is to be pointed out that the success of the planned public transport system in Windhoek is largely dependent on some measure to improve walking possibilities around bus termini and stops. A large portion of the commuters in Windhoek have clerical and managerial functions, elegant footwear is quite common. This may be one of the reasons that the taxi system is thriving the way it is. In order for commuters to change their habits and start using public bus transport, it will be necessary to get used to walking certain distances to and from the nearest bus stop. This could be greatly facilitated by improving sidewalks, especially in the residential areas. The local KfW office has indicated that they would be inclined to assist with the financing of non-motorized traffic measures in Windhoek.

7.6 Rationale for GCF Involvement and Exit Strategy

It can justifiably be expected that the provision of a high-performing public transport system in Windhoek would bring about a strong modal change from the presently predominant sedan-taxi system to the bus-based public transport. In the medium term, there would certainly also be an increase in ridership from individual transport. All this, combined with the ongoing population growth is almost certain to guarantee a sustainable capacity utilization of the proposed fleet of 130 units.

Initially, and for some time, this operation is not going to be profitable, and a deficit will have to be financed. Therefore, an operational subsidy is being proposed in this document for initially 7 years.

It is expected that during this time-span, the operational and commercial situation of public transport in Windhoek will stabilize in a sense that a higher buying-power ridership will establish itself and that using public transport will become more attractive, firstly due to rising fuel prices and secondly due to increasing traffic congestion in Windhoek.

Should there be no support for the establishment of a high-performing public transport system in Windhoek during the next few years, it is to be expected that the presently predominant private taxi system will fill the gap and establish itself as the main form of public transport. In future, it would then be very difficult to replace the present vehicle sizes by more eco-friendly and less traffic-space consuming vehicle types.

7.7 Risk Analysis

The various options presented in this paper feature different levels of risk-taking.

Option 1, the so-called "Diesel-scenario" is fairly risk-free in a sense that the operational results, the social benefits, the CO_2 mitigation KPI's can be expected to be reached with a great amount of certainty. Nevertheless, a substantial effort to professionalize the organization will be required, and the assessment is based on the assumption that the fleet operator, the public transport division of the City of Windhoek will receive adequate support in maintenance, fleet management and operations.

In contrast, the implementation of the alternative propulsion technologies proposed also bear certain operational and technological risks. Especially the long-term performance of the battery-packs as an element in electric and hybrid propulsion cannot be assessed with certainty today. Should the battery packs have to be replaced in shorter intervals than assumed, this could change the operational cost considerably and impact the subsidy levels.

7.8 Multi-Stakeholder Engagement

Even though the document on hand does not focus on non-motorized traffic, it is to be pointed out that the success of the planned public transport system in Windhoek is largely dependent on some measure to improve walking possibilities around bus termini and stops. A large portion of the commuters in Windhoek have clerical and managerial functions, elegant footwear is quite common. This may be one of the reasons that the taxi system is thriving the way it is. In order for commuters to change their habits and start using public bus transport, it will be necessary to get used to walking certain distances to and from the nearest bus stop. This could be greatly facilitated by improving sidewalks, especially in the residential areas.

8 Recommendations

The pre-feasibility study on hand shows the potential to bring about substantial reductions in greenhouse gas emissions from Windhoek's passenger transport. Even though investments involved are substantial, there is a high potential to initiate a sustainable change, not only in the technologies employed in public transport, but also in the commuting and travelling behavior of the local population and beyond.

The shortlisted scenarios largely correspond to the evaluation criteria laid out by the Green Climate Fund. Nevertheless, it is recommended to carry out a full-fledged feasibility study referring to the recommended scenarios in order to detail the technical, operational and business requirements further and the true financial and economic parameters.

Further, it is recommended that these proposals be submitted to the Green Climate Fund Secretariat in the form of a concept note and a feedback be sought on whether the Green Climate Fund would be willing to engage in such investment.

Priority 1:

As for the results of the quantitative simulations, it becomes evident, that, apart from being a precondition for the implementation of any of the additional greening measures proposed, the expansion and modernization of Windhoek's public transport fleet itself is a key greenhouse gas mitigator, merely for the fact that it makes a large number of trips by private motorcar or sedan taxi redundant. Therefore, the fleet expansion project (under the diesel fuel BAU scenario) is on top of the financing priority list. At the same time, it has to be observed that none of the other options are even feasible, unless a fleet expansion including the accompanying infrastructure measures such as the construction of a CBD bus terminal, enhancements to bus stops and bus priority measures and especially the construction of a new bus depot at the corner of Monte Christo Road and Hosea Kutako Drive is envisaged for the near future. A secondary option, which would reduce the financing requirement greatly, would be the implementation of the conventional bus system only, as per Corporate Plan, bringing the fleet size to 116 and doing without the heavy investments into a full-fledged BRT corridor for the time being. An operation with 18m instead of 24 m buses along the proposed route, in conjunction with bus priority measures and lane separation could also be a first step on the way to a future BRT-system.

Priorities 2 and 3:

Following second after this priority, both, the diesel-electric hybrid (second priority), as well as the full-electric bus in connection with solar charging (third priority) appear to be interesting options for a sustainable greening of the Windhoek public bus fleet. Both have their individual merits: Whereas the solar pilot might well be a breakthrough for Namibia's solar sector and thus have a high potential for the energy sector, independently of public transport, the hybrid pilot might open the way to a cleaner and at the same time economically viable form of public transport.

The combined KPI for the two recommended options would read as follows:

Table 8-1: Recommended Propulsion Options

Recommended Propulsion Options	Solar Pilot	Hybrid Pilot	Total / Average
CO2 net saving p.a.(to)	427	244	671
Capital expenditure fleet (Mio NAD)	16.45	5.50	21.95
Capital expenditure infrastructure (Mio NAD)	20.47	6.67	27.14
Total cost per to CO2 saved (NAD)	13,139	3,604	8,371
Required subsidy for 7 years operation (Mio NAD)	21.76	0.92	20,84

Ranking:

	2

In order to be able to evaluate the suitability of each of the considered options 5 (solar pilot) and 7 (hybrid pilot), it is strongly recommended to carry out a more thorough feasibility study, going into the details of the various OEM's and the technologies available.

From the point of view of the pre-feasibility study on hand, it is recommended to initiate two pilot projects alternatively or in parallel, referring to options 5 and 7. A parallel pilot bears the risk of overstretching the technical and organizational possibilities of the operator. Strong efforts will have to be undertaken to prepare the workshop and spare parts management organization to cope with these challenges. In the case of the electric buses, it is expected that the OEM will have to maintain a local presence in order to assure a friction-free functioning of the pilot fleet. The hybrid fleet may be operated and maintained by CoW staff after proper training and the OEM would ensure availability of spare parts and may have to come in in case any problems should arise.

Thus it is practical that both technologies have the potential to be scaled up to full fleet. However, none of the two technologies would make the investment into a full fleet conversion advisable without full strategic support and financial backing at this point.

In the case of the hybrid bus, this is due to the persisting uncertainty concerning the actual fuel saving and CO_2 mitigation over diesel propulsion under the grid operating conditions prevailing in Windhoek. However, with the introduction of solar power complementation, grid challenges should decrease and improve mitigation certainty. In the case of full-electric vehicles, this is due to the technological and performance risks to be factored in at this point of technological and market development. The rate of degradation of the battery packs is one of the major variables in the quantitative simulation of electric bus operation today. This could be examined in terms of purchase contracts.

The adoption of either of the two recommended technologies represents a leap frog for the present setup of the public transport division within the City of Windhoek, more so for the electric bus

than for the hybrid. The installation of an adequate and high-performance maintenance organization and suitable organizational procedures is a precondition for success and will certainly present a financial challenge to be overcome.

The comparison of the performance of these two pilots will then point the way to the long term development of the CoW bus fleet.

Should the hybrid solution prevail (option 7), the solar pilot could well be continued as a showcase project, making use of the self-generated electric power from the bus-depot rooftop. Even if the employed bus technology should prove to be unreliable or commercially underperforming, the rooftop solar power generation system would certainly be a groundbreaking step for the Namibian solar energy sector and possibly contribute to boost the development of solar power.

Should the full-electric solution prevail (option 5) the hybrid bus fleet could be sold off or continued until decommissioning.

Priority 4:

As priority 4, it is recommended to implement the project for rainwater harvesting and ecological outer vehicle cleaning described under option 9.

This project does not primarily aim at the mitigation of greenhouse gas emissions, but rather is it aimed at saving on water consumption. At the same time it could also function as a fairly low-cost showcase to promote rainwater harvesting systems, combined with solar water heating and modern day vehicle cleaning.

If the rainwater harvesting scheme should be added to this scenario, another 2 Mio NAD would have to be planned for, which would increase the mitigation by another 3 to of CO_2 p.a.

Financing Requirement

The initial investment for the whole package, including the rainwater-harvesting scheme would run at approximately NAD 1,350 Mio. The operational losses expected for a seven year period of initial operation would run at NAD 580 Mio, bringing the total financing gap to NAD 1,940 Mio. (appr. 113 Mio €). Out of this total, only about NAD 72 Mio (€ 4.2 Mio) would be caused by the additional greening measures included in the recommendation of this report (hybrid pilot, solar pilot and rainwater harvesting), the remainder being attributed to the planned fleet expansion project, including infrastructure (diesel scenario).

Looking at the complete picture, from fleet expansion to rainwater harvesting, the financial gaps yet to be closed are the following:

Table 8-2: Financing Requirement

Financing Requirement (Mio NAD)	Initial Investment	Subsidy for Operations Cost 7yr Period	Total Financing Gap
Partial Project in order of priority			
1. Fleet Expansion	1,297.54	567.77	1,865.31
2. Hybrid Pilot	12.17	-0.92	11.26
3. Solar Pilot	36.92	21.76	58.68
4. Rainwater Harvesting	2.23	0.03	2.26
Totals	1,348.87	580.38	1,937.50

The fleet expansion and modernization project can be seen as the measure which will enable the City of Windhoek to offer a modern bus-based public transport system at all and is therefore the centerpiece of the whole scheme. If this step is not taken, as shown in the referring calculations on existing fleet and replacement previsions, the system, which is already rudimentary today, will probably succumb to private and poorly regulated taxi competition over the next years.

This budget is based on the assumption that that all vehicle procurement, including alternative propulsion vehicles, is effected at price levels prevailing with e.g. South African, Indian, Brazilian or Chinese suppliers. This does not mean that other, higher technology and higher price options may not figure as the indicated solutions in a future tendering process.

Finance for this project (priority 1) is proposed to be sought as a mix of soft loans for fleet and infrastructure from the Green Climate Fund or other eligible agencies.

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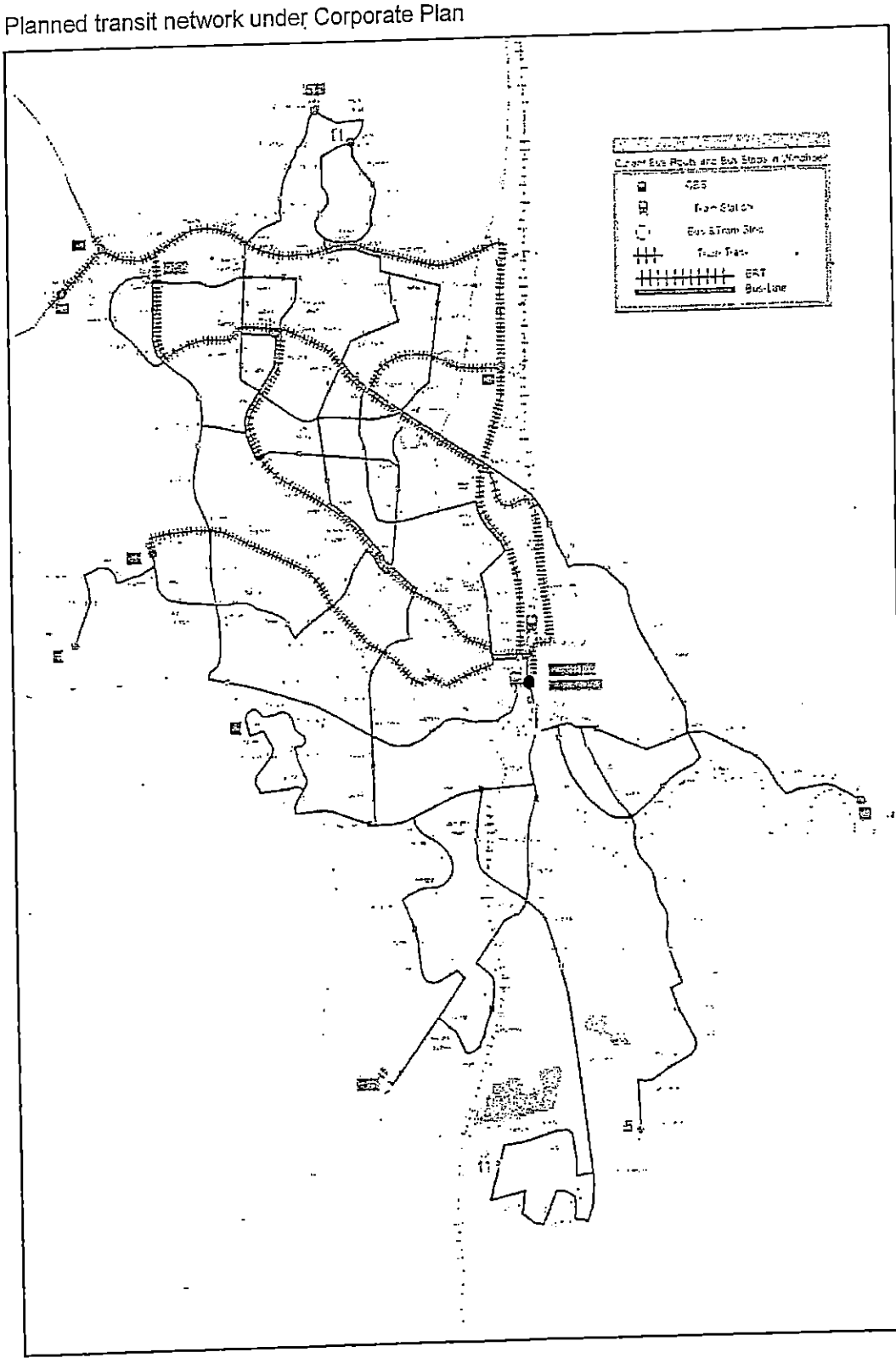
APPENDICES

Appendix 1

Public Transport Map of Windhoek

Planned transit network under Corporate Plan



Appendix 2 : Quantitative Simulations

Scenario: Diesel Fleet Expansion Scope/Target Fleet: Total fleet planned for procurement under Corporate Plan and PFS June 15 (84)		
	Baseline	Scenario
CO2 Generation		
Fuel consumption (ltr)	11.803.705	3.038.220
CO2 generation (to)	33.877	9.616
km travelled	171.068.182	5.430.000
Total operating costs per km (NAD)	3,92	31,50
CO2 net saving p.a.(to)		24.261
Capital expenditure fleet		NAD
12m busses (38)	46	85.500.000
18m busses (32)	38	114.240.000
24 busses (14)	32	79.800.000
Total vehicles		279.540.000
Capital expenditure infrastructure (phase 1 as of PFS)		NAD
Total infrastructure (as in chapter 2.4 concept outline)		1.018.000.000
Operational Result	NAD	NAD
Opex based on km travelled	670.587.273	171.045.000
Revenues		102.627.000
Net losses / subsidy requirement		68.418.000
Key performance indicators		
Depreciation period rolling stock (yrs)		8
Depreciation period buildings & installations (yrs)		22
Total cost first year p.a. (NAD)		149.633.227
Total cost per to CO2 saved (NAD)		6.168
Required subsidy for 7 years operation (NAD)		567.766.773

Scenario: LPG Propulsion Scope / Target Fleet: Total conventional fleet (116) (existing vehicles to be converted)		
	Baseline	**Scenario**
CO2 Generation		
Fuel consumption (ltr)	3.839.160	5.455.358
CO2 generation (to)	12.151	10.152
CO2 saving from propulsion (to)		1.999
CO2 generation transport (to)		525
CO2 net saving p.a.(to)		**1.473**
Capital expenditure fleet		NAD
Conversion existing fleet per units (46)	46	20.463.560
Premium on new 12m busses (38)	38	5.201.440
Premium on new 18m busses (32)	32	6.296.480
Total vehicles		**31.961.480**
Capital expenditure infrastructure		NAD
120.000 ltr. storage tank		650.180
Pumping and pipework		205.320
6 filling bays		307.980
Total infrastructure		**1.163.480**
Operational Expenditure	NAD	NAD
Fuel	41.270.970	47.237.704
Maintenance		4.200.000
Differential operational costs p.a.		**10.166.734**
Key performance indicators		
Depreciation period rolling stock (yrs)		8
Depreciation period buildings & installations (yrs)		22
Total cost first year p.a.(NAD)		**14.214.804**
Total Cost per to CO2 saved (NAD)		9.647
Required subsidy for 7 years operation (NAD)		**84.368.641**

Scenario: Battery-Electric Propulsion (grid supplied) Scope / Target Fleet: Planned Procurement (38 12m buses, 32 28m buses, 14 24m buses)		
	Baseline	Scenario
CO2 Generation		
Fuel consumption Diesel (ltr)	3.038.220	
Energy Consumption (KWh)	30.047.996	14.651.294
CO2 generation (to)	9.616	14.358
CO2 saving (to)		-4.742
Capital expenditure fleet		NAD
Premium on new 12m busses		89.300.000
Premium on new 18m busses		97.760.000
Premium on new 24m bus		52.640.000
Total vehicles		239.700.000
Capital expenditure infrastructure		NAD
Cabling, substation, charging		8.700.000
Maintenance infrastructure, tooling		2.100.000
Human capacity development and training		900.000
Total infrastructure and HCD		11.700.000
Operational expenditure p.a.	NAD	NAD
Fuel	32.660.865	21.025.608
Maintenance & lubricants		-800.000
Provision f. battery pack replacement		5.750.000
Tyres		1.200.000
Self-Insurance and accident cost		2.200.000
Revenue losses due to loss of passenger capacity		6.157.620
Revenue losses due to reduced availability		4.105.080
Differential operational cost p.a.		6.977.443
Key performance indicators		
Depreciation period rolling stock (yrs)		8
Depreciation period buildings & installations (yrs)		22
Total cost first year p.a.(NAD)		37.471.761
Total Cost per to CO2 saved (NAD)		-7.902
Required subsidy for 7 years operation (NAD)		57.902.308

Scenario: Rooftop Solar Power Generation in connection with battery-electric propulsion Scope / Target Fleet: Pilot Fleet of 10 12m vehicles		
	Baseline	Scenario
CO2 Generation		
Fuel consumption Diesel (ltr)	308.700	
Grid Energy Consumption (KWh)		262.282
CO2 generation (to)	977	257
CO2 Net saving (to)		720
Capital expenditure fleet		NAD
Premium on new 12m busses		16.450.000
Total vehicles		16.450.000
Capital expenditure infrastructure		NAD
PV arrays, controllers, inverters, cabling, charging		17.472.000
Maintenance infrastructure, tooling		2.100.000
Human capacity development and training		900.000
Total infrastructure and HCD		20.472.000
Operational expenditure	NAD	NAD
Fuel	3.318.525	403.822
O&M on solar and charging installations		349.440
Maintenance & lubricants on vehicles		200.000
Provision f. battery pack replacement		685.000
Tyres		30.000
Self-Insurance and accident cost		300.000
Revenue losses due to loss of passenger capacity		1.786.050
Revenue losses due to reduced availability		1.190.700
Differential operational cost p.a.		1.626.487
Key performance indicators		
Depreciation period rolling stock (yrs)		8
Depreciation period buildings & installations (yrs)		22
Total cost first year p.a.(NAD)		4.613.282
Total Cost per to CO2 saved (NAD)		6.407
Required subsidy for 7 years operation (NAD)		13.497.402

Scenario: City Owned Solar Park in connection with battery-electric propulsion Scope / Target Fleet: Planned Procurement (38 12m buses, 32 28m buses, 14 24m buses)		
	Baseline	**Scenario**
CO2 Generation		
Fuel consumption Diesel (ltr)	3.038.220	
Grid Energy Consumption KWh	30.047.996	
CO2 generation (to)	9.616	
CO2 Net saving (to)		9.616
Capital expenditure fleet		NAD
Premium on new 12m busses		89.300.000
Premium on new 18m busses		97.760.000
Premium on new 24m busses		52.640.000
Total vehicles		239.700.000
Capital expenditure infrastructure		NAD
PV arrays, controllers, inverters, cabling, charging		448.500.000
Maintenance infrastructure, tooling vehicle fleet		2.100.000
Human capacity development and training		900.000
Total infrastructure and HCD		451.500.000
Operational expenditure	**NAD**	**NAD**
Fuel	32.660.865	0
Maintenance & lubricants on vehicles		-400.000
Provision f. battery pack replacement		5.750.000
Tyres		350.000
Self-Insurance and accident cost		2.000.000
O&M on solar and charging installations		8.970.000
Land lease (calculative) on 50 hectares		1.500.000
Grid transmission charges (calculative)		750.000
Expected feed-in revenues		-2.074.780
Revenue losses due to loss of passenger capacity		15.394.050
Revenue losses due to reduced availability		10.262.700
Differential operational cost p.a.		9.841.105
Key performance indicators		
Depreciation period rolling stock (yrs)		8
Depreciation period buildings & installations (yrs)		22
Total cost first year p.a.(NAD)		60.326.332
Total Cost per to CO2 saved (NAD)		6.274
Required subsidy for 7 years operation (NAD)		81.666.406

Scenario: Diesel-Electric Hybrid (Pilot) Scope / Target Fleet: 10 12m busses		
	Baseline	**Scenario**
CO2 Generation		
Fuel consumption (ltr)	308.700	231.525
CO2 generation (to)	977	733
CO2 net saving to p.a.(to)		244
Capital expenditure vehicles		NAD
Premium on new 12m busses (10)		5.500.000
Total vehicles		5.500.000
Capital expenditure infrastructure		NAD
Dedicated workshop equipment		3.079.800
Human capacity development, trainings		2.224.300
Tanks and filling infrastructure		1.368.800
Total infrastructure and HCD		6.672.900
Operational expenditure	NAD	NAD
Fuel	3.318.525	2.488.894
Additional maintenance & lubricants		160.000
Provision f. battery pack replacement		171.000
Additional tyre consumption		90.000
Self-Insurance and accident cost		60.000
Revenue losses due to loss of passenger capacity		238.140
Revenue losses due to reduced availability		238.140
Differential operational cost p.a.		-110.491
Key performance indicators		
Depreciation period rolling stock (yrs)		8
Depreciation period buildings & installations (yrs)		22
Total cost first year p.a.(NAD)		880.322
Total Cost per to CO2 saved (NAD)		3.604
Required subsidy for 7 years operation (NAD)		-916.912

Scenario: Diesel-Electric Hybrid Scope / Target Fleet: Planned Procurement conventional (38 12m busses and 32 18m busses)		
	Baseline	**Scenario**
CO2 Generation		
Fuel consumption (ltr)	2.419.140	1.814.355
CO2 generation (to)	7.657	5.742
CO2 net saving to p.a.(to)		**1.914**
Capital expenditure vehicles		NAD
Premium on new 12m busses (38)		20.900.000
Premium on new 18m busses (32)		21.120.000
Total vehicles		**42.020.000**
Capital expenditure infrastructure		NAD
Dedicated workshop equipment		3.079.800
Human capacity development, trainings		2.224.300
Tanks and filling infrastructure		3.079.800
Total infrastructure and HCD		**8.383.900**
Operational expenditure	NAD	NAD
Fuel	26.005.755	19.504.316
Additional maintenance & lubricants		850.000
Provision f. battery pack replacement		1.200.000
Additional tyre consumption		150.000
Self-Insurance and accident cost		500.000
Revenue losses due to loss of passenger capacity		1.703.268
Revenue losses due to reduced availability		1.703.268
Differential operational cost p.a.		**-394.903**
Key performance indicators		
Depreciation period rolling stock (yrs)		8
Depreciation period buildings & installations (yrs)		22
Total cost first year p.a.(NAD)		**5.238.684**
Total Cost per to CO2 saved (NAD)		2.737
Required subsidy for 7 years operation (NAD)		**-3.277.100**

Rainwater Harvesting System and Outer Vehicle Cleaning System (additional measure for water economy)

Status Quo Outer Vehicle Cleaning		
Fleet	35	
Washing regime	biweekly	
Washes per vehicles and year	26	
Washing method	pressure hosing, cold water with detergent.	
Pressure hose throughput p.h.	800	ltr
Water consumption per bus	400	ltr
Total water consumption outer cleaning present fleet	364	cbm
Total water consumption outer cleaning full fleet	1352	cbm
Proposed Solution Outer Vehicle Cleaning		
Absolute figures refer to reference fleet of 35 units		
Enclosed commercial vehicle washing bay with three brush portal		
Closed-loop full water recovery system with RO filter		
	600	ltr
Gross water consumption per vehicle	90%	
Recovery rate	60	ltr
Net consumption	203	cbm
Total water consumption outer cleaning full fleet p.a.		
	1.149	cbm
Water savings p.a.	85%	
Water saving %	25	NAD
Water Tariff p. cbm	28.730	NAD
Savings in water bill p.a.		
Solar Water Heating Solution		
Water Heating Requirement while Bay is in Operation:	600	ltr
Gross consumption per wash	0,333	hours
Washing time (including manoeuvering)	1.802	ltr
Gross consumption per hour	20	degrees
Heating range from 20 to 40 degrees Celsius		
Formula for power required for water heating:		
"Water volume times 4 times temp differential divided by 3412"		
	7,03	KW
Heating power required	10	KW
Collector peak power	20	sqm
Expected collector area	10	
number of modules		

Savings from Solar Water Heating		
Duration:	3380	vehicles
washes	0,33	hours
time spent	1115,4	hours
Total hours water heating	7.846	KWh
Total KWh p.a.	11.141	NAD
Electrictiy Bill savings p.a.	3.319	kg
CO2 savings		
Rainwater Harvesting	360mm	p.a.
Windhoek Rainfall	370	l/sqm
Average annual precipitation	320000	l
Annual consumption (including office and workshop)	865	sqm
Required Area	320	cbm
Water savings p.a.	8.000	NAD
Water bill savings p.a.		**NAD**
Investment Cost on Greening Measures Outer Vehicle Cleaning		
Connected to washing activity		1.026.600
Enclosed washing bay		307.980
Three brush portal		
Connected to water recycling and rainwater harvesting		427.750
Filtering and (RO) recycling equipment		496.190
Cisterne(180 cbm) and fittings		769.950
Pumping system		299.425
Solar water heating panels and tubing		239.540
Rainwater collection system		**2.232.855**
Total for greening measures		**NAD p.a.**
Operating Costs **(regular operation cost of vehicle cleaning facility omitted)**		9.500
Energy consumption pumping		35.000
Maintenance on greening measures		**44.500**
Total		**NAD p.a.**
Savings and Net Operating Costs		36.730
Water		11.141
Energy		**47.871**
Total through greening measures		3.371
Net operating costs for greening measures		

Appendix 3: Overview Vehicle Price Levels

Average vehicle prices used for quantitative simulations (based on Chinese/South African price levels)

Assumed Standard Bus Prices NAD	12m	18m	24m
Conventional Diesel	2.250.000	3.570.000	5.700.000
Diesel-Electric Hybrid	2.800.000	4.230.000	6.470.000
Full Battery Electric	4.600.000	6.625.000	9.460.000
Mark-up Hybrid	550.000	660.000	770.000
Mark-up Electric	2.350.000	3.055.000	3.760.000

For comparison: Global transit bus price overview 2015 by Busworld Academy (in USD)

H&E HD Transit Bus Market: Regional Market Price Scenario, Global, 2014

Market	Conventional (Diesel & CNG)	Hybrid	Electric
	$200,000–$225,000	$280,000–$340,000	$410,000–$500,000
	$60,000–$90,000	$125,000–$200,000	$280,000–$350,000
	$75,000–$110,000	$175,000–$255,000	$325,000–$410,000
	$420,000–$580,000	$620,000–$700,000	$850,000–$980,000
	$300,000–$410,000	$450,000–$540,000	$595,000–$680,000
	$130,000–$180,000	$245,000–$325,000	$400,000–$500,000
ROW	$100,000–$350,000	$195,000–$500,000	$300,000–$700,000

Appendix 4: Fossil Fuels KPI´s

Comparison of Fossil Fuels Source: Genius Databank								
	Energy content		**CO2 direct**	**CO2 indirect**	**Sums**		**CO2/Kwh**	**Saving**
Petrol	9,00	Kwh/ltr	2,33	0,544	2,874	kg CO2/ltr.	0,3193	
Diesel	9,89	Kwh/ltr	2,64	0,525	3,165	kg CO2/ltr.	0,3200	
LPG	6,96	Kwh/ltr	1,64	0,221	1,861	kg CO2/ltr.	0,2674	16,45%
CNG	10,00	Kwh/ cbm	2,01	0,375	2,385	kg CO2/cbm	0,2385	30,49%
Biogas							0,1849	42,23%

Technical and Functional Requirements

12m Rapid Transport Feeder Bus: Category M_3 - Class I

The bus shall be low- entry, of nominal length 12m and be classified as a rapid transport feeder bus with one door on the left hand side (LHS) positioned forward of the front axle, and as a minimum, one door on the right hand side (RHS) of the bus positioned between the front and rear axle of the bus.

The buses shall satisfy the general requirements specified in the *Part C4: Standard Technical Specification for Low-Entry Battery Powered Electric Buses.* A summary of the requirements and special provisions are set out below.

Bus Category	M_3		
Class	Class 1		
Bus type	Rapid Transport Feeder Bus (single deck)		
Item	Nominal	Minimum	Maximum
General Weights and Dimensions			
Vehicle length	12m		
Vehicle width (excluding mirrors)			2.5m (for GVM < 12 tons) 2.6m (for GVM > 12 tons)
Vehicle height (Road to highest point)			3.5m
Floor height above road surface during operation	340 mm		
Floor height above road surface at right side bus stations (RHS Doors.)	340 mm	320 mm	360mm
Floor height, at step, above road surface at left side bus stops (LHS Doors).			< 340mm subject to ramp accessibility requirements
Passenger area ceiling height		2200mm	
Outer wheel Track radius			9.5m
Doors and Ramps			
Passenger Doors – Left side		1	1
Passenger Doors – Right side		1	1
Boarding Ramp length Right (measured from RHS near side tyre wall)	350mm	350mm	440mm
Boarding Ramp length Left (measured from LHS near side tyre wall)		380mm	
Boarding Ramp deployment time (from initiation to full deployment)			2.5 seconds
Boarding Ramp slope			1 in 12
Free door width on any passenger door (excluding emergency doors)		1100mm	
Doorway height		2000mm	

Bus Category	M_3		
Class	Class 1		
Bus type	Rapid Transport Feeder Bus (single deck)		
Item	**Nominal**	**Minimum**	**Maximum**
Seating			
Seat Pitch (excluding preferential seats)		730mm	
Seat width		420mm	
12m Bus: Number of passenger seats (2 x 2 seating configuration) including preferential seats but excluding flip downs and driver seat.		34	
12m Bus: Total passengers			
Standing Passenger Design Density			6.25 passengers per m^2
Number of preferential seats		6	
No. of wheelchair/cycle bays		1	
Length of wheelchair/cycle bay	1800mm	1800mm	
Flip down seats in wheelchair/cycle bay per bay	2		
Power and Performance			
Power plant	Electric battery		
Overnight charging from min to max SOC			5hrs
Performance on gradient under full load conditions	80 km/hr on 4% Able to negotiate a 16% up-grade		
Range (at max SOC without recharge)		200km	
Auxiliary Electrical power supply		1KW, 24VDC	
General			
Useful vehicle life		12 years or 1 million km.	
Distance from ground surface level to the lower edge of the wing mirrors		1800mm	
Outside edge of wing mirror to the outside edge of body			250mm

The following specific requirements shall apply:

a. The buses shall be designed and manufactured to operate on the left hand side of a two-way road or in a dedicated busway.

b. The buses shall be capable for picking up passengers at open kerb side bus stops on the left hand side of the road and at "closed" bus stations on the right hand side of a bus lane.

c. The buses shall be capable of aligning at bus stations and bus stops so that accessibility aids (boarding bridges or ramps) can be deployed allowing easy access for those with physical disabilities.

d. The dimensions of the bus shall satisfy the nominal lengths subject to the functional requirements for station docking being met (e.g. independent arrival and departure, swept path criteria)

Appendix 6: Literature Review

Policy Documents and Legislation

- National Climate Change Strategy and Action Plan (GRN, 2015)
- National Policy on Climate Change for Namibia (GRN, 2011)

Existing Transport Documents

- Sustainable Urban Transport Master Plan (MWT, 2013)
- Pre-Feasibility Study for the SUTMP (MWT, 2015)

Other Reference Documents

- Vision 2030 (GRN, 2004)
- NDP 4 (GRN, 2012)

Concept Note

Low-Carbon Public Transport in Windhoek

Namibia | Development Bank of Namibia (DBN)

26 February 2018

GREEN CLIMATE FUND

GREEN
CLIMATE
FUND

Concept Note

The Green Climate Fund (GCF) is seeking high-quality projects or programmes.

Accredited entities may choose to submit a concept note, in consultation with the relevant national designated authority, to present the proposed project or programme idea in order to receive early feedback and recommendation.

Project/Programme Title: Low-Carbon Public Transport in Windhoek

Country/Region: NAMIBIA / AFRICA

Accredited Entity (pending): DEVELOPMENT BANK OF NAMIBIA (DBN)

National Designated Authority: Ministry of Environment and Tourism

Please submit the completed form to fundingproposal@gcfund.org[1]

A. Project / Programme Information	
A.1. Project / programme title	**Low-Carbon Public Transport in Windhoek (Move Windhoek)**
A.2. Project or programme	**Project**
A.3. Country(ies) / region	**Namibia / Africa**
A.4. National designated authority(ies)	**Ministry of Environment and Tourism** Mr. Petrus Muteyauli Deputy Director, Multilateral Environmental Agreements Department of Environmental Affairs Tel.: +264 61 284 2701 Fax: +264 61 240 339 E-mail: pmuteyauli@yahoo.co.uk E-mail: pmuteyauli@met.na
A.5. Accredited entity (pending)	Development Bank of Namibia
A.6. Executing entity / beneficiary	Executing Entity: ❖ **City of Windhoek (Municipality)** Beneficiary: ❖ **General Public - Public Transport users approx. 170 000 direct beneficiaries (Population – approx. 390 000)** ❖ **Transport Operator - City of Windhoek (Municipality)**
A.7. Access modality	Direct ☐National
A.8. Project size category (total investment, million USD)	Micro (≤10) ☐ **Small (10<x≤50) ☐X** Medium (50<x≤250) Large (>250) ☐
A.9. Mitigation / adaptation focus	**Mitigation ☒** **Adaptation X☐** Cross-cutting ☐
A.10. Public or private	**private**

[1] Please use the following naming convention for the file name: "[CN]-[Agency short name]-[Date]-[Serial number]" (e.g.

A.11. Results areas *(mark all that apply)*	*Which of the following targeted results areas does the proposed project/programme address?*
	Reduced emissions from: ☒ **Energy access and power generation** (E.g. on-grid, micro-grid or off-grid solar, wind, geothermal, etc.) ☒ **Low emission transport** (E.g. high-speed rail, rapid bus system, etc.) ☒ **Buildings, cities, industries and appliances** (E.g. new and retrofitted energy-efficient buildings, energy-efficient equipment for companies and supply chain management, etc.) ☐ Forestry and land use (E.g. forest conservation and management, agroforestry, agricultural irrigation, water treatment and management, etc.)
	Increased resilience of: ☐ Most vulnerable people and communities (E.g. mitigation of operational risk associated with climate change – diversification of supply sources and supply chain management, relocation of manufacturing facilities and warehouses, etc.) ☐ Health and well-being, and food and water security (E.g. climate-resilient crops, efficient irrigation systems, etc.) ☐ Infrastructure and built environment (E.g. sea walls, resilient road networks, etc.) ☐ Ecosystems and ecosystem services (E.g. ecosystem conservation and management, ecotourism, etc.)
A.12. Project / programme life span	5 (Five)..... years
A.13. Estimated implementation start and end date	Start: ...2018..... End: ....2024.....

B. Project/Programme Details

The Fund requires the following preliminary information in order to promptly assess the eligibility of project/programme investment. These requirements may vary depending on the nature of the project/programme.

B.1. Project / programme description (including objectives)

The Move Windhoek project seeks to:

- Move the majority of the general public passengers from cars (being both public taxis which is the major transport source and private cars) to buses
- Increase the availability and reliability of mass public transport
- Reduce and eventually eliminate fossil fuel use in public passenger transport
- Introduce a Bus Rapid Transit (BRT) system (by 2022)
- Pilot the use of electric and hybrid fuel buses towards replication
- The utilisation of Solar PV electricity production for bus charging/electricity offset
- Utilising water harvesting to support a drought and water use reduction strategy

Project Area understanding:

Windhoek is an urban centre and is also the capital city of Namibia housing a population of some 390 000 people as per last Census and projections. Being an urban centre and the capital city, Windhoek plays a major role in the country's population which is rapidly growing at 3.1 % (listed as 4.3% in some statistics) per annum and is above the national growth rate of 1.4%[2].

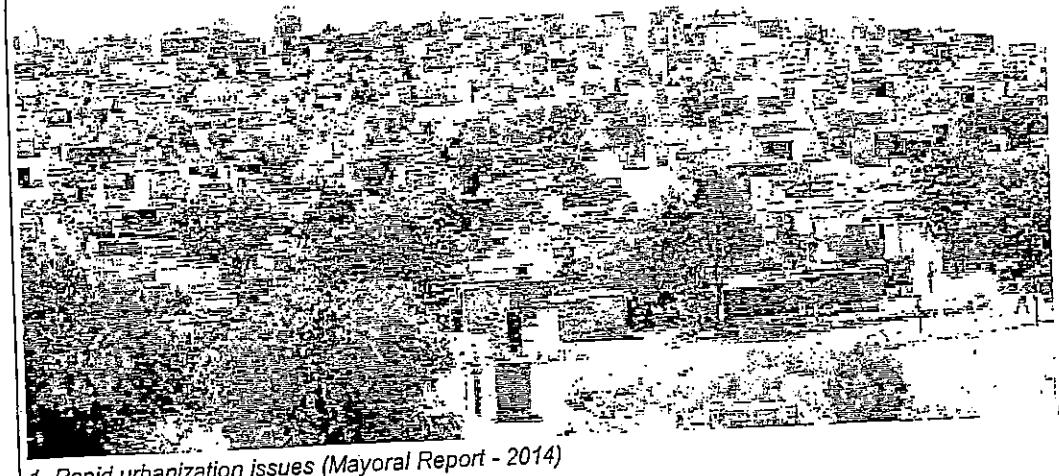


Figure 1 Rapid urbanization issues (Mayoral Report - 2014)

Development of any country is closely linked to people movement. Developing urban centers are known for their congested roadways and increased rates of road related crashes. Windhoek is no exception. As a result, more transportation, new infrastructure and services will be required to meet such demand now and in the future with the resultant negative consequences if not mitigated.

The Government of the Republic of Namibia is very aware that public transport plays a very important role in the management of a city, town or the country as a whole. Some of the co-benefits of public transport are the reductions seen in pollution and congestion, the affordability of transport

[2] 2011 Namibia Population and Housing Census

for people who cannot afford their own means of transport and thus public transport is one of the location connectivity enablers[3].

Transport affects Windhoek's resident's daily lives in different ways, for instance in getting to and from work or being able to get access to essential services such as health, education, recreation and social connectivity in all areas of the City and for all parts of the population. Transport also affects private sector opportunities and the efficiency of the transport system can back-up or constrain business activities. Further, there is the issue of public perception towards public transport systems and in the case of Windhoek, taxis.

The drive for this project supports the view that an efficient transport system is thus required to access economic opportunities and help achieve Government's national development plans and strategies to which the Government is committed. This project can further impact citizens to provide opportunities through the efficient use of capital at the macro level for economic growth and improved livelihood and resultant poverty reduction at the micro level.

Clear benefits of improved public transport thus accrue such as;

- Increased access to job opportunities
- Poverty reduction impact
- Reduced GHG per km of travel
- Reduced noise and vibration
- Improved air quality
- Higher mobility
- Increased travel safety
- Reduced crashes



Figure 2

Taxis - Traffic impeding behaviour (move Windhoek website)

The Public Transport Operator:

The City of Windhoek (CoW) is a legacy transport operator and is vigorously striving for an enhancement of the current public transport system, execute passenger / public behaviour

[3] Madajski, E., Simbi, Y. Shangheta, B. @ 2014

changes, to increase the quality of life for the inhabitants, public transport users (local, national and international), alleviate traffic congestion (Within the city and immediate surrounding national road networks) and mitigate greenhouse gas emissions from transport use.

The existing mode of transport or system in Windhoek is driven mainly by cars which create congestion, increased road based hazards and high per passenger kilometer fuel demand resulting in higher GHG emissions and particulates. Thus the planned "Move Windhoek" public transport project (www.movewindhoek.com.na).

Project Objectives:

The key objectives of "Move Windhoek" can then be described as;

a) Sustainable transport development and integrated mode network
   *Reliability/ Economic rational / High demand
b) Alignment with the national Sustainable Urban Transport Master Plan (SUTMP)
c) Mitigate greenhouse gas (GHG) emissions
d) Reduction of cars on the road in the urban context
e) Integration with non-motorised transport modes
f) Inclusive and pro-poor facilitation
g) Safer mobility

The "Move Windhoek" project ultimately has a clear alignment that speaks directly to meeting the Sustainable Development Goals and the Government's strategic aims such as the development National Development Plan (NDP5), the National Climate Change Strategy and Action Plan and other national strategies now being implemented under the Namibian Harambee Prosperity Plan (HPP).

The project which follows on from the national Sustainable Urban Transport Master Plan (SUTMP) is planned to provide a clear pathway for the development and use of a sustainable transport system within the defined central transport hub of Namibia and is coined under the term "Move Windhoek" and fully captured in the SUTMP.

Although the Windhoek Corporate Transport Plan focuses on the city and local transport, the integration of inter-urban and regional public transport is also taken into account in this project. This applies in particular to the terminals of regional bus and minibus services and their integration into the urban public motorised and non-motorised transport network.

Actions required will thus be;

Priority - *Partial Project in order of priority*	**Actions / Impacts**
1. Fleet Expansion	**Increasing fleet size / reducing car use** • Windhoek's public transport fleet itself is a key greenhouse gas mitigator, merely for the fact that it makes a large number of trips by private motorcar or sedan taxi redundant. • Increase of fleet size to 116 buses
2. Hybrid Pilot	**Greening of the Windhoek public bus fleet** • diesel-electric hybrid • Solar PV Field / Rooftop systems • offsetting electricity needs with Solar PV production • reduced fossil fuel use further
3. Solar Pilot	**Greening of the Windhoek public bus fleet** • full-electric bus • Solar PV Field / Rooftop systems • offsetting electricity needs with Solar PV production • eliminate fossil fuel propulsion

4. Rainwater Harvesting	Water use reduction • Installing water harvesting and filtration system • increase water re-use • collect run off water • Water reduction technology

The "Move Windhoek" fleet expansion and modernization project can be seen as the measure which will enable the City of Windhoek to offer a modern bus-based public transport system to all as a substitute to the current system based primarily on taxi (cars) and private cars, and is therefore the centrepiece of the whole scheme.



Figure 3 Taxi based public transport (Move Windhoek website)

If these steps are not taken, as shown in the referring calculations on existing fleet and replacement provisions, the system, which is already rudimentary today, will probably succumb to private cars and poorly regulated taxi competition within the next few years.

Project Sponsor background:
It is important in providing a background to the project and the project sponsor, that a clear understanding of the country circumstances set the tone.

Namibia is a relatively young country having gained independence in 1990 from South African rule. Additionally, Namibia was prior to independence ruled under the "Apartheid" system which placed restrictions on where people could live and so the design of the urban areas throughout the country is such that there is a clear demarcation between where workers reside and where they work.

Windhoek has a broad distribution of residential areas, is approximately 645 square kilometres in size and is a fairly spread out city (based again primarily on the Apartheid influence and origins) of some 390 000 inhabitants with a comparatively high motorization rate. Expensive residential areas are located in specific parts of the city. Such a settlement structure, however, does not represent the socio-economic characteristics of the different parts of the city. Low income households with large household sizes in high population density areas are located mainly towards the North and North-West.

The areas with the highest population are Okuryangava, Wanaheda, Goreangab and Havana with figures ranging from 4 401 to 28 000 inhabitants. Thus, all the low-income households are generally decentralized from the Central Business District (CBD) and are located to the outskirts of the downtown. This facilitates a clear "peak" traffic flow pattern coupled with high influx of taxis and private cars.

Windhoek, the capital of the Republic of Namibia, is no exception to the "peak" traffic flow patterns. This thus presents a clear challenge in public passenger movement and mitigation of the resultant GHG emissions.



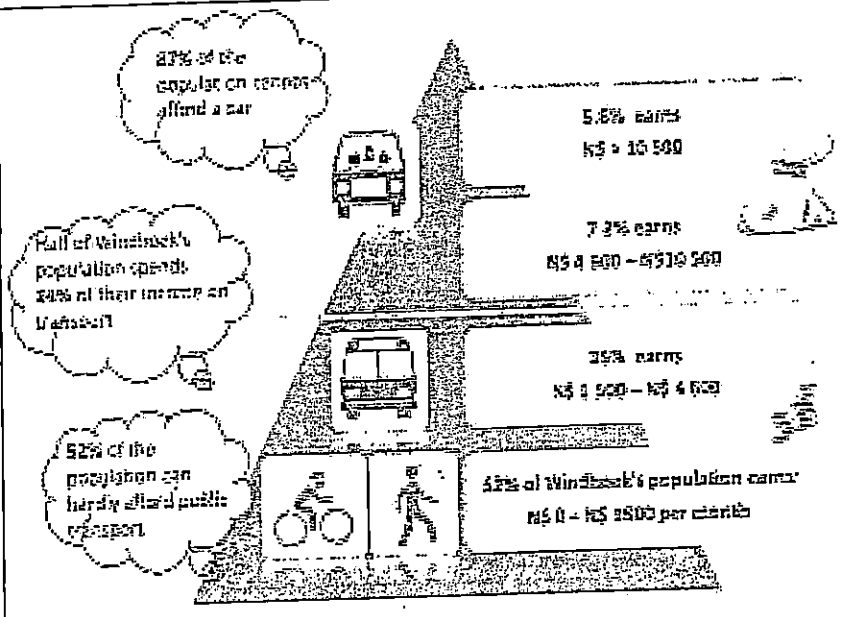
Figure 4 City of Windhoek buses (move Windhoek website)

The bus operator, City of Windhoek is a municipality (http://www.windhoekcc.org.na/) that has traditionally operated a bus service pre-1990 and so is not new to bus operations. The bus operator (City of Windhoek) is thus a public entity with no current private partner or influence and is today running a fleet of some 79 diesel buses (whose numbers vary based on maintenance challenges).

The operation itself is handled by the Public Transport Division which is one of nine Divisions at the municipality. This Division is responsible for safe, reliable, effective, efficient and fully integrated public transport provision.

While the City of Windhoek (CoW) operates on a smaller scale compared to most other cities in the world and mostly from Monday to Friday (as part of the legacy phenomena), the present trends observed are comparable. Reduced accessibility and thus social isolation and exclusion caused by inadequate mobility of the urban poor, ever increasing traffic congestion, unacceptable high rates of traffic accidents, high consumer costs, energy dependence and pollution make this project a necessity.

The populace characteristics of Windhoek is mainly comprised of low income earners where it is stated that 87% of them cannot afford to own cars generally; 52% of those low income earners cannot afford it at all.



On average, low income earners spend 24% of their income on mobility. The non-motorised traffic consists above all of walking (more than 97%), while cycling is almost negligible.

In terms of the current bus fleet, these buses vary in age from purchase / acquisition during the period 1975 – 2015 as shown below;

	Year of Manufacture	Asset Register	Operational
Old fleet Mercedes-Benz/Nissan	1975 to 1992	58	15
Middle Age Fleet Scania/Mercedes-Benz	2010	20	20
New Fleet of MAN buses	2015	26	26
Total		104	61

The current fleet is operated on some 13 Lines and various routes covering approximately 7 097 994 km per annum and operated mainly during peak travel periods. The service competes with taxis.

The average operating distance per day in the Windhoek bus fleet, even in the planned scenario is relatively low (220km per day) which fits into the current ranges of electric buses.

The operational lines to be activated fully are;

In 2015 (full service):

Route	Frequency	length trip m	roundtrip time	Trips / day			km/a	time/a
				Mo-Fr	Sa	SoHo li		
Line 1: Eveline Court <-> Rocky Crest	20	17450	2,3	47	38	36	557.562,4	37.277,3
Line 1A: Eveline Court <-> CBS	20	11570	1,7	47	38	36	369.684,6	26.626,7
Line 1B: Soweto Market <-> CBS	10	7620	1,2	76	52	49	377.083,3	28.866,8
Line 11: Okuryangava <-> Prosperita	15	23310	3,0	62	52	49	991.654,0	63.813,0
Line 12: Eveline Court <-> Eros Park<-> CBS	15	18750	2,5	54	38	36	664.200,0	44.280,0
Line 2: Goreangab <-> CBS	15	13940	2,0	62	52	49	593.035,5	42.542,0
Line 3: Otjomuise West <-> UNAM	30	17280	2,5	40	38	36	492.134,4	35.600,0
Line 3X: Otjomuise <-> UNAM	30	13270	1,5	14	0	0	92.146,9	5.208,0
Line 4: Havana <->Avis	30	17290	2,5	40	38	36	492.419,2	35.600,0
Line 4X: Havana <-> CBS	8	11290	1,6	88	56	0	561.067,8	40.378,0
Line 5: Eveline <-> Kleine Kuppe	15	20550	2,5	54	38	36	727.963,2	44.280,0
Line 6: Maxuilili <-> UNAM	15	21200	3,0	54	38	36	750.988,8	53.136,0
Line 8: Eveline Court <-> Otjomuise	30	15030	2,0	40	38	36	428.054,4	28.480,0
				678	516	435		
						revenue km/a	7.097.994,6	486.087,8
						non-revenue km/a (5%)	354.899,7	24.304,4
						Total	7.452.894,3	510.392,2

Describe financial status and how the project/programme sponsor will support the project/programme in terms of equity, management, operations, production and marketing.

Financial Status

CoW budgets on an annual basis for its operations which includes a mix of subsidy support and collected revenue. The financing strategy for this project is proposed as a mix of equity funding (state funding) and soft loans for fleet and infrastructure from the Green Climate Fund or other eligible agencies along with the requisite grant portion to help facilitate fast tracking of "greening" measures and provide financial viability.

A number of assumptions drive the financial model such as;

- The Net Present Value (NPV) is calculated at the discount rate set at 10%, and is applied to operational side only, since infrastructural and fleet/rolling stock acquisition rolling / investments are considered under funding from public sector obligation sources.
- The prices of imported goods (LRT rolling stock and BRT fleets) are included at current market level.
- The level of risks/other costs that may occur during implementation of the project is integrated into the cost mode and is set at 10% for CAPEX and 5% for OPEX.
- The effect of inflation is not taken into account.

Analysis centres on the entire public transport network of Windhoek and the interdependencies with local, national and regional public transport systems.

Table 1 Financing needs based on option combinations

	Initial Investment
	USD
1. Infrastructure	27.11714
2. Hybrid Pilot	0.869285714
3. Solar Pilot	21.85061224
4. Rainwater Harvesting	0.159285714
Totals	49.99632367

The operator being a municipality entity is a partially subsidised service from the public sector and all cost will be structured as public funds.

This project is estimated to cost approximately USD49.996 million towards initial investment. The City is trying its best to help itself along with Government and Partner support and so part of the needed bus fleet has been procured already in the interim with the provision of the new MAN Fleet. The fleet additions are co-financed by the Municipality (CoW) and the Ministry of Works and Transport with support by the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH.

B.3. Market overview

Market Overview:

The market dimension is driven in part by the traditional context of the populace being separated by economic lines and the further differentiation of work and residence by distance. There is even further complication to service delivery based on the population numbers in the project area (Windhoek) growing rapidly, along with the seasonal migratory movement of people through the urban centre of Windhoek as they move.

The Labour Force Survey of 2013 counted 158 104 households in the immediate project area. The annual population growth rate nationally is estimated at 1.7% (2011) and in Windhoek between 3 - 5%. The forecast therefore suggests the increase of the population in 2017 to 462,500 inhabitants, and by 2032 to 808,000 persons, which will constitute an increase of about 47%. It is however likely that the Windhoek population will continue to grow at a much higher rate based simply on the impacts of drought and other such factors causing people to seek livelihoods in urban centres. This ultimately attributable mainly to economic migration growth, since the region is one of the most significant economic regions in the country.

One of the implications of this high population increase is that the volume of traffic to transport people to and from their working places will increase considerably. There are indications and reports that point o mobility needs for a million people in Windhoek within twenty years.

The table below (

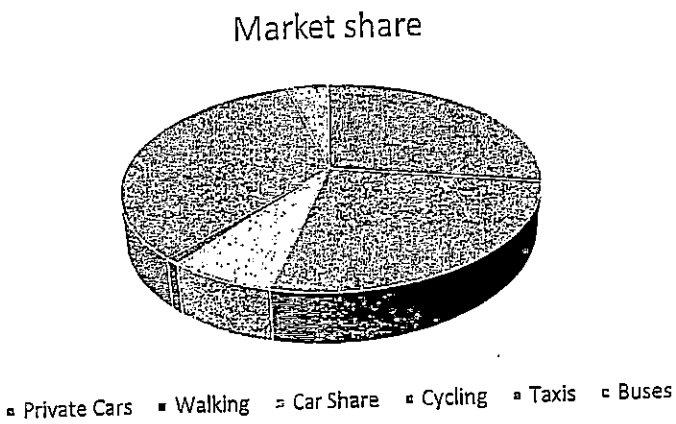
Table 2 Passenger numbers 2015 – 2022) shows how the public transport (bus) market is expected to grow in demand by an average of 226% from 2015 to 2022.

Table 2 Passenger numbers 2015 – 2022

Lines Designation	2015 demand of the maximum intersection	2022 demand of the maximum intersection	% growth
1 North	1180	2607	121%
1 South	80	357	346%
2	540	1143	112%
3 West	260	1040	300%
3 South	180	460	156%
4 North	570	1317	131%
4 East	50	313	526%
5 North	240	580	142%
5 South	30	117	290%
6	190	457	141%
8	120	400	233%
11 North	600	1390	132%
11 South	40	247	518%
12 North	330	743	125%
12 East	230	517	125%

Competition:
The key competition comes from the taxis (cars) and private cars. This is so as they offer flexibility in door to door delivery and on demand response at the micro and macro levels. Their flexibility further extends to high utilisation of narrow streets. The size of Windhoek's registered taxi fleet as registered in the Master Plan is about 6,815 taxis, which is equivalent to 190 taxis for every 10,000 inhabitants.

The new public transport system countermands this however in the high volume periods by improving defensive driver behaviour due to the reduced on the road competition and I premised on reduced traffic volumes as people switch to a much more comfortable and faster moving public transport system.



The market in terms of "competing alternatives, has the current passenger movement consisting of private cars 28%, walking 26%, car share 7%, cycling 1%, taxis 34% and buses 4%.

Baseline Scenario: Taxi Operation	
Effective taxi pass km replaced by public transport system	376,350,000
Average taxi occupancy (passengers)	2.2
Taxi km replaced	171,068,182
Average taxi consumption (litres)	6.9
Total fuel consumption (litres)	11,803,705
Total CO_2 generated (to)	33,877

It is therefore apparent that any upscaling in the bus fleet and improved services have a great potential to reduce fuel use, reduce fuel demand imports and increase bus usage / market share and reduce taxi usage.

Previously, the bus service operated with tokens and or cash. A new system utilising smart card technology has already been introduced with an implementation period of three months (May – July 2011) set aside for user awareness and comfort. The implementation period provided smart cards for free as an additional incentive. Since then, a parallel system of tokens, cash and smart cards had been used.

Actual fares are regulated and published annually in the municipality's tariff table which is provided as public information after being tabled before the council for approval.

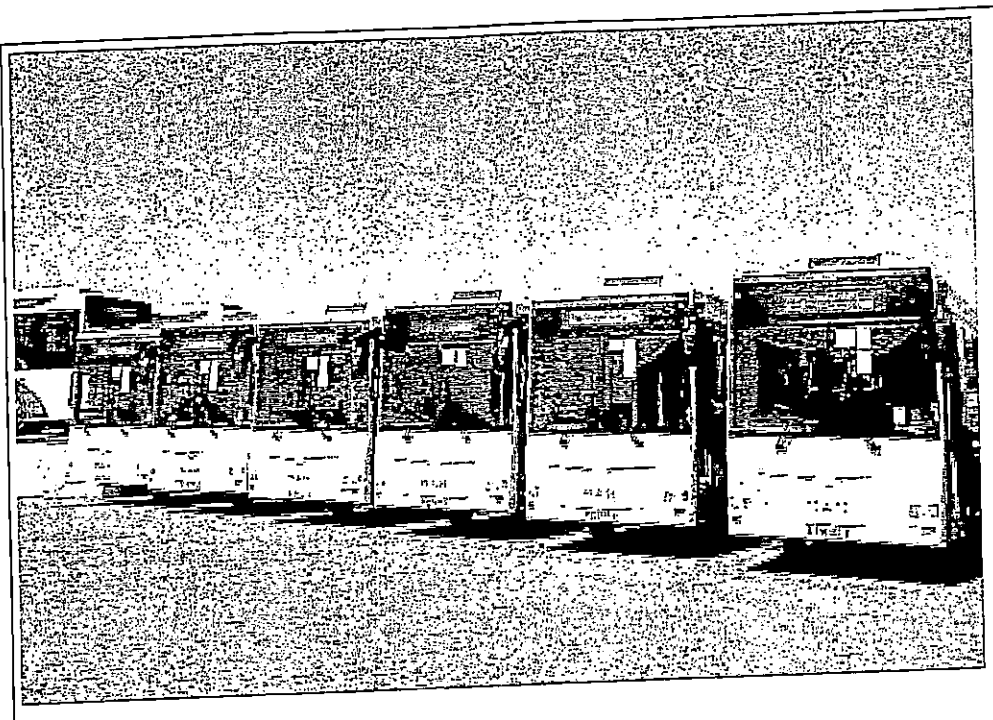
Income / revenue is gained from fares and non-fare sources as outlined below;

Category	Percentage % (annualized)
Fares	93%
Advertising revenue Bus Hire (non-route) Fines ( ) Smart Card replacements	7%

B.4. Regulation,	The City of Windhoek is a Municipality and so its bus operations are subject to the regulation of the Ministry of Works and Transport. The Ministry of Works and Transport is responsible for sectoral policy and regulation. The Windhoek taxi industry is regulated by the Ministry of Works and

taxation and insurance	Transport and the City of Windhoek. The City also through its Department of City Police issues taxi permits for operation within the city limits. This permitting process occurs on a bi-annual basis. The Ministry of Works and Transport through its' Directorate of Transportation Policy and Regulation coordinates the; • Road Traffic and Transport Act (22) of 1999 • Road Traffic and Transport Regulations • Labour-Based Works Policy • SADC Protocol on Transport • SACU (Revised Agreement) • Almaty Protocol on Transit Transport Cooperation and Corridor Development (United Nations) As such the regulator and the operator have mutual interlinks and no further licences or permits would be required.
B.5. Implementation arrangements	The overall "Move Windhoek" project has an outlook based on work done in the SUTMP with a timeline till 2032. However, the attached Low Carbon Transport Pre-feasibility Study covers "Phase 1" which has a timeline as per this application Concept Note 2018 – 2024. This timeline is due in part to the fact that the City of Windhoek (The transport operator) has already started implementing the overall project as per the project plan and schedule and with the support of the Namibian Government's bilateral partner The German government (via its funding and implementing agencies - KfW Entwicklungsbank (Development Bank) and the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH). *Figure 5 Part of the new bus fleet*

		Phase 1		Phase 2	
	Length of the route (m)	2017	Level of completion	2018-22	Level of completion
Line T1:	11600	2320	20%	9280	100%
Line T2:	11400	0	0%	0	0%
Line T4:	7300	0	0%	3650	50%
Line T11:	2600	0	0%	1560	60%
Line T3:	7200	0	0%	0	0%
Total:	40100	2320		14490	

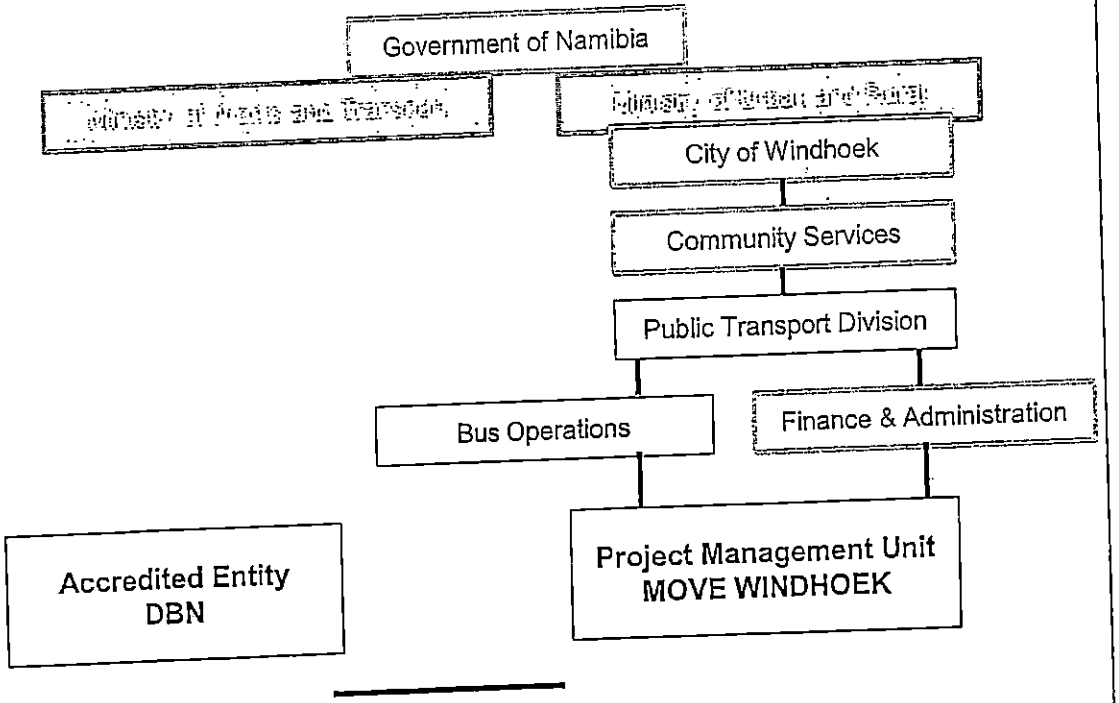


Line 1, mainly following the Independence Avenue from City Centre (CBS) via Katutura to Wanaheda, is the most central line and will be the first one to be updated to a higher level of operation.

The first upgrade of the system will be from bus to BRT 1.

Operational Arrangements

The responsible Division within the City of Windhoek will be the Public Transport Division.



The division is;

- Tasked with the provision of a safe, reliable, effective, efficient and fully integrated public transport in Windhoek

- Tasked with ensuring that public transport best meets the needs of passengers by improving levels of service and the cost thereof
- Tasked with managing the provision of public transport infrastructure
- Tasked with ensuring mobility and accessibility to the residents of Windhoek.

Although construction on many major components have not yet begun, with the acquisition of a part of the new fleet of buses, the new formatted operational regime has already begun (since March 2016).

The new regime has also instituted a new "cashless" ticketing system.

Key Contractual Agreements.

The City of Windhoek will be the bus operator and so no contracts or additional operational permits will be required. In terms of road and other such infrastructure, construction will commence once the City's planning colleagues have fully permitted construction.

Various construction companies will be selected via competitive bidding processes handled through the City of Windhoek's Tender Board, which is itself regulated and has oversight from the City Council. Further oversight will occur from the competitive tender process according to DBN policies and guidelines and the oversight ministry for local governments (the Ministry of Urban and Rural Development).

All projects will be compliant as required by the existing Environmental Management Act (EMA 2007). The EMA 2007 requires an environmental certificate of compliance be issued for projects which are listed as "Listed Activities". Transportation is listed as a Listed Activity and would therefore require a certificate of compliance. This certificate would be obtainable after an environmental impact assessment (EIA) has been carried out and the projects implications were assessed by the Environment Ministry.

The EIA must be carried out by an independent third party which the EMA 2007 require to be a competent authority.

Full implementation will be developed from the feasibility study to follow.

Strategic Timetable

Standard bus routes will be enhanced along with the development of a rapid transit line (T1) through the project period (2018 – 2024). And so, from the introduction of the new service, the network will be served as a whole system according to the demand levels identified by the Sustainable Urban Master Transport Plan model.

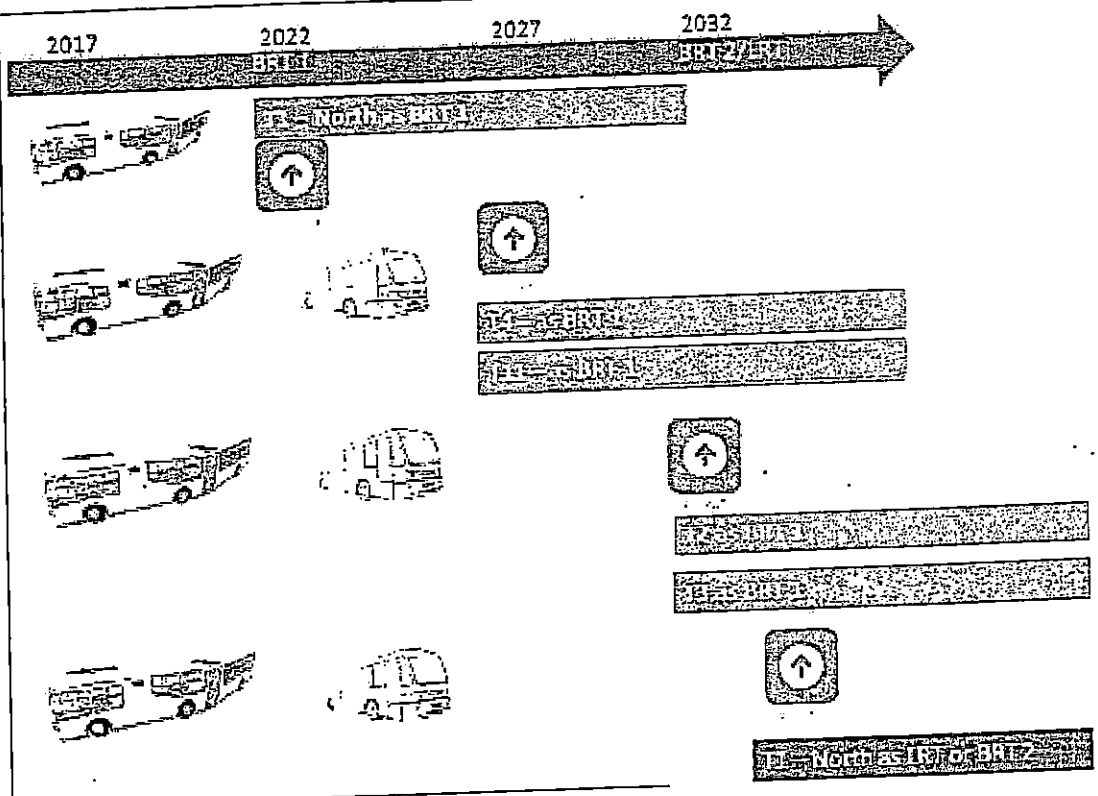


Figure 6 Introduction of the BRT and BRT2/LRT Elements in the Network

The construction timetable sees construction taking place at the following pace;

The timetable also requires development of further supportive actions as detailed below;

Phase	Aspect	Content
2016	Institutional Framework	Realisation of enabling framework as described in PuT corporate plan
2016	Taxi Integration	Redefine the roles of taxi according to international best practice to complement PuT backbones and feeders
2017	Legal Framework	Insure legal framework for provision of public transport service by commercial operators
2017	Land reservation	Land-use for right of way and supporting infrastructure
2017	Monitoring urban development	Balanced development according to the master plan
2017	Revisit demand values	Check the public transport demand values and their impact on SUTMP pre-feasibility study results.
2017 - 2022	Enable policy reforms for public Transport	Integrate the public transport policy reform agenda into the White Paper on transport and in other strategic level documents
2017 - 2032	a. Promote the system development	Organise marketing promotion and awareness campaigns Coordinate the urban development needs and monitor the development patterns

		b. Enable cooperation between the stakeholders	State as a provider of the public transport
		c. Earmarking funds for public transport funding	Start the reforms and gradual change in the institutional setting
		d. Institutional reform and adherence to mobility charter	Cooperation and coordinated action between all stakeholders involved is a pre-requisite for system development and upgrade.
		e. Continuation of cross-institutional cooperation	

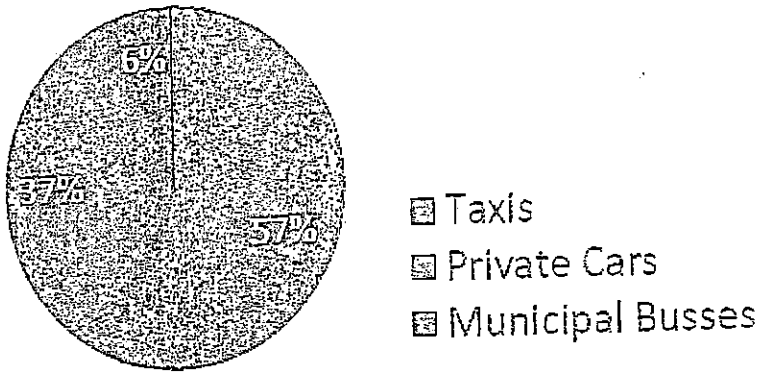
C. Financing / Cost Information

C.1. Description of financial elements of the project / programme

Grant financing and concessional loans will be required and is being requested to help expand the current public transport system so as to reduce the impact of people movement, reduce fossil fuel usage and thus greenhouse gas emissions.

Namibia as a whole has approximately 43% of its population (based on the 2011 census) living in urban areas coupled with a median age of 21, growing from an urban based population of 28% as measured in 2001.

The project therefore has clear beneficiation when the expansion of public transport helps reduce motor car usage from approximately 376 350 000 km per annum with a corresponding people movement via mass transit to an estimated 7 097 994 km per annum.



Namibia although classified as a middle income country has a Gini Coefficient of around 0.63 elaborating the level of inequality with wealth and income distribution amongst the highest in the world. According to DBN reports, 32% of Namibia's population lived below the national poverty line, 29% below the international poverty line and 16% in severe poverty in 2013.

The Government of Namibia has committed itself to the "Harambee Prosperity Plan" which is an action plan to fast track activities and policies to reduce hunger,

increase access to decent shelter, improve youth employment and access to basic social services. (www.op.gov.na). Thus a blend of grant funding and concessional loans is crucial to the success of the transport project and increases the impact of other funds such as ticket income, government subsidy funds and the funding from other Direct Finance Institutions.

CoW budgets on an annual basis for its operations which includes a mix of subsidy support and collected revenue. The financing strategy for this project (priority 1) is proposed to be sought as a mix of equity funding (state funding) and soft loans for fleet and infrastructure from the Green Climate Fund or other eligible agencies along with requisite grants to help facilitate fast tracking of "greening" measures.

This phase of the project is estimated to cost approximately USD 50 million towards initial investment. Part of the needed bus fleet has been procured already in the interim with the provision of the new MAN Fleet is co-financed by the Municipality (CoW) and the Ministry of Works and Transport are being supported by the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH.

The table below clearly shows that for a paradigm shift to take place, huge investment needs to take place and is disaggregated here.

Table: CAPEX Financing Requirement

	Initial Investment
1. Infrastructure	27.11714
2. Hybrid Pilot	0.869285714
3. Solar Pilot	21.85061224
4. Rainwater Harvesting	0.159285714
Totals	49.99632367

Analysis centres on the entire public transport network of Windhoek and the interdependencies with local, national and regional public transport systems. The operator being a municipality is a partially subsidised service from the public sector and all cost will be structured through public funds.

The sub-components minus subsidies are broken down (based on local currency) to be;

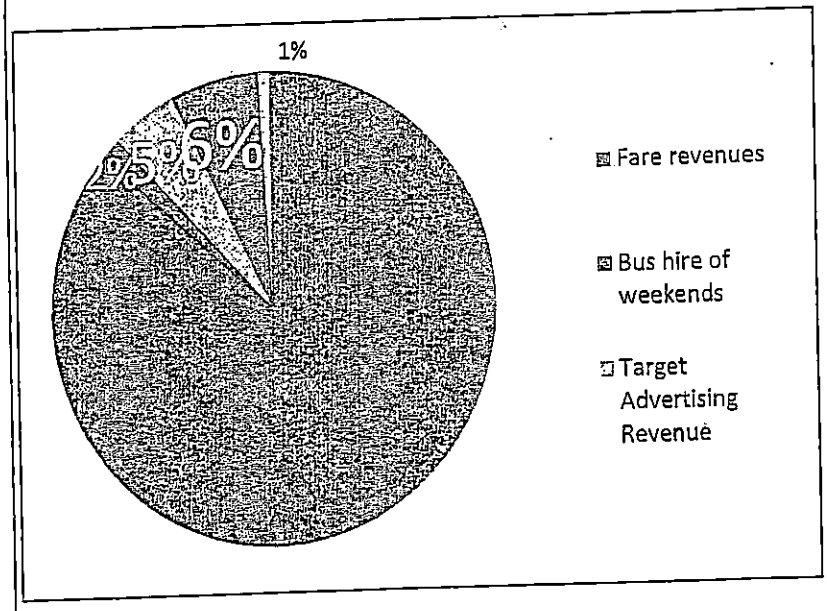
ITEM / COST	YY 1-7 In USD
Route construction/road upgrade	11.39071
Facilities construction	7.677143
Fleet purchase (Conventional)	0
Fleet purchase (Hybrid)	0.869286
Fleet & Solar purchase (Solar Plant & Electric)	21.85061
Rainwater Harvesting	0.159286
Stations' construction, incl. CBS and Depot	
Land Acquisition BRT	3.11
Systems (associated construction, installations)	

CAPEX Risks and other costs	4.939286
TOTALS	49.99633

Revenue Blend:
The financial outlook of the proposed project shows that budgeted income from revenue will only cover USD 68.8 million for the 7 year period. This shows that the level of Grant funding support will be required to facilitate a definitive paradigm shift.

Table: Revenues

Category	YY1-7	
Fare revenues	**59.44**	**86%**
Revenues on Weekdays	44.81	65%
Revenues on Saturdays Christmas and NY eves	8.72	13%
Revenues on Sundays and public holidays	5.92	9%
Other revenues	**9.37**	**14%**
Bus hire of weekends	1.04	2%
Target Advertising Revenue	3.34	5%
Smart card replacing	0.09	0%
Fine collection	4.33	6%
Miscellaneous (selling buses)	0.57	1%
Total revenues	**68.8**	**100%**



- a financial model that includes projection covering the period from financial closing through final maturity of the proposed GCF financing with detailed assumptions and rationale;

A number of assumptions drive the financial model such as;

- The Net Present Value (NPV) is calculated at the discount rate set at 10%, and is applied to operational side only, since infrastructural and fleet/rolling stock acquisition rolling / investments are considered under funding from public sector obligation sources.
- The prices of imported goods (LRT rolling stock and BRT fleets) are included at current market level.

		• The level of risks/other costs that may occur during implementation of the project is integrated into the cost mode and is set at 10% for CAPEX and 5% for OPEX. The effect of inflation is not taken into account.				
C.2. Project financing informatio n		Financial Instrument	Amount	Currency	Tenor	Pricing
	Total project financing (a) = (b) + (c)		.....50..... ...	million USD ($)		
	(b) Requested GCF amount	(i) Senior Loans (ii) Subordinated Loans (iii) Equity (iv) Guarantees (v) Reimbursable grants * (vi) Grants *	.....34	million USD ($) million USD ($) million USD ($) million USD ($) million USD ($) million USD ($)	(15) years ( ) years	(5) % ( ) % ( ) % IRR
		** Please provide detailed economic and financial justification in the case of grants.*				
		Total Requested (i+ii+iii+iv+v+vi)	.....34..... ...	million USD ($)		
	(c) Co-financing	Financial Instrument	Amount	Currency	Name of Institution	Seniority
		Subordinated Loans Options Options Options	.....15.....	million USD ($) million USD ($) million USD ($) million USD ($)	....	pari passu Options Options Options
		Lead financing institution: ...DBN.....				
	(d) Covenants					
	(e) Conditions precedent to disbursement					

D. Expected Performance against Investment Criteria

Please explain the potential of the Project/Programme to achieve the Fund's six investment criteria as listed below.

D.1. Climate impact potential *[Potential to achieve the GCF's objectives and results]*	The project has definitive mitigation impacts as clearly highlighted with the: • change in mobility behaviour (Shift from cars to buses) • reduction in vehicle kilometers (From 171 million km to 7 million km) • low carbon impact pathways (Solar Power generation – 0.4 MW) • low carbon transportation (Hybrid / Electric – 17 buses) • reduced fossil fuel use • corresponding GHG reductions outlined in the estimates. • high direct beneficiary numbers (170 000 direct beneficiaries) • High replicability It is expected that the implementation of the proposed project elements (fleet expansion, solar pilot, hybrid pilot and rainwater harvesting) will save approximately 25,000 tonnes of CO_2 per annum, out of which more than 24,000 will stem from the implementation of the fleet and network expansion project described in more detail in the pre-feasibility-study of June 2015. This saving would occur on a continuous and sustainable basis and the initial impacts are disaggregated below; **Mitigation Potential** CO_2 saving tons p.a. (against the Baseline Scenario) Fleet Expansion Diesel 24,261 LPG full fleet 1,473 Solar pilot 427 Solar park 9,616 Hybrid pilot 244 Full hybrid 1,914 **Beneficiaries:** As the project targets public transportation within the capital city which itself also acts as a cross road to the country and regional transport movement, the number of direct beneficiaries will be in excess of the city's public transport population which currently stands at approximately 170 000 persons.
D.2. Paradigm shift potential *[Potential to catalyze impact beyond a one-off project or programme investment]*	The proposed Move Windhoek project has the following potential areas; **Scaling-up** The options 5 (hybrid buses) and 7 (electric bus / solar component) offer clear opportunity for upscaling to 100% of the bus fleet once a clear study has been undertaken to identify any risks or challenges that the bus operation faces with these technologies identified. **Knowledge sharing** Clear lessons can be gathered and shared from the Move Windhoek project. Option 7 has a definitive mitigation and paradigm shift benefits and are encouraging to say the least at this time with a sister city (Cape Town, South Africa) embarking on a tender to procure a similar technology. This would provide near field added support to the CoW operations.

	The initial pilots in both Namibia and South Africa would be complementary and the launch needed to provide on the ground knowledge banks and ensure a base for sustainability. Further, Move Windhoek has already committed to carrying out fleet expansion and testing of new bus types[4] such as the articulated buses with the current test bus being 22 meters long and has a seating capacity for up to 120 passengers plus additional standing passengers. **Enabling Environment** Options 5 and 7 of the Low Carbon Transport pre-feasibility study as stated above provide clear opportunities to transform urban transportation in Africa and beyond while providing compelling evidence of a low-carbon way forward for transportation and knowledge growth. This project once fulfilled will definitely help move perceptional barriers to low carbon transport use especially for urban transport use. The public transport system although now reformed, existed before the project and in essence is a paradigm shift from the status quo. As such the project possesses a natural sustainability effect if implemented fully and consistently. The sustainability of the project is clearly defined by the implementation plan as outlined by the SUTMP and the initiative of the initial steps already taken. **Regulation and Policy** Being a break away from the status quo transport system that exists, this project helps inform regulation and policy in so many ways. Least of which will be how law makers can set incentives for transport operators that demonstrate clear commitment to low-carbon pathways. Impacts on the future national climate change strategy / strategies will also benefit from this project as any future inputs or decisions will be effectively informed. We also see further impacts on the energy industry when the technology starts to be mainstream and charging stations become relevant. Room also exists for a better understanding of the operational metrics that would ultimately inform the role of Public/Private partnerships (PPP) or other such cooperative models.
D.3. Sustainable development potential *[Potential to provide wider development co-benefits]*	The project will be a game changer for Namibia and so benefits will be felt across the socio-economic groups affected. Concrete estimates related to the direct and indirect monetary as well as non-monetary co-benefits due to the upgrading of the present bus service are provided in the Corporate Plan of the Pre-Feasibility Study for the SUTMP. Jobs created will amount to approximately 60 direct jobs added resulting in a final full time direct job number of 330. Indirect jobs have not been quantified at this stage but up to a 1000 indirect jobs is not unrealistic. According to the findings of the SUTMP, an average four-person household will save about USD50 per month, which is about 36% of the average household's transport budget. Moreover, persons travelling for education (i.e. pupils and students) will benefit most from the improved public transport system with an estimated cost saving of 43%. In terms of absolute numbers, the cost savings were estimated as

4 http://movewindhoek.com.na/news/city-windhoek-tests-articulated-bus-urban-transport

	• USD9.64 per average worker per month • USD16.43 per average pupil/student per month • USD7.14 per average part time/unemployed person per month. Based on an estimated 150,000 person trips utilizing public transport per week as a result of the project, the estimated total household savings are on the order of USD5 million per annum. Foreign currency savings will also accrue based simply on the fact that Namibia is not an oil producing nation and imports a major portion of its electricity. However, the foreign currency impact has not yet been fully quantified. Transport affects Windhoek's resident's daily lives in different ways, for instance in getting to and from work or being able to access essential services such as health, education, recreation in all areas of the City and for all parts of the population. Clear planning in the SUTMP has taken into account the needs for access to services. The Move Windhoek project once fully implemented will improve access to all social services that would otherwise be delayed or even restricted. No clear environmental impact assessment has been carried out at this stage but the indicative outcome of the project has clear benefits that will benefit air quality and GHG reductions to very appreciative levels once fully implemented. This is a matter to be fully defined in further studies. The Project provides improved gender sensitive access. In the Windhoek area, 76% of income is derived from salaries and 66.2% are female headed households that depend on their salaries. It stands to reason therefore that effective transport will be a clear impact on income availability and quality of life. The Move Windhoek project will definitely enhance access to work and increase productivity levels and certainty.
D.4. Needs of recipient *[Vulnerability to climate change and financing needs of the recipients]*	Namibia has had noticeable changes in climate as captured and detailed in the Namibian Vulnerability and Adaptation assessment report (2008). The report indicates that increased droughts and higher variability in rainfall can be expected and are currently being experienced. The predicted increases in temperature and evaporation, and increased rainfall variability, will exacerbate the existing challenges faced by Namibia as the driest African country south of the Sahara. From the perspective of this project, the indication is therefore increased urbanization as the effects of climate change increase hardship on rural residents. This in turn will increase mobility of the populace and definitely increase the rate of public transport or even general mobility needs overall.

D.5. Country ownership *[Beneficiary country ownership of project or programme and capacity to implement the proposed activities]*	Namibia is a signatory to United Nations Framework Convention on Climate Change and has thus prepared its National Communications up to and including the most recent Third National Communication to the UNFCCC (Ministry of Environment and Tourism, 2015) As a response to Namibia's obligations under the United Nations Framework Convention on Climate Change (UNFCCC) as ratified in 1995, Namibia was one of the first countries in Africa to have developed and prepared a comprehensive Climate Change Policy (GRN, 2011) as well as a Climate Change Strategy and Action Plan (GRN, 2015). While the National Policy on Climate Change of 2011 formulates the national vision on addressing climate change, the National Climate Change Strategy and Action Plan is the key instrument to implement the Policy over a period of eight years from 2013 – 2020. Namibia is implementing the National Climate Change Strategy & Action Plan (NCCSAP) for the periods 2013 – 2020. A number of strategic aims are outlined in the NCCSAP (2013 – 2020) framework covering the agendas of Adaptation, Mitigation and Cross-cutting issues. Under mitigation and specifically towards "sustainable energy and low carbon development", the strategic aim is to; I. Foster other forms of transportation that do not contribute or have less GHG emissions by introducing improved transportation systems II. Promote fuel efficiency in transport systems toward low GHG emission III. Promote and develop renewable energies at all levels to reduce GHG IV. Develop and diversify secure energy backup system (energy security) and efficient use of energy V. Promote reduction of GHG emissions from industries (both public and private) Namibia´s Climate Change Action Plan Framework breaks down the activities under each transport-related strategic aim in more detail. The following activities, which would be an integral part of the proposed project, are listed explicitly: • Look into ways to improve the transport system e.g. through transport master plan including biking, walking particularly in urban towns and sustainable public transport • Explore other possible means of transportation that have less or do not contribute to GHG emission • Improve quality of services (especially in terms of duration of travel to desired destination and cleanliness) to attract mass population e.g. public transport • Encourage fuel switching, for instance to the use of LPG. Namibia´s Vision 2030 envisages that, by 2030, a "safe and cost-effective transport infrastructure is available throughout the country, as well as specialized services, in their different modes, to balance its demand and the supply thereof, in an economically efficient way." The proposed project would contribute directly towards the achievement of this vision. Namibia´s Fourth National Development Plan NDP5 covers the period 2017 – 2022. Among others, a desired outcome of NDP5 with regards to public infrastructure is that "By 2022, Namibia shall have a well-functioning, high quality transport infrastructure [...]". The proposed project is fully aligned with this outcome.

	Given Namibia's history, the City of Windhoek has a considerable history of providing public transport and other public service delivery such as Fire, Police and Rescue Services. These all require an active fleet, well trained personnel and responsive scheduling The Municipality (CoW) and the Ministry of Works and Transport is being supported by the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH, who have over-seen the elaboration of the "Sustainable Urban Transport Master Plan for Metropolitan Windhoek (MWT, 2013)" and a pre-feasibility study titled "Pre-Feasibility Study for the Sustainable Urban Transport Master Plan (SUTMP) for Windhoek including Rehoboth, Okahandja and Hosea Kutako International Airport" of June 2015. The CoW has along with its partners and key stakeholders, have conducted various community forums, meetings and has an active web portal http://www.movewindhoek.com.na/ which details all actions and receives public comments and complaints towards system improvement.
D.6. Effectiveness and efficiency *[Economic and financial soundness and effectiveness of the proposed activities]*	Provide details of the below and specify other relevant factors (i.e. debt service coverage ratio), if available.

Overview	Reference fleet	CO2 Saving	Investment	Operational Cost Differential	Required Subsidy for first 7 yrs	Mitigation Cost per to of CO2
	Units	ton p.a.	Mio NAD	Mio NAD p.a.	Mio NAD	NAD
Solar pilot	58	3,538	305.90	21,71	108,30	108,86
Hybrid pilot	10	244		-0.11	-0.92	3,604

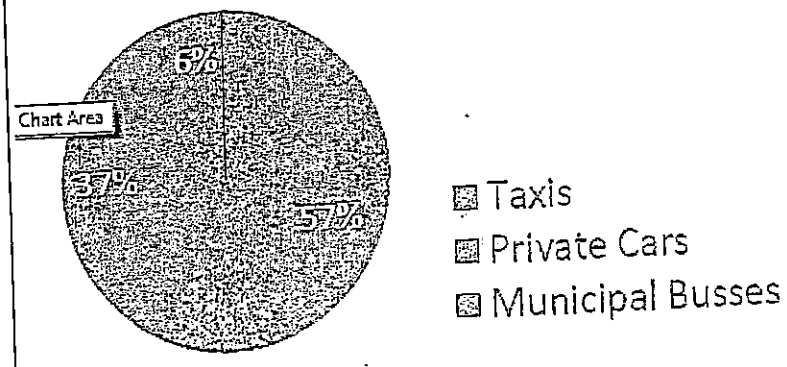
- Co-financing ratio (total amount of the Fund's investment as percentage of project)
- Economic and financial rate of return
  - With the Fund's support
  - Without the Fund's support

E. Brief Rationale for GCF Involvement and Exit Strategy

Please specify why the GCF contribution is critical for the project/programme.

Please explain how the project/programme sustainability will be ensured in the long run, after the project/programme is implemented with support from the GCF and other sources.

Should there be no support for the establishment of a high-performing public transport system in Windhoek during the next few years, it is to be expected that the presently predominant private taxi system will fill the gap and establish itself as the main form of public transport.



In future, it would then be very difficult to replace the present vehicle sizes by more eco-friendly and less traffic-space consuming vehicle types.

F. Risk Analysis

Please describe the financial and operational risks and discuss mitigating measures.

Based on the fact that the operator is a Municipality, the risk factors are very different from that of a private operator. However the risk profile is very relevant and cannot be dismissed. The table below outlines the risks and the mitigation that would mitigate the effect of the risk.
The highest risk comes from sustainability and passenger acceptance.

	Risk factor	Mitigation
Financial risks:	CAPEX cost inflation	Further costs reassessment at the feasibility study level
	Lack of funding	Earmarking funds for public transport funding - Institutional reform and adherence to mobility charter - Continuation of cross-institutional cooperation
	High CAPEX costs	Grant funding to cover initial CAPEX items such as Hybrid, Electric busses and the needed infrastructure, training and regulations to ensure continuity of the paradigm shift.
Operational risks:	Uncertainty in system acceptance	Work with marketing department at early stages of the system introduction to assure public awareness - Campaigns to advertise the system – improve image - Adherence to implementation and operational concepts
	Passenger number miscalculation – higher than anticipated	Constant monitoring of passenger numbers / economic signals
	Passenger number miscalculation – higher than anticipated	Constant monitoring of passenger numbers / economic signals
	Change in mobility pattern	Constant system monitoring Legislation / Possible toll fees to dissuade use of other mobility methods
	Residence distribution	Monitor inhabitant behaviour
	Absence of the policy environment for system improvement	Integrate an public transport policy reforms into the White Paper on transport and other strategic level documents - Adherence to corporate plan

		- Cooperation between the involved stakeholders
	Lack of skill for Hybrid Bus technology	Include training component in delivery contract - Organise needed training capacities for drivers, include training programmes into the capacity building plans (including study / training of public transport operation at peer institutions world-wide, hiring driver trainers, etc.).
	Lack of skill for Electric Bus technology	Include training component in delivery contract - Organise needed training capacities for drivers, include training programmes into the capacity building plans (including study / training of public transport operation at peer institutions world-wide, hiring driver trainers, etc.).
	Lack of skill for LRT technology	Include training component in LRT delivery contract - Organise needed training capacities for LRT drivers, include training programmes into the capacity building plans (including study / training of public transport operation at peer institutions world-wide, hiring LRT driver trainers, etc.).
	Maintenance / Technology challenges	Include technical support in delivery contracts and have clear spares and maintenance delivery parameters.

At this point, no environmental impact or social safeguard has been carried out to date. However, the SUTMP feasibility study annexed to this Concept Note delves into the environmental aspects (Pre-feasibility study section 8.5.1) of the project from a purely engineering point of view.

Key area / activity	Issue raised	Mitigation required
Land Use/Right of Way	Planned operational improvements 2018 – 2024 period.	Construction to take place within the existing right of way and so no new right of way / land challenges are expected during the
	Planned operational improvements 2024 and beyond.	expansion beyond this involving expansion of the BRT systems will however necessitate additional construction works and acquisition of improved right of way lands

G. Multi-Stakeholder Engagement

On Wednesday 18 November 2015 a great milestone for the urban transport system in Windhoek was reached by officially launching "Move Windhoek", the brand for the implementation of the Sustainable Urban Transport Master Plan (SUTMP) for City of Windhoek and its surrounding areas. At the launch the first new bus was officially handed over to the City of Windhoek.

On the 24th of November "Move Windhoek" started its tour through Windhoek with an information bus. The goal of this bus is to introduce the population of Windhoek to a modern bus network. The City Of Windhoek together with GIZ created the information bus, which will explain to the people how the bus system works and convince them from its advantages. Every Tuesday and Thursday the bus will be placed at different locations in Windhoek and inform people about the new bus lines which are operating since mid of August in Katutura.

The kids are not left out either, they can also engage in the Information desk by creating their own buses. The company MAN, who also produced the new buses for Windhoek, sponsored bus

templates for the kids. While the kids enjoy making the little bus templates the adults have the chance to ask questions about the project and get the timetables for the new bus lines.



Figure 7 Stakeholder briefings – 2015 (move Windhoek website)

H. Status of Project/Programme

1) A pre-feasibility study is expected to be completed at this stage. Please provide the report in section J. PROVIDED
2) Please indicate whether a feasibility study and/or environmental and social impact assessment has been conducted for the proposed project/programme: Yes ☐ No X
   (If 'Yes', please provide them in section J.)
3) Will the proposed project/programme be developed as an extension of a previous project (e.g. subsequent phase), or based on a previous project/programme (e.g. scale up or replication)?
   Yes ☐ No X
   (If yes, please provide an evaluation report of the previous project in section J, if available.)

I. Remarks

J. Supporting Documents for Concept Note

X Map indicating the location of the project/programme
X Financial Model
x Pre-feasibility Study (SUTMP)
☐ Feasibility Study (if applicable)

- ☐ Environmental and Social Impact Assessment (if applicable)
- ☐ Evaluation Report (if applicable)

Inquiry into the Low Carbon Public Transport Concept Meeting
Tuesday, 30 July 2024 @ 10h30
Boardroom E206
City of Windhoek

PRESENT

City of Windhoek (CoW)

- Clarence MU Rupingena – Strategy Advisor: Smart Cities and Transport
- Erwin Kamundu – Section Head: Planning and Control
- Imanuel Johannes – Public Transport Planner
- Tjavanga Hengari - Control Room Operator: Public Transport
- Patricia Sem - Control Room Operator: Public Transport
- Hilda TN Nathnael – Coordinator: Smart Cities and Transport

Beyond Zero Energy (BZE)

- Dr. Jerry Mameja
- Ernst Keister

AGENDA

- Introductory between BZE and CoW

DISCUSSION

BEYOND ZERO ENERGY

On 26 February 2018, the City submitted a concept paper with the Green Climate Fund, requesting 52uSD to develop a low carbon transportation system. The BZE with the GCF are working on a project with the Environmental Investment Fund (EIF) in the Ministry of Environment and Tourism to get Namibian entities accredited to the GCF (The GCF supports developing countries on carbon related projects.)

The GCF works through the Nationally Designated Authority (NDA) responsible for climate related projects in Namibia. To implement a project, the Ministry needs to nominate direct access entities which gets accredited to receive funding from the GCF.

There are also carbon credits, divided into: compliance market (where entities are required to comply with emission targets during a certain time period) and the voluntary carbon market (where entities voluntarily exchange or trade carbon credits as they implement climate resilient

projects.) Namibia doesn't have any of these yet, there is a framework on the compliance carbon market that is being developed.

The BZE got Korean companies to collaborate with Namibian companies to pick up on carbon credits. The BZE is currently creating a digital platform where Korean companies can invest in projects and pick up on carbon credits. DBN is leading this process and there will be a delegation going to Korea to meet with these companies (i.e Hyundai, Kia, LG and Samsung). The City can link up with these companies.

This BZE wants to revive the project submitted by the City through the Development Bank of Namibia (DBN). These are the typical projects smart cities must have.

CITY OF WINDHOEK

- *Low carbon transportation system*

The City through funding from KfW consulted GOPA Consulting and Dr. David Jarred to plan the transport system. Although the City did not have a challenge of carbon emission in Namibia, the city submitted the concept note. The City was working with Cape Town to pilot electric buses however the project ended when the Head of Department in the Cape Town office left.

A project of this magnitude is a National project. The project lead from the City was Mr. Mayumbelo and the Ministry was represented by the Director of Transport, Dr. Cedric Limbo.

- *Clean Mobility Transition for the City of Windhoek*

On 31 July 2023, the City submitted another similar project "*Clean Mobility Transition for the City of Windhoek*" through the MAF to the DBN that can also be considered. (Mr. Kamundu)

- *Reviving the Low Carbon transportation system project*

The City is excited that the project is being revived. The city needs infrastructure and resources to offer an impactful service to the residents.

The City needs to get the by-ins of the ministries (Ministry of Works and Transport, Ministry of Urban and Rural Development and Ministry of Environment) (Mr. Rupingena)

These projects in Namibia don't have a potential to attract investors other than getting grants and this is why the Ministries play a big role.

BEYOND ZERO ENERGY

The National Designated Authority (NDA) developed a National Determined Contribution (NDC) stated a USD15 billion budget that needs to be supported by 2030. There are no projects

to support but this low carbon emission project can be supported and DBN is being accredited as a medium enterprise (can receive USD 200-250 million per project) and they can receive funding for this project.

The DBN also has readiness funding to develop the concept to the level where it is ready to go for funding.

A project of this magnitude will only work with a robust and smart capital structure. It might even have up to six (6) funders, i.e. grant, passion funding (where you get money and start paying in 20 years), equity, normal debt, etc.

RESOLVED

BZE

- To arrange engagement with DBN
- To arrange a meeting with Petrus from MoE

CoW

- Inform the CEO of this project

Meeting adjourned at 11h45

Inquiry into the Low Carbon Public Transport Concept Meeting
Monday, 19 August 2024 @ 10h00
City of Windhoek

PRESENT

City of Windhoek (CoW)

- Clarence MU Rupingena
- Johanna Shikukutu
- Kenneth Neumbo
- Toini Paulus
- Hilda TN Nathnael

Beyond Zero Energy (BZE)

- Jerry Mameja
- Ernst Keister

Development Bank of Namibia (DBN)

- Mahevo Kadhepa

AGENDA

- Introductory between DBN and CoW

DISCUSSION

BEYOND ZERO ENERGY

The Green Climate Fund (GCF) is a United Nation's (UN) funding for adaptation and mitigation for developing countries. In order for organizations to access this funding, they need to be accredited. BZE is working to accredit entities such as DBN and AgriBank.

Mitigation is about reducing greenhouse gas emissions and on mitigation, DBN is key.

Adaptation has to do with resilient. Projects under this umbrella include, agriculture, ecosystem management, water, etc. Entities such as AgriBank fall under this theme.

DBN Accreditation application was submitted to the GCF and there is a planned trip to GCF end of September to discuss the application approval process.

The National Determining Contribution (NDC) document states that USD15 billion (USD9 billion is for mitigation and USD6 billion is for adaptation) that we need for climate funding by 2030. Therefore, we need to unlock funding to make this dream a reality.

- *Low carbon municipal buses project*

GCF is looking for impactful projects. Through the accreditation process, BZE picked up the proposal for low carbon municipal buses project that was previously submitted by CoW. The proposal needs to be revised but BZE sees potential for this project and is one of the projects they want to revive. This project can be co-financed and co-blended through various funding structures, i.e. grant funding.

BZE reached out to the Director of Multi-Lateral Affairs, Ministry of Environment. He said the project halted when the GCF asked that the project be submitted under the project specific accreditation (PSA), that allows countries that are not credited to submit projects.

BZE reached out to GIPF with the City's proposal for low-carbon public transport in Windhoek because GIPF owns shares in China's BYD, the world's largest manufacturer of plug-in electric vehicles. BZE is seeking a by-in by the City.

The project team must have an engagement with GIPF to discuss this project further.

- *Trip to Korea*

BZE is planning a trip to Korea to go present a proposal on upcoming country's projects. It will be advisable for the City to participate on this project.

CITY OF WINDHOEK

- *Public transport in Windhoek*

Public transport in the City will impact more lives. People don't have access to job opportunities because of the way the city was planned. Schools, hospitals, offices, etc. are far from the people. Public transport is an enabler to reduce mobility poverty. The Sustainable Urban Transport Master Plan (SUTMP) has identified working on improving mobility between Windhoek and neighboring towns i.e. Okahandja, Rehoboth and Hosea Kutako Airport.

Further, CoW needs buses incase there is a need to evacuate people in a case of a code red. We have no capacity to react in an emergency.

CoW need to have a fully-fledged system, proper bus stops, that has schedules where the bus comes every 10 minutes. This will reduce the number of vehicles on the road.

- *Stakeholder engagement*

This project involves many stakeholders, such as Ministry of Urban and Rural Development, Ministry of Works, Ministry of Environment, Min of Finance. We need to get these

stakeholder's together. The Mayor of CoW needs to be briefed so she can have courtesy calls with the Ministers.

- *KfW Funding*

There City received grant funding from KfW worth 11million EURO for the construction of non-motorised transport infrastructure to reduce CO2. By 2026, construction must start. This is part of implementing the SUTMP.

- *Working with BYD*

There was a request from the City to BYD to work on a pilot project through the City of Cape Town. This project had challenges but should be revived.

DEVELOPMENT BANK OF NAMIBIA

DBN grant funding is very conditional. They fund projects where there a high-level number done, to avoid risks as much as possible. The low-carbon public transport in Windhoek project are the types of projects DBN can support.

DBN has a credit line with KfW where they can also get funds to make this project work.

RESOLVED

BZE

- To assist CoW with item submission to Council
- Share the energy proposal to be presented in Korea
- Arrange engagement with GIPF

CoW

- Request to council
- Prepare brief for the Mayor
- Prepare letters to the Minister of Transport
- Set up a steering committee
- Request to accompany BZE on upcoming trips
- Public Transport Division, to quantify the number of buses

Meeting adjourned at 11h05

ANNEXURE E

Outline of the strategic steps

1. Engagement with the City Council		
	Objective:	The primary goal is to secure the City Council's buy-in and gauge their interest in advancing the carbon-free transportation project. The City Council's role in this project is to express their willingness to reactivate the project, engage the line ministry and all relevant ministries and set the necessary steering structure to steer the project, and their support will lay the groundwork for all subsequent actions.
	Action	The Chief Executive Officer will initiate engagement with the Council to present the project's potential benefits, discuss any concerns, and secure their endorsement. This engagement will also help to identify critical stakeholders within the Council who can champion the project moving forward, bringing a promising future for transportation in Windhoek.
2. Re-opening discussions with vital financial institutions		
	Objective	To explore and confirm further deliberations with critical financial bodies that can provide the necessary funding and resources for the project. Establishing a robust economic foundation is essential for the project's success.
	Action	The Chief Executive Officer will simultaneously re-engage with the National Designated Authority (NDA) and the Development Bank of Namibia (DBN). These discussions will solidify their commitment to the project and explore potential funding avenues such as grant funding. Early-stage financial support from these institutions will be crucial for the project's viability and momentum.
3. Stakeholder consultations		
	Objective	To ensure that the project aligns with the broader urban and national development goals and to obtain the necessary approvals from relevant governmental and non-governmental stakeholders. Collaboration with key stakeholders will be instrumental in overcoming potential regulatory or logistical challenges.
	Action	Following the successful engagement with the Council and the NDA, The Chief Executive Officer will engage with the Ministries of - Transport; Urban and Rural Development; Environment, Forestry and Tourism; and other relevant stakeholders. These consultations will focus on securing their support, addressing regulatory requirements, and ensuring the project complements existing infrastructure and development plans.
4. Proposal revision and expansion		
	Objective	To update and enhance the project proposal by incorporating new data, expanding the scope of services, and addressing additional project elements. A comprehensive and up-to-date proposal will be critical in securing further stakeholder and financial support.
	Action	The Office of the Chief Executive Officer will revise the concept note to include critical components such as road network redesign, integration of dormitory towns and peri-urban suburbs, development of transportation corridors, air quality monitoring and impact analysis and other relevant elements. This revision will consider the feedback and data gathered from stakeholders and potential funders. The proposal will be updated following the completion of Steps 1-3 and contingent upon securing project preparation funding from DBN, GIPF, NDA, and other sources.
5. Engagement with potential sponsors and international participants		
	Objective	To attract sponsorship, international expertise, and potential partnerships to enhance the project's scope and implementation. Leveraging

		international experience and resources will ensure the project's success and sustainability.
	Action	The Chief Executive Officer will reach out to potential sponsors and international participants, including BYD (China), Hyundai EV (Korea), Seoul National University Smart Cities Division (Korea), the City of Cape Town, and others. The Chief Executive Officer will explore their interest and potential levels of participation and support. Additionally, we propose a possible visit to Korea and China within DBN's collaboration agreement with Korea. The details of these engagements, including any agreements or partnerships, will be promptly shared with the City of Windhoek team to ensure transparency and collaboration.
6. Submission of revised funding proposal		
	Objective	To secure grant funding from international development finance institutions (DFIs) and other potential sources. Access to substantial financial resources will be essential for the successful implementation of the project.
	Action	The Chief Executive Officer will submit a revised project proposal to major international funding entities, such as the Green Climate Fund (GCF), Climate Investment Funds (CIF), KfW, Development Bank of Southern Africa (DBSA), and other development finance institutions (DFIs). Additionally, the Chief Executive Officer will ensure that the project is included in the DBN project pipeline as part of its accreditation process. This will help streamline access to funding and facilitate the project's advancement.

[Municipal Council Minutes: 2015-11-26]

11.2.25 **BRB.26 [COM] APPLICATION FOR THE ALLOCATION OF LAND TO THE NAMIBIAN POLICE (NAMPOL) FOR THE CONSTRUCTION OF A POLICE VILLAGE**
(16/15/2/1/4)

On proposal by Councillor M Shiikwa, it was

RESOLVED

1 That the Remainder Portion B of Windhoek Town and Townlands be subdivided into Portion X (± 26.67 hectares) and the Remainder Portion B.

2 That Portion X be incorporated into Otjomuise as Erf Y and that the boundary of Otjomuise be extended accordingly.

3 That the conditions registered against Remainder Portion B be retained,

4 That the conditions registered against Portion X be cancelled and replaced with the standard conditions in favour of the City of Windhoek.

5 That Portion X be allocated to the Namibian Police (NAMPOL) at an upset price still to be determined by the Strategic Executive: Urban Planning and Property Management.

6 That costs involved for the rezoning of the land from the current land use to the desired land use be for the Namibian Police (NAMPOL's) own account.

7 That all costs pertaining to the provision of infrastructure and services that will bring Portion X to a usable state be for the Namibian Police (NAMPOL's) own account. [This will include but not limited to electricity, water, sewer and road (including a bridge over a small non-perennial river).]

8 That all infrastructure and services be to the satisfaction and subject to approval of the City of Windhoek.

9 That building plans be submitted for approval and that a formal arrangement be reached between the City of Windhoek and the Namibian Police (NAMPOL) on how sensitive information would be handled.

10 That the Strategic Executive: Community Services follow all steps to obtain the necessary approval from the Namibia Planning and Advisory Board (NAMPAB) and the Townships Board.

11 That the Strategic Executive: Community Services be authorised to make small changes to the subdivision where necessary to do so, i.e. to

accommodate infrastructure and services or facilitate approval, etc.

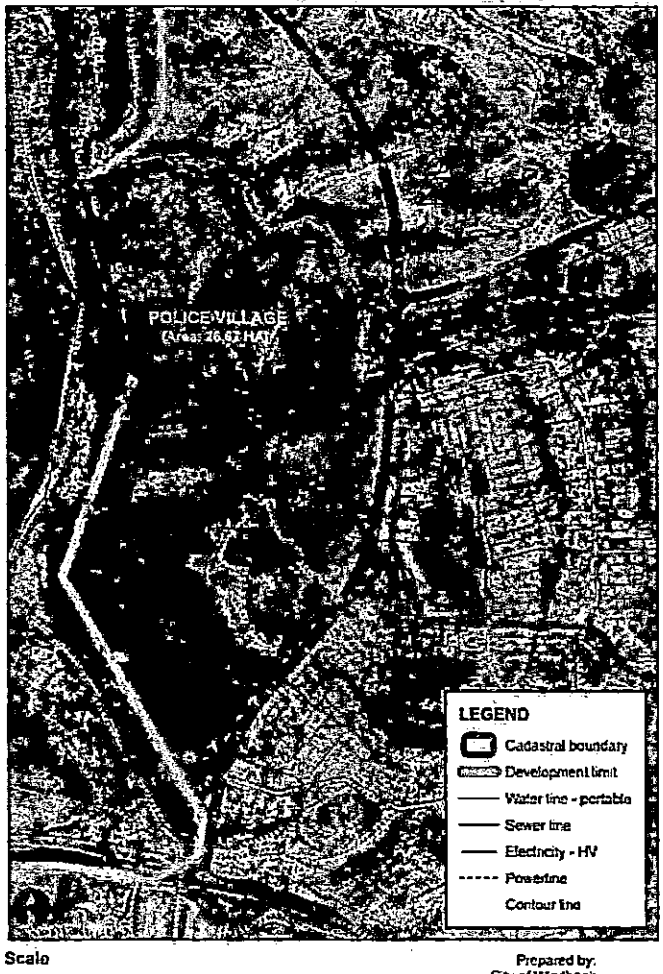
12 That the Strategic Executive: Urban Planning and Property Management be authorised to facilitate the transfer of Portion X to the Namibian Police (NAMPOL).

13 That Ministerial approval be obtained in terms of section 63(1)(b) of the Local Authorities Act, 1992 (Act 23 of 1992) for the sale of Portion X.

14 That the resolution be implemented prior to confirmation of the minutes.

RESOLUTION 339/11/2015

Portion X
(A Portion of Portion B of the RE of Windhoek Town and Townlands No.31)



Scale
1:10,000
1 centimeter = 100 meters
Meters
0 75 150 300 450 600

Prepared by:
City of Windhoek
Dept. of Community Services
Division of Sustainable Development
November 2015

CITY OF WINDHOEK

✉ 59
Windhoek

☎ 061-2902911
Fax 061-2902006

MINUTES of the monthly meeting of the

MUNICIPAL COUNCIL OF WINDHOEK

scheduled to be held on Thursday, 19 November 2015 at 18:00, but postponed to be held on **Thursday, 26 November 2015 at 18:00** in the Khomas Regional Council Chambers, Pullman Street, Windhoek.

ENQUIRIES:	Ms T Edward/joa Ms M Garises	**REF:**	26-11-2015.scm
TELEPHONE:	2902597/2902557	**DATE:**	2015-12-01

PRESENT

Councillor M Kazapua	Chairperson/Mayor
Councillor Ms MHK Veico (left 19:30)	Deputy Chairperson/Deputy Mayor
Councillor M Shiikwa	Chairperson of Management Committee
Alderwoman E Trepper	Member of Management Committee
Alderman JJ Shikongo	Member of Management Committee
Councillor Ms FN Kahungu (arrived 18:45, left 20:15)	Member of Management Committee
Councillor JS Moonde	Member of Management Committee
Alderman B Ekandjo (arrived 18:40)	
Alderman GH Kamatuka	
Councillor Ms BE Cornelius	
Councillor T Gaeseb	
Councillor Ms P Kahuure	
Councillor Ms EL Musialela	
Councillor Ms M Ukeva	
Councillor Ms H Ulumbu	

IN ATTENDANCE

Mr FN Hambuda	Acting Chief Executive Officer/ Strategic Executive: Human Resources
Mr AK Kanime (left 21:35)	Head: City Police
Mr JK Kalundu (left 21:25)	for Strategic Executive: Community Services
Mr F Koujo (left 21:25)	for Strategic Executive: Economic Development and Environment
Mr TB Mwakayanga (left 21:25)	for Strategic Executive: Electricity
Mr GW Esterhuizen	Strategic Executive: Finance
Ms JN Theodore	Acting Strategic Executive: Human Resources
Mr L van Wyk (left 21:25)	Strategic Executive: Information and Communication Technology
Mr P van Rensburg (left 21:25)	Strategic Executive: Infrastructure, Water and Technical Services
Mr S Hochobeb (left 19:35)	for Strategic Executive: Urban Planning and Property Management
Ms T Hongonekua (left 21:25)	Acting Corporate Legal Adviser
Mr JN Amukugo (left 21:25)	Manager: Corporate Communications, Marketing, Tourism and Customer Care
Mr C Eita (left 21:25)	Manager: Mayoral Support and External Relations
Ms KA Krotz	Manager: Operations and Committee Services
Ms T Edward	SAO (Confidential Committee Work and Administration)
Ms M Garises	SAO (Confidential Committee Work and Administration)

ALSO IN ATTENDANCE

Honourable Ms L McLeod-Katjirua	Governor: Khomas Region
Honourable Alderwoman AM Kafula	Former Mayor/Member of Parliament
Alderman MK Shikongo	Former Mayor
Honourable G Trepper	Councillor: Windhoek West Constituency
Mr G Lin	Chinese Embassy
Chief J Gawaxas	Khomanin Traditional Authority
Comrade E Mbako	SWAPO Party Regional Co-ordinator
Senior Superintendent GN Shikesho (from 20:25, left 21:06)	Department of City Police
Mr Kefas Eixab (from 20:25, left 21:05)	Legal Representative
Constabel SB Gomachab (from 20:25, left 21:05)	Appellant

M.K

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11.2.22	BRB.22 [PLA] APPLICATION TO PURCHASE ERF 1956, JOHANNA STREET, KHOMASDAL - CHILDREN FUTURE CRECHE PRE-PRIMARY SCHOOL	62
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11.2.24	BRB.24 [PLA] APPLICATION FOR THE REZONING OF ERF 3867, DAWID GORESEB STREET, KATUTURA EXTENSION 2 FROM 'INSTITUTIONAL' TO 'BUSINESS' WITH A BULK OF 1.0	65
11.2.25	BRB.26 [COM] APPLICATION FOR THE ALLOCATION OF LAND TO THE NAMIBIAN POLICE (NAMPOL) FOR THE CONSTRUCTION OF A POLICE VILLAGE	67
11.2.26	BRB.28 [COM] APPLICATION FOR THE CONSOLIDATION OF THE REMAINDER OF PORTION 7 OF THE FARM EMMARENTIA NO. 380, PORTION 35 (A PORTION OF PORTION 7) OF THE FARM EMMARENTIA NO. 380, PORTION 36 (A PORTION OF PORTION 7) OF THE FARM EMMARENTIA NO. 380, PORTION 8 OF THE FARM EMMARENTIA NO. 380 AND THE REMAINDER OF THE FARM EMMARENTIA NO. 380 INTO CONSOLIDATED PORTION/ERF X AND SUBDIVISION OF CONSOLIDATED ERF X INTO PORTIONS 1, 2 AND 3, NEED AND DESIRABILITY FOR TOWNSHIP ESTABLISHMENT FOR MIX PROPER AND MIX EXTENSION 1 ON PORTIONS 1 AND 3 RESPECTIVELY, TOWNSHIP ESTABLISHMENT AND LAYOUT APPROVAL ON PORTION 1 TO BE KNOWN AS MIX PROPER, TOWNSHIP ESTABLISHMENT AND LAYOUT APPROVAL ON PORTION 3 TO BE KNOWN AS MIX EXTENSION 1	69
11.2.27	HRD.3 [HUM] STAFF MATTER	70
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11.2.30	REP.8 [PLA] PUBLIC PRIVATE PARTNERSHIP (PPP) DEVELOPMENT OF LAND IN THE CITY - THE WAY FORWARD	71

M.K

[Municipal Council Minutes: 2015-11-26]

11.2.25 **BRB.26 [COM] APPLICATION FOR THE ALLOCATION OF LAND TO THE NAMIBIAN POLICE (NAMPOL) FOR THE CONSTRUCTION OF A POLICE VILLAGE**
(16/15/2/1/4)

On proposal by Councillor M Shiikwa, it was

RESOLVED

1 That the Remainder Portion B of Windhoek Town and Townlands be subdivided into Portion X (± 26.67 hectares) and the Remainder Portion B.

2 That Portion X be incorporated into Otjomuise as Erf Y and that the boundary of Otjomuise be extended accordingly.

3 That the conditions registered against Remainder Portion B be retained,

4 That the conditions registered against Portion X be cancelled and replaced with the standard conditions in favour of the City of Windhoek.

5 That Portion X be allocated to the Namibian Police (NAMPOL) at an upset price still to be determined by the Strategic Executive: Urban Planning and Property Management.

6 That costs involved for the rezoning of the land from the current land use to the desired land use be for the Namibian Police (NAMPOL's) own account.

7 That all costs pertaining to the provision of infrastructure and services that will bring Portion X to a usable state be for the Namibian Police (NAMPOL's) own account. [This will include but not limited to electricity, water, sewer and road (including a bridge over a small non-perennial river).]

8 That all infrastructure and services be to the satisfaction and subject to approval of the City of Windhoek.

9 That building plans be submitted for approval and that a formal arrangement be reached between the City of Windhoek and the Namibian Police (NAMPOL) on how sensitive information would be handled.

10 That the Strategic Executive: Community Services follow all steps to obtain the necessary approval from the Namibia Planning and Advisory Board (NAMPAB) and the Townships Board.

11 That the Strategic Executive: Community Services be authorised to make small changes to the subdivision where necessary to do so, i.e. to accommodate infrastructure and services or facilitate approval, etc.

12 That the Strategic Executive: Urban Planning and Property Management be authorised to facilitate the transfer of Portion X to the Namibian Police (NAMPOL).

13 That Ministerial approval be obtained in terms of section 63(1)(b) of the Local Authorities Act, 1992 (Act 23 of 1992) for the sale of Portion X.

14 That the resolution be implemented prior to confirmation of the minutes.

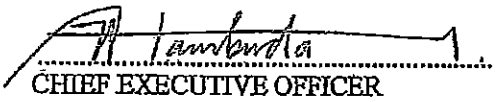
RESOLUTION 339/11/2015

THE MEETING CLOSED AT 21:45

MINUTES APPROVED



CHAIRPERSON



CHIEF EXECUTIVE OFFICER

29/01/2016

DATE

RB. BROADENING THE REVENUE BASE

[Management Committee Agenda: 2015-11-18]

RB.26 [COM] APPLICATION FOR THE ALLOCATION OF LAND TO THE NAMIBIAN POLICE (NAMPOL) FOR THE CONSTRUCTION OF A POLICE VILLAGE (16/15/2/1/4)

Introduction

This item motivates the allocation of land to the Namibian Police (NAMPOL) for the purpose of constructing a police village.

To give a bit of background, in May 2015, as part of the preparation for the Mass Land Servicing, His Excellency, the President of the Republic of Namibia, was taken on a tour to various sites in Windhoek. It was during these visits that His Excellency, the President called on the City of Windhoek to address the housing need of the men and women in uniform by donating land to them, free of costs. The housing need referred to is for official accommodation that in a way will result, among other things, in improved living conditions, easier access to the duty stations which in turn have a positive impact on efficiency and effectiveness.

* Heeding the call, the City of Windhoek had engagements with the Namibian Police (NAMPOL), the Namibian Correctional Services and the Namibian Defence Force. Meetings with the Namibian Police were held on 12 August 2015, 20 September 2015 and 29 October 2015 respectively. The minutes of the meetings are **attached as pages 1088 – 1091, 1092 – 1096 and 1097 – 1101 respectively to the agenda**. The meeting held on 12 August 2015 was to understand the Namibian Police (NAMPOL's) land requirement for the purpose of quantifying the need and relating such a need to a spatial context. At the meeting in reference the Namibian Police (NAMPOL's) land requirement was quantified and pointed out that, the need for land for purpose of constructing a police village is the most urgent and pressing. It was resolved at the meeting that the City of Windhoek will investigate suitable land for a police village and other land requirements and share such findings in a follow-up meeting.

* A follow-up meeting was held on 29 September 2015. The findings of the investigation were shared and a field visit was undertaken the same day. A site in Otjomuise (marked as Portion X, a Portion of Windhoek Town and Townlands No. 31) was found to be the most suitable for constructing a police village. Refer to map **attached as page 1103 to the agenda**. On 5 October 2015 the Namibian Police (NAMPOL) submitted a formal application to the City of Windhoek for the allocation of the identified portion in Otjomuise, pointing to its strategic location and fitness for purpose. The said letter is **attached as page 1102 to the agenda.**

Discussion of the request

At the first meeting held on 12 August 2015 the Namibian Police (NAMPOL) indicated the following:

- That they are not particular with regard to the location. The emphasis is on accessibility of the envisaged police village in relation to duty stations. Therefore, they are looking for land within town and singled out Cimbebasia, Khomasdal, Kleine Kuppe or Otjomuise;

- That the land requirement for the envisaged police village is ± 40 hectares;

- That the envisaged police village will have barracks for single and married members, recreational facility, clinic, etc; and

- That the envisaged police village will accommodate about five thounsand (5 000) officers, mainly from the Very Important Person (VIP) Unit, those at the Police Headquarters, and many other members.

In addition to the above, the Namibian Police (NAMPOL) indicated that they are looking for land where houses for police officers can be built at a reasonable cost. They pointed out that the planned police stations at Babilon informal settlement in Okuryangava, Havana, Kleine Kuppe and Elisenheim will require land for official accommodation and offices.

The City of Windhoek informed the Namibian Police (NAMPOL) that the demand for land in various income categories far exceeds supply. Therefore to ensure sustainable urban development and in line with the Windhoek Structure Plan, the City of Windhoek is encouraging densification. For this reason, a police village should be built as a compact development and encouraged the Namibian Police (NAMPOL) to consider taking such investment initiatives in depressed areas because such an intervention uplifts and bring about a positive change to such areas.

From a strategic point of view, it was agreed that the City of Windhoek and the Namibian Police (NAMPOL) should set aside a day and look the latters current and future land needs and agree on a way forward.

Identification of the land for the police village

Investigations were carried out in Cimbebasia, Khomasdal, Kleine Kuppe and Otjomuise for the purpose of identifying the most suitable piece of land for constructing a police village. A piece of land marked as Portion X (a Portion of Windhoek Town and Townlands) was found to be suitable for the following reasons:

- It is strategically located and can easily be accessed via three (3) major arterials, namely Sam Nujoma Drive, Moses Garoëb and Matshitshi Streets;

- In 2006 and again in 2011 a staggering 78 % of Windhoek's population lived west of the Western Bypass in areas such as Goreangab, Hakahana, Havana, Katutura, Khomasdal, Okuryangava, Otjomuise, Rocky Crest and Wanaheda. Therefore easier access and proximity to the above listed localities is critical; and

- The current population growth points are Havana, Okuryangava and Goreangab (land invasion), Otjomuise (relocations and mass housing) and Rocky Crest (planned settlement). Therefore, when considering the north-south spread of the area, Otjomuise becomes centrally located.

The land in reference measures an estimated ± 26.67 hectares representing 66 % of the desired 40 hectares. The reasons for reduction are, among others:

- The Namibian Police (NAMPOL) should embrace compact development (high density) as opposed to sprawl (low density); and

- The City of Windhoek have to balance land allocation by taking into consideration other competing land uses.

Infrastructure and services

There are water, sewer and electrical lines in the surrounding area. Due to the urgency of the matter, no consultations were held with the service departments. Therefore, before the signing of the relevant documents to transmit ownership the City of Windhoek will confirm availability of bulk services to the Namibian Police (NAMPOL). The cost of the connection to such services, or where required and the shifting of such service lines to accommodate the proposed development will be for the Namibian Police (NAMPOL's) own account.

Access to the area will be via an extension of Moses Garoëb Street that extends westward from the intersection with Matshitshi Street. A small bridge will be required to cross a non-perennial river situated between Matshitshi Street and the proposed site. The cost for the construction of the bridge will be for the Namibian Police (NAMPOL's) own account.

It is

RECOMMENDED

1 That the Remainder Portion B of Windhoek Town and Townlands be subdivided into Portion X and Remainder Portion B.

2 That Portion X be incorporated into Otjomuise as Erf Y and that the boundary of Otjomuise be extended accordingly.

3 That the conditions registered against Remainder Portion B be retained,

4 That the conditions registered against Portion X be cancelled and replaced with the standard conditions in favour of the City of Windhoek.

5 That Portion X be allocated to the Namibian Police (NAMPOL) as a donation, free of costs;

6 That costs involved for the rezoning of the land from the current land use to the desired land use be for the Namibian Police (NAMPOL's) own account.

7 That all costs pertaining to the provision of infrastructure and services that will bring Portion X to a usable state be for the Namibian Police (NAMPOL's) own account. [This will include but not limited to electricity, water, sewer and road (including a bridge over a small non perennial river)].

8 That all infrastructure and services be to the satisfaction of the City of Windhoek;

9 That building plans be submitted for approval and that a formal arrangement be reached between the City of Windhoek and the Namibian Police (NAMPOL) on how sensitive information will be handled.

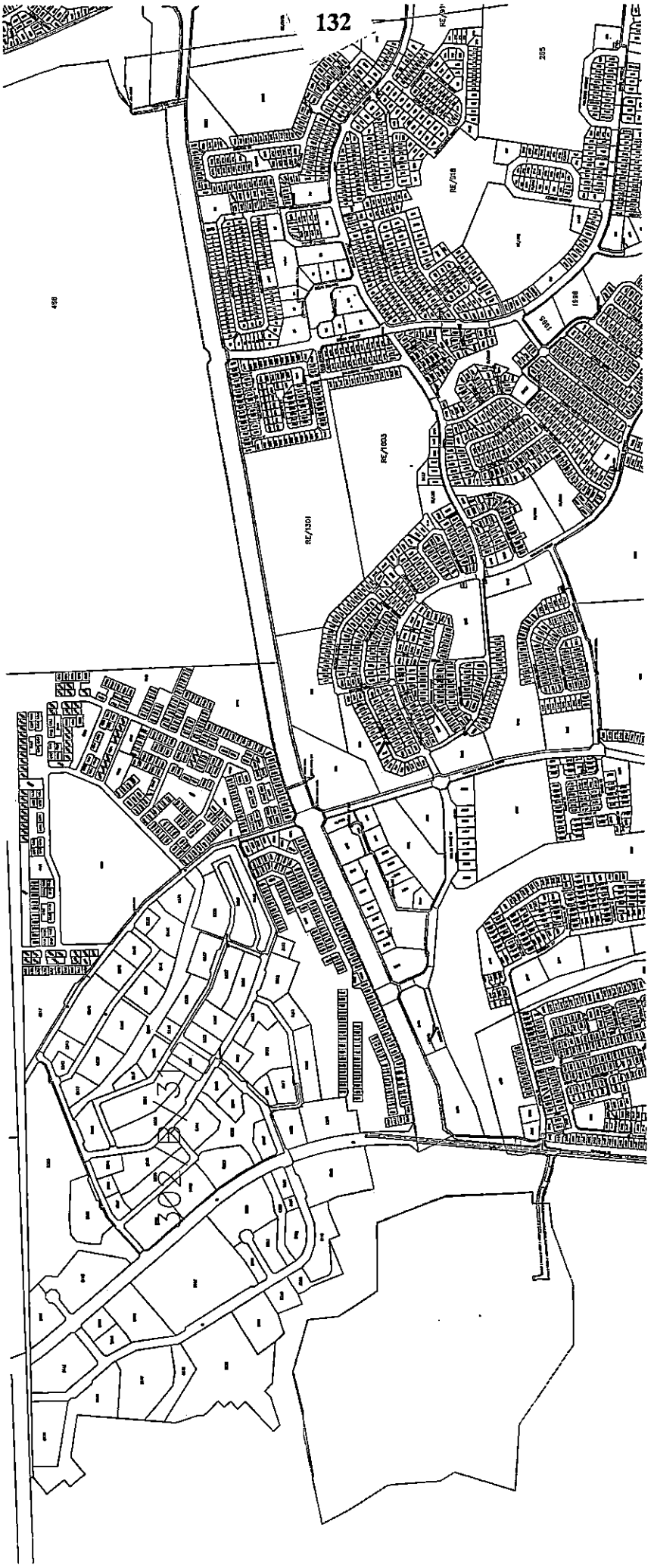
10 That the Strategic Executive: Community Services follow all steps to obtain the necessary approval from Namibia Planning and Advisory Board (NAMPAB) and the Townships Board.

11 The Strategic Executive: Community Services be authorised to make small changes to the subdivision where necessary to do so, i.e. to accommodate infrastructure and services or facilitate approval, etc.

12 That the Strategic Executive: Urban Planning and Property Management be authorised to facilitate the transfer of Portion X to the Namibian Police (NAMPOL).

13 That the resolution be implemented prior to approval of the minutes.

FOR CONSIDERATION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RE/1003
RE/918
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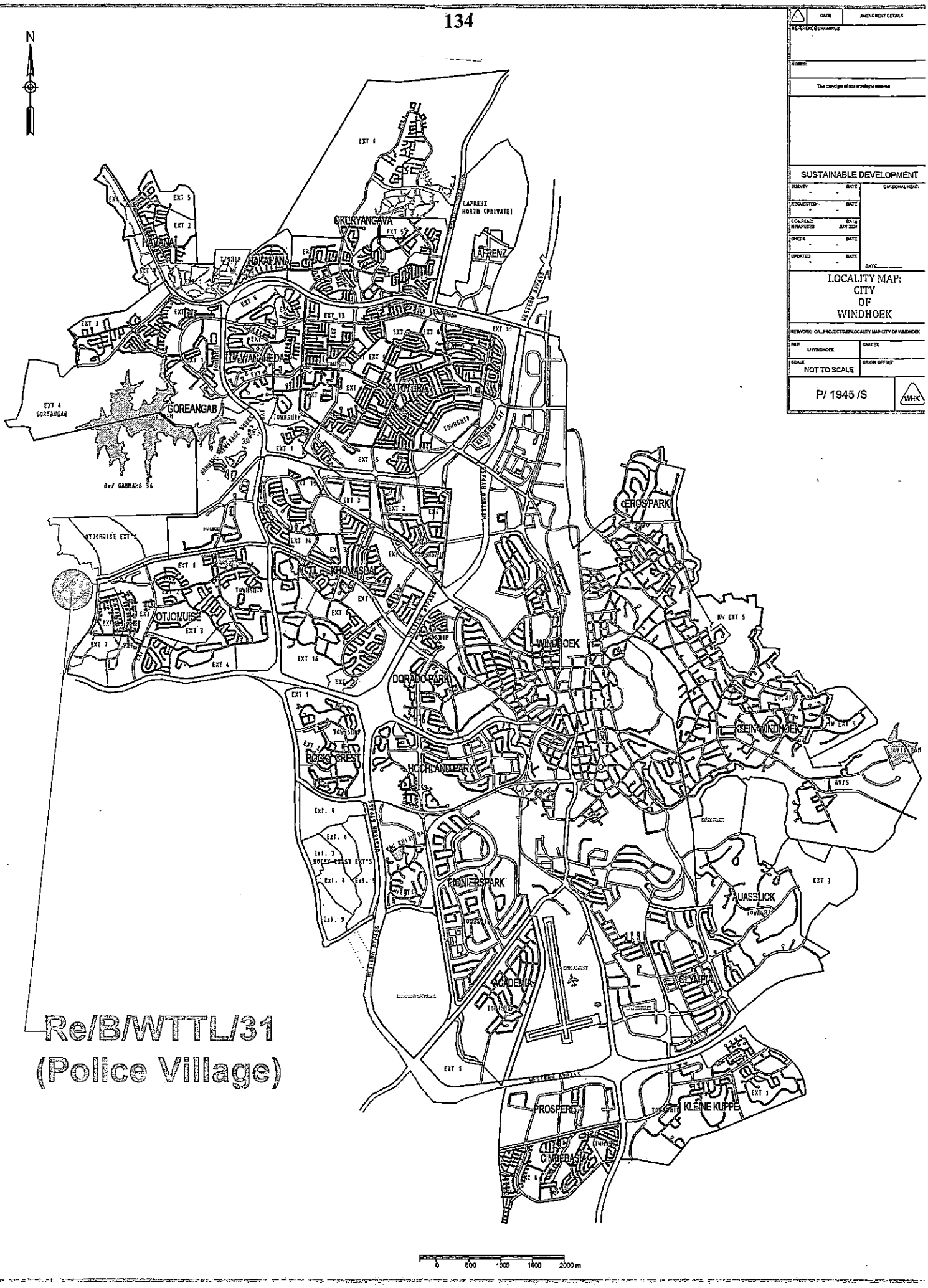
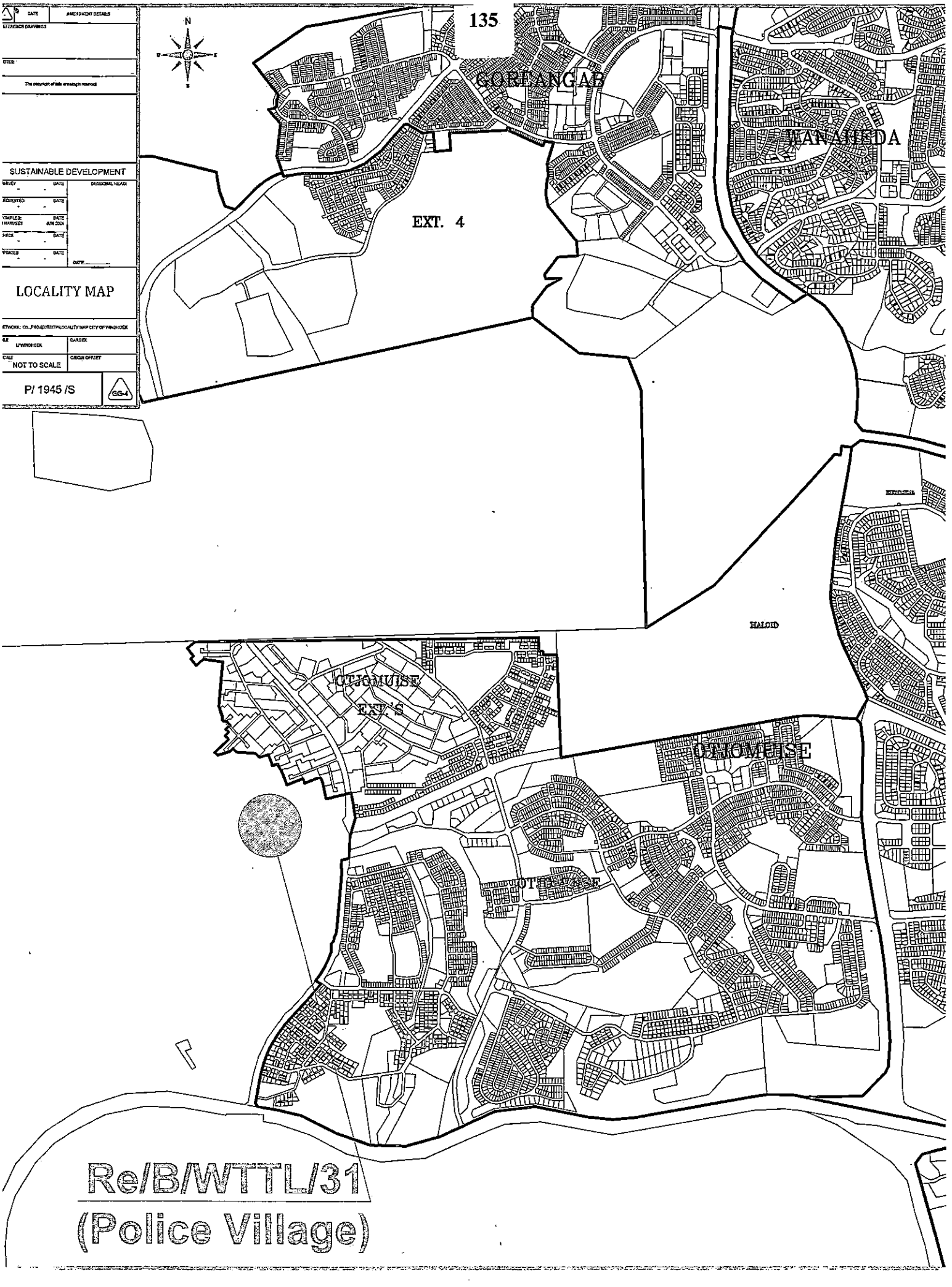
1995
255
458



Fig. 1: Locality of the area under consideration **Source: GoogleEarth**



Re/B/WTTL/31
(Police Village)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GOREANGAB
WANAHEDA
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EXT'S
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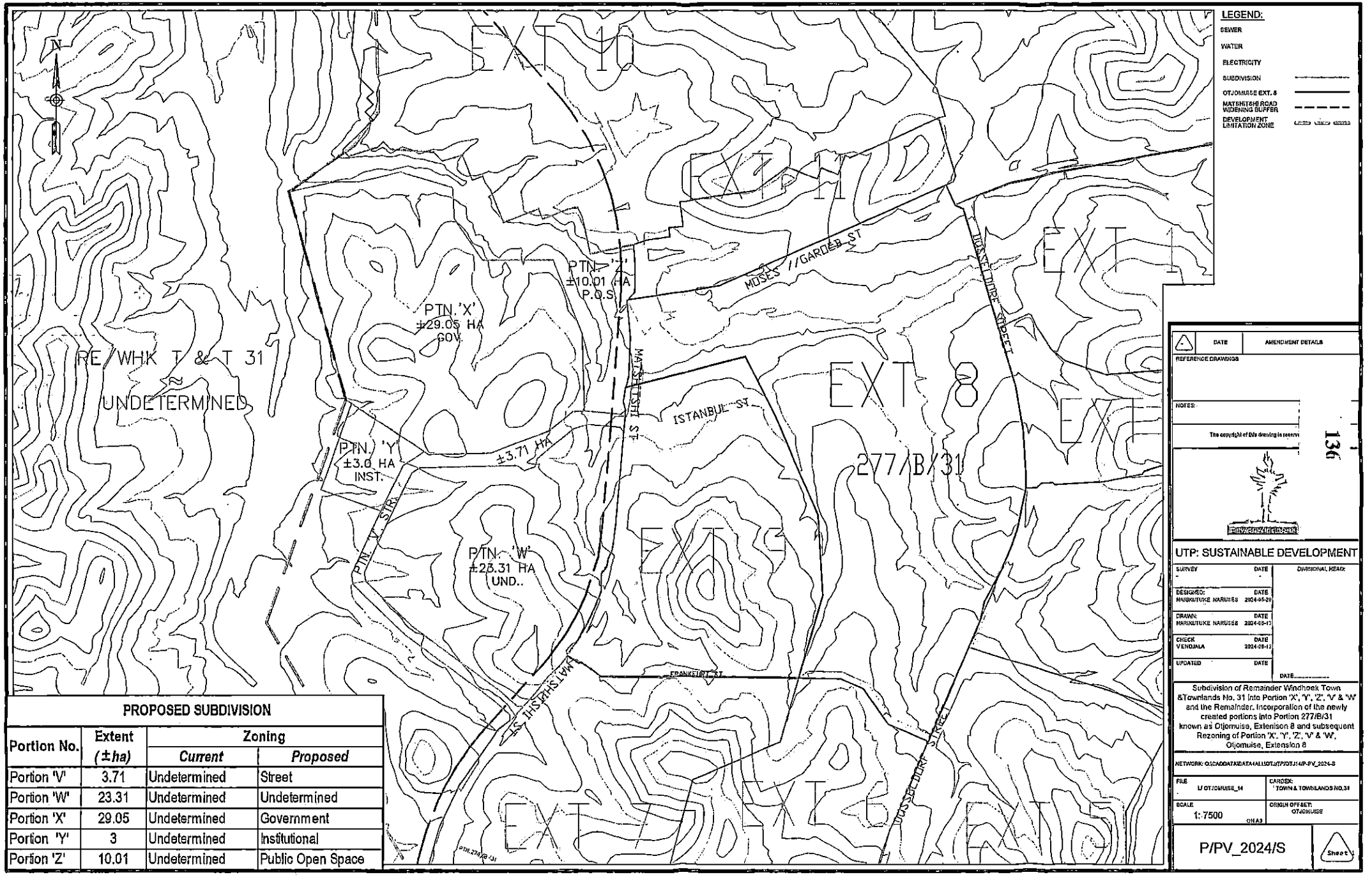
OTJOMUISE
SUSTAINABLE DEVELOPMENT
LOCALITY MAP
NOT TO SCALE
P/ 1945 /S
Re/B/WTTL/31
(Police Village)



PROPOSED SUBDIVISION

Portion No.	Extent (±ha)	Zoning	
		Current	*Proposed*
Portion 'V'	3.71	Undetermined	Street
Portion 'W'	23.31	Undetermined	Undetermined
Portion 'X'	29.05	Undetermined	Government
Portion 'Y'	3	Undetermined	Institutional
Portion 'Z'	10.01	Undetermined	Public Open Space

DATE	AMENDMENT DETAILS

REFERENCE DRAWINGS

NOTES:

The copyright of this drawing is reserv

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UTP: SUSTAINABLE DEVELOPMENT

SURVEY	DATE	DIVISIONAL HEAD:
-	-	
DESIGNED: MARIKUTUKE NARUSES	DATE 2024-05-29	
DRAWN: MARIKUTUKE NARUSES	DATE 2024-08-13	
CHECK VENDJALA	DATE 2024-08-13	
UPDATED	DATE	DATE

Subdivision of Remainder Windhoek Town &Townlands No. 31 into Portion 'X', 'Y', 'Z', 'V' & 'W' and the Remainder. Incorporation of the newly created portions into Portion 277/B/31 known as Otjomuise, Extension 8 and subsequent Rezoning of Portion 'X', 'Y', 'Z', 'V' & 'W', Otjomuise, Extension 8

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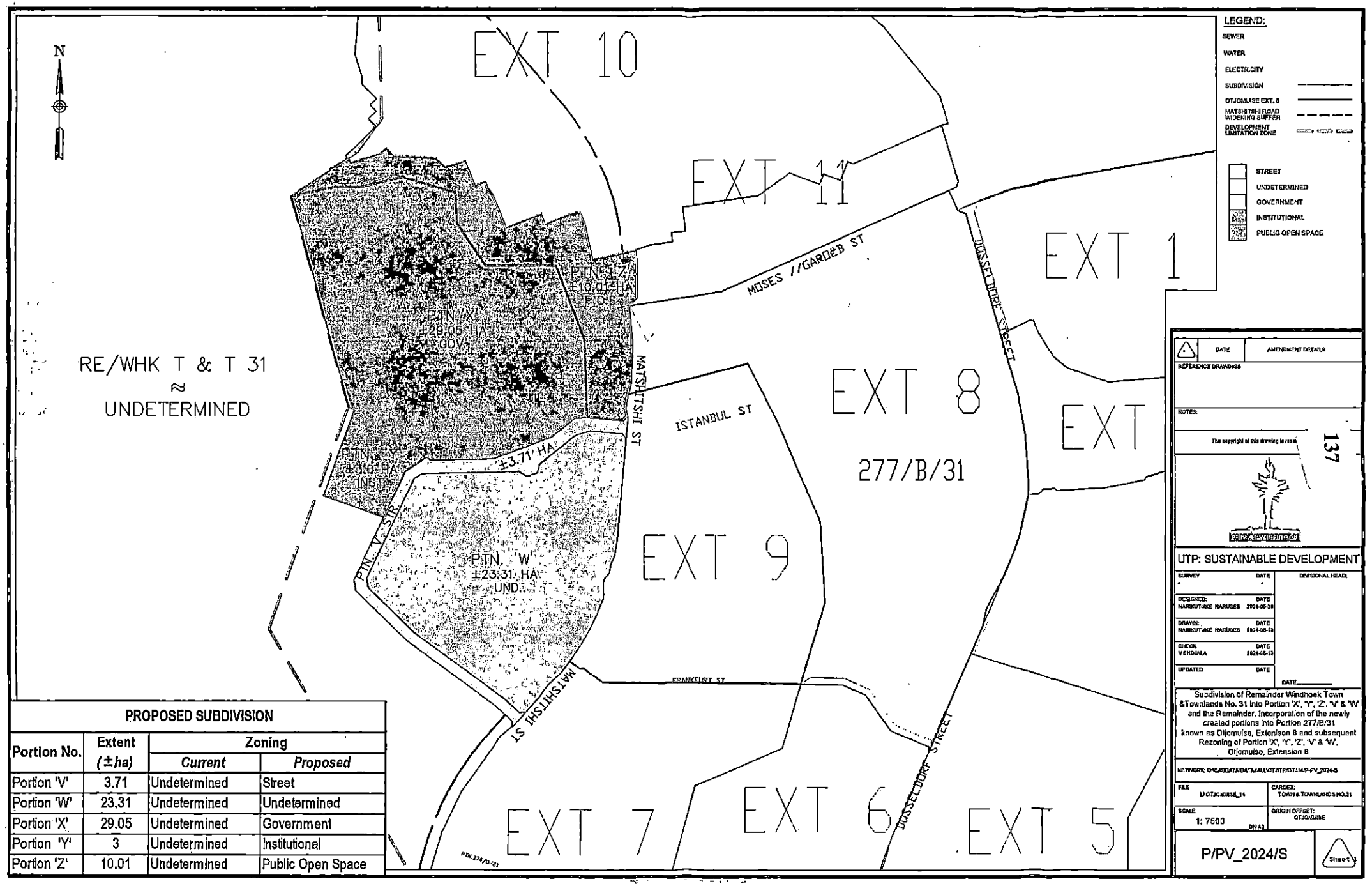
SCALE 1: 7500 @A3	ORIGIN OFFSET: OTJOMUISE

P/PV_2024/S

Sheet 1



PROPOSED SUBDIVISION

Portion No.	Extent (±ha)	Zoning	
		Current	*Proposed*
Portion 'V'	3.71	Undetermined	Street
Portion 'W'	23.31	Undetermined	Undetermined
Portion 'X'	29.05	Undetermined	Government
Portion 'Y'	3	Undetermined	Institutional
Portion 'Z'	10.01	Undetermined	Public Open Space



LEGEND:

- SEWER
- WATER
- ELECTRICITY
- SUBDIVISION
- OTJOMUISE EXT. 8
- MATSHITSHI ROAD WIDENING BUFFER
- DEVELOPMENT LIMITATION ZONE
- STREET
- UNDETERMINED
- GOVERNMENT
- INSTITUTIONAL
- PUBLIC OPEN SPACE

PROPOSED SUBDIVISION			
Portion No.	Extent (±ha)	Zoning	
		Current	Proposed
Portion 'V'	3.71	Undetermined	Street
Portion 'W'	23.31	Undetermined	Undetermined
Portion 'X'	29.05	Undetermined	Government
Portion 'Y'	3	Undetermined	Institutional
Portion 'Z'	10.01	Undetermined	Public Open Space

	DATE	AMENDMENT DETAILS

REFERENCE DRAWINGS

NOTES:

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UTP: SUSTAINABLE DEVELOPMENT

SURVEY	DATE	DIVISIONAL HEAD:
DESIGNED: NARIKUTUKE NARUSES	DATE 2024-05-29	
DRAWN: NARIKUTUKE NARUSES	DATE 2024-06-13	
CHECK VENDJALA	DATE 2024-06-13	
UPDATED	DATE	DATE

Subdivision of Remainder Windhoek Town &Townlands No. 31 into Portion 'X', 'Y', 'Z', 'V' & 'W' and the Remainder. Incorporation of the newly created portions into Portion 277/B/31 known as Otjomuise, Extenison 8 and subsequent Rezoning of Portion 'X', 'Y', 'Z', 'V' & 'W', Otjomuise, Extension 8

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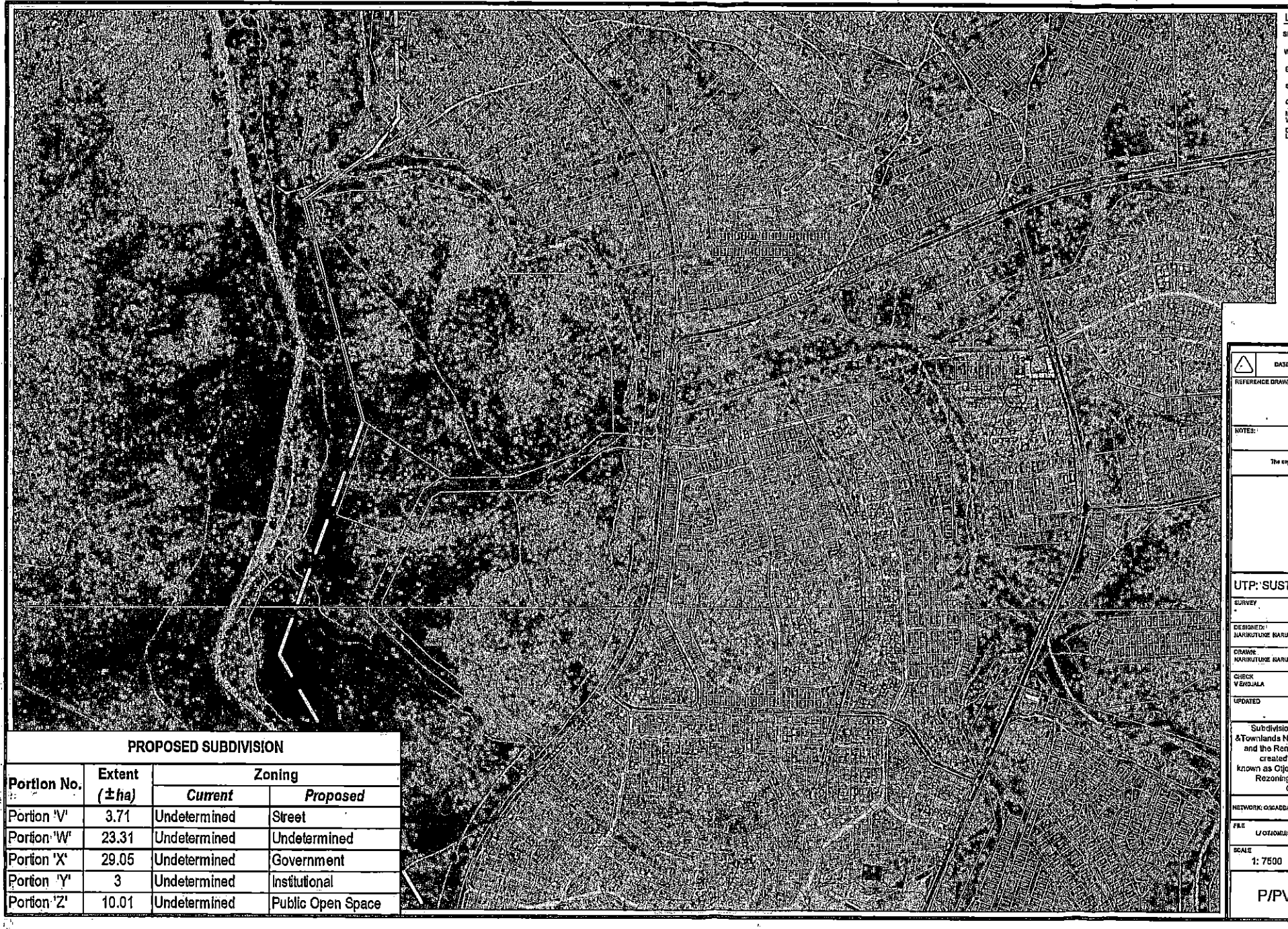
P/PV_2024/S

Sheet 1



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Portion No.	Extent (±ha)	Zoning	
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Portion 'V'	3.71	Undetermined	Street
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Portion 'Y'	3	Undetermined	Institutional
Portion 'Z'	10.01	Undetermined	Public Open Space

DATE	AMENDMENT DETAILS

REFERENCE DRAWINGS

NOTES:

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City of Windhoek

UTP: SUSTAINABLE DEVELOPMENT

SURVEY	DATE	DIVISIONAL HEAD:
DESIGNED: NAMUTUKWE NARUSES	DATE 2024-05-28	
DRAWN NAMUTUKWE NARUSES	DATE 2024-06-10	
CHECK V KENDJALA	DATE 2024-06-13	
UPDATED	DATE	DATE

Subdivision of Remainder Windhoek Town &Townlands No. 31 into Portion 'X', 'Y', 'Z', 'V' & 'W' and the Remainder. Incorporation of the newly created portions into Portion 277/8/31 known as Otjomuise, Extension 8 and subsequent Rezoning of Portion 'X', 'Y', 'Z', 'V' & 'W', Otjomuise, Extension 8

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FILE	CADEX:
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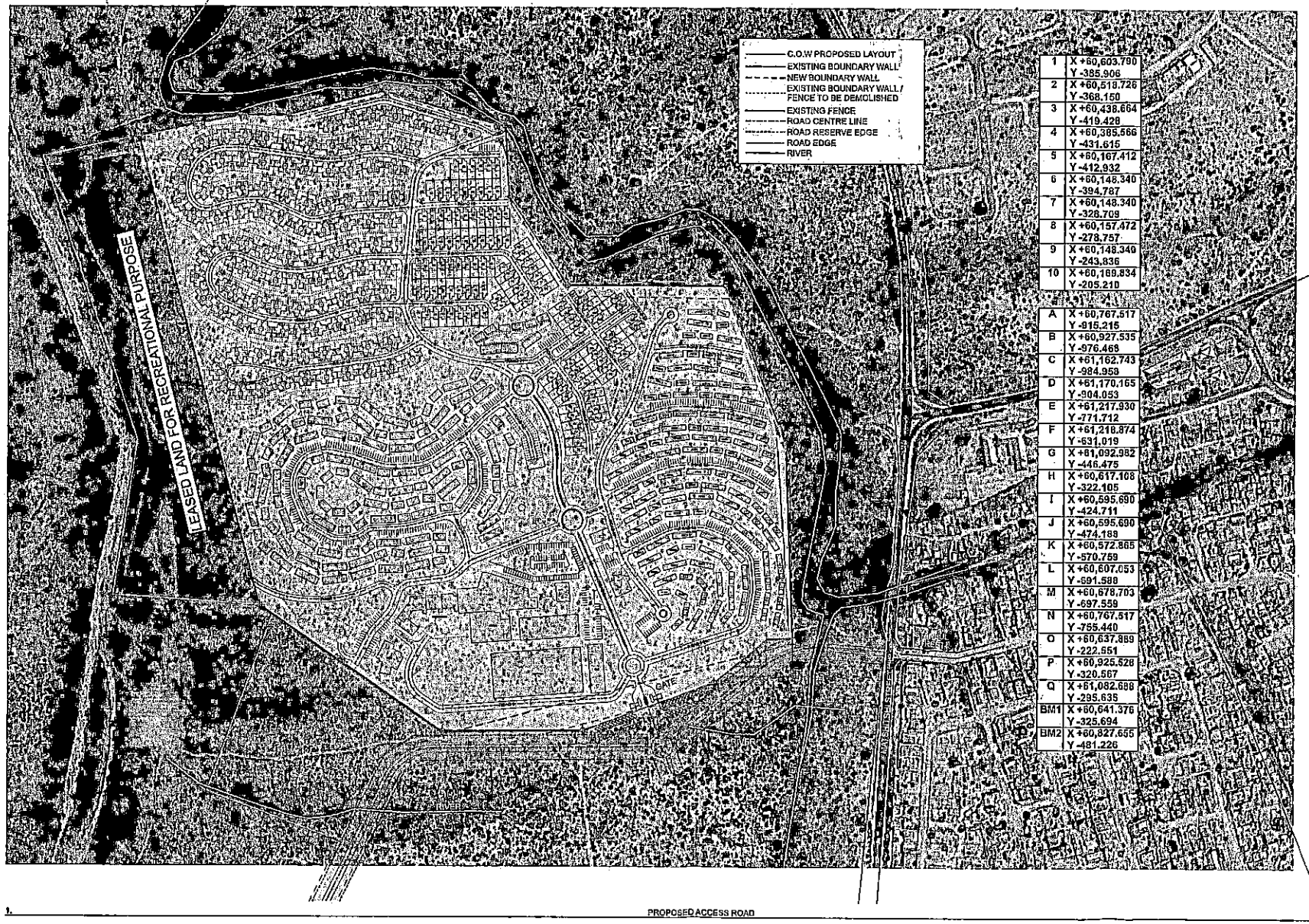
SCALE: 1: 7500 ON A3	ORIGIN OFFSET: OTJOMUISE

P/PV_2024/S

Sheet



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5	X +60,167.412 Y -412.932
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K	X +60,572.865 Y -570.759
L	X +60,607.053 Y -691.588
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O	X +60,637.889 Y -222.551
P	X +60,925.526 Y -320.567
Q	X +61,082.688 Y -295.635
BM1	X +60,641.376 Y -325.694
BM2	X +60,827.655 Y -481.226

PROPOSED ACCESS ROAD

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Jaco wasserfall architects
43 Grimm Rd, Windhoek, Namibia
PO Box 23059
Tel +264 61 230 231
Fax +264 61 230 232

CLIENT:
Ministry of Home Affairs
Immigration Safety and Security
Private Bag 13200
Windhoek
Casas Erikus, Kleine Street
T+264 61 - 280 3111
NAMIBIA

USER CLIENT:
The Namibian Police Force
Private Bag 12024, Ausspannplatz,
Windhoek,
C/O Lazarus and Jan Jonker Road,
Tel: +264 61 - 208 3111
NAMIBIA

CONSULTANTS:
CIVIL/STRUCTURAL ENGINEERS:
Tobias Namibia Consulting Engineers (Pty) Ltd
P.O. Box 8093
Windhoek
Namibia

QUANTITY SURVEYOR:
Aldrik Quantity Surveyors
P.O. Box 85470
Windhoek
Namibia

ELECTRICAL ENGINEERS:
Abl Consulting Engineers CC
P.O. Box 65100
Rocky Crest
Windhoek
Namibia

MECHANICAL ENGINEERS:
Abl Consulting Engineers CC
P.O. Box 65100
Rocky Crest
Windhoek
Namibia

GENERAL NOTES

- ALL MATERIALS AND METHODS ARE TO COMPLY WITH THE NATIONAL BUILDING REGULATIONS (ACT NO. 103 OF 1977) AND RELEVANT LOCAL BY-LAWS TO BE CARRIED OUT IN ACCORDANCE WITH THE BY-LAWS OF THE RELEVANT LOCAL AUTHORITY
- ALL CONSTRUCTION METHODS AND MATERIALS ARE TO BE IN ACCORDANCE WITH THE MODEL PREAMBLES FOR TRADES (1988 A.D.D) AND SUPPLEMENTARY PREAMBLES, UNLESS OTHERWISE SPECIFIED
- WHERE MATERIAL IS ALSO SPECIFIED BY A PROPRIETARY REFERENCE TO A PARTICULAR PRODUCT SUCH MATERIALS/PRODUCTS ARE TO BE USED STRICTLY IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS
- ALL DIMENSIONS ARE TO BE CHECKED ON SITE BEFORE ANY WORK IS PUT IN HAND AND ANY LACK OF CLARITY, AMBIGUITY OR DISCREPANCY IS TO BE REPORTED TO THE ARCHITECT FOR CLARIFICATION
- DRAWINGS ARE NOT TO BE SCALED FROM THIS DRAWING
- THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH STRUCTURAL, CIVIL, MECHANICAL AND/OR ELECTRICAL ENGINEER'S DRAWINGS WHERE APPLICABLE
- NO TREES, SHRUBS OR RocKS ARE TO BE REMOVED WITHOUT THE EXPRESS PERMISSION OF THE ARCHITECT AND ARE TO BE PROTECTED UNLESS LOCATED WITHIN THE BUILDING FOOTPRINT
- COPYRIGHT OF THESE DOCUMENTS RESIDES WITH THE AUTHORS AND IS RESERVED

—5 cm ACTUAL—

IF THE ABOVE DIMENSION DOES NOT MEASURE THEN DRAWINGS IS not EXACTLY THIS DRAWING WILL HAVE BEEN ENLARGED OR REDUCED, AFFECTING ALL LABELED SCALES.

REV	Description	Date

PROJECT TITLE: POLICE VILLAGE - MASTER SITE PLAN PHASE 1

DRAWING TITLE: PROPOSED ACCESS ROAD

DESIGN STAGE: Technical

SCALE	AS SHOWN	CHECKED	
DATE		DRAWN	CS
PROJECT NO.	JW034	PURPOSE OF DRAWING	REV.
DWG. NO.	MSP/L/008		DRAWING SIZE A1

Department of Urban and Transport Planning
✉ 59
80 Independence Avenue
WINDHOEK, NAMIBIA

The Gateway to Endless Opportunities

Tel: (+264) 61 290 2073 **Fax: (+264) 61 290 2060** **www.cityofwindhoek.org.na**

CONDITIONS TO BE REGISTERED

IN FAVOUR OF THE LOCAL AUTHORITY:

1. The following conditions shall be registered in favour of the local Authority against the title deeds of all the newly created erven (except for Street and the Public Open Spaces against which no conditions shall be registered):

   a) The erf shall only be used or occupied for purposes which are in accordance with, and the use or occupation of the erf shall at all times be subject to, the provisions of the Windhoek Town Planning Scheme prepared and approved in terms of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018).

   b) The minimum building value of the main building, excluding the outbuilding to be erected on the erf shall be at least equal to the municipal valuation of the erf.

Narikutuke Naruses
Town Planner: Spatial Development Frameworks and Statutory Planning

ECC- **2502141**

Serial: **252Godx2141**

REPUBLIC OF NAMIBIA

MINISTRY OF ENVIRONMENT, FORESTRY AND TOURISM

OFFICE OF THE ENVIRONMENTAL COMMISSIONER

ENVIRONMENTAL CLEARANCE CERTIFICATE

ISSUED

In accordance with Section 37(2) of the Environmental Management Act (Act No. 7 of 2007)

TO

Ministry of Home Affairs, Immigration, Safety and Security

Private Bag 13200, Windhoek

TO UNDERTAKE THE FOLLOWING LISTED ACTIVITY

ESTABLISHMENT OF A TOWNSHIP (THE OTJOMUISE POLICE VILLAGE) ON PORTION X OF WINDHOEK TOWN AND TOWNLANDS No. 31, WINDHOEK, KHOMAS REGION.

Private Bag 13306
WINDHOEK NAMIBIA
30 JAN 2025
ENVIRONMENTAL COMMISSIONER

Issued on the date: **2025-01-28**

Expires on this date: **2028-01-28**

(See conditions printed overleaf)



This certificate is printed without erasures or alterations

CONDITIONS OF APPROVAL (READ JOINTLY WITH NOTIFICATION OF DECISION)

1. This environmental clearance is valid for a period of 3 (three) years, from the date of issue unless withdrawn by this office
2. This certificate does not in any way hold the Ministry of Environment, Forestry and Tourism Accountable For Misleading Information, nor any adverse effects that may arise from these activities. Instead, full accountability rests with the proponent and its consultants
3. This Ministry reserves the right to attach further legislative and regulatory conditions during the operational phase of the project
4. All applicable and required permits are obtained and mitigation measures stipulated in the EMP are applied particularly respect to management of ecological impacts.
5. Strict compliance with conditions attached to the consent received from National Heritage Council is expected throughout the life span of the proposed activity, therefore any new archaeological finds must be reported to the National Heritage Council for appropriate handling of such.

REPUBLIC OF NAMIBIA

MINISTRY OF ENVIRONMENT, FORESTRY AND TOURISM
OFFICE OF THE ENVIRONMENTAL COMMISSIONER

Tel: (00 264) 61 284 2701
Fax: (00 264) 61 232 057

Cnr Robert Mugabe &
Dr Kenneth Kaunda Street
Private Bag 13306
Windhoek
Namibia

NOTIFICATION OF DECISION

REF NUMBER: ECC2502141 **DATE OF ISSUE: 28 January 2025**

DETAILS OF PROPONENT:

Ministry of Home Affairs, Immigration, Safety and Security
Private Bag 13200
Windhoek

Dear Sir/ Madam

SUBJECT: NOTIFICATION ON APPLICATION FOR ENVIRONMENTAL CLEARANCE TO UNDERTAKE THE PROPOSED LISTED ACTIVITY: ESTABLISHMENT OF A TOWNSHIP (THE OTJOMUISE POLICE VILLAGE) ON PORTION X OF WINDHOEK TOWN AND TOWNLANDS No. 31, WINDHOEK, KHOMAS REGION.

Notice is herewith given in accordance with section 37(2) of the Environmental Management Act, Act 7 of 2007 and Environmental Impact Assessment Regulations of 2012 (GG 4878): that a decision in respect to your application No. **APP 241015004810** for Environmental Clearance Certificate to undertake a listed activity has been reached.

DECISION
An Environmental Clearance Certificate (ECC) to undertake the listed activities specified in the environmental assessment report and draft management plan dated **October 2024**, is granted (**ECC2502141**). The applicant / proponent is therefore advised to comply with conditions of approval set out in **Section C** of this notification.

A. DETAILS OF THE PROPOSED ACTIVITY

A1: TITLE OF THE PROPOSED ACTIVITY

ESTABLISHMENT OF A TOWNSHIP (THE OTJOMUISE POLICE VILLAGE) ON PORTION X OF WINDHOEK TOWN AND TOWNLANDS No. 31, WINDHOEK, KHOMAS REGION.

"Stop the poaching of our rhinos"

All official correspondence must be addressed to the Executive Director

A2: DETAILS OF ASSESSMENT PRACTITIONER

Charlie Du Toit (Consultant) | 0811273145 (T) None (F) | 0811273145 | charlie@greenearthnamibia.com

A3: LOCATION OF PROPOSED ACTIVITY

(Annexure A – proposed site map)

B. RELEVANT LISTED ACTIVITIES

Legislation	Description of Listed Activity	Relevance to Proposed Activity
Regulation 29 of Government Notice No. 29 of 2012	INFRASTRUCTURE 10.1. The construction of- (a) Oil, water, gas and petrochemical and other bulk supply pipelines; (b) Public roads; (c) Railways and harbours; (d) Airports and airfields; (e) Any structure below the high water mark of the sea; (f) Cableways; (g) Communication networks including towers, telecommunication and marine telecommunication lines and cables; (h) Motor vehicle and motorcycle racing and test tracks; (i) The outdoor racing sites of motor powered vehicles including - (i) Motorcars; (ii) Trucks; (iii) Motorcycles; (iv) Quad bikes; (v) Boats; and (vi) Jet skis; (j) Masts of any material or type and of any height, including those used for telecommunication broadcasting and radio transmission, but excluding (i) Flag poles; and (ii) Lightning conductor poles. 10.2 The route determination of roads and design of associated physical infrastructure where - (a) It is a public road; (b) The road reserve is wider than 30 meters; or (c) The road caters for more than one lane of traffic in both directions.	ESTABLISHMENT OF A TOWNSHIP (THE OTJOMUISE POLICE VILLAGE) ON PORTION X OF WINDHOEK TOWN AND TOWNLANDS No. 31, WINDHOEK, KHOMAS REGION.

C. CONDITIONS

C1: Conditions of Approval

1. This certificate does not in any way hold the Ministry of Environment, Forestry and Tourism accountable for misleading information, nor any adverse effects that may arise from these activities. Instead, full accountability rests with the proponent and its consultants.

2. This Ministry reserves the right to attach further legislative and regulatory conditions during the operational phase of the project.

3. Regular environmental monitoring and evaluations on environmental performance should be conducted. Targets for improvements should be established and monitored throughout this process.

C2: Clearance Certificate Validity

1. This environmental clearance is valid for a period of 3 (three) years, from the date of issue unless withdrawn by this office.

2. On expiry of the ECC, the proponent is required to submit within a period not exceeding one month, and in the prescribed form and manner an application to the Office of the Environmental Commissioner for the renewal of the ECC.
3. Failure to renew an expired environmental clearance certificate shall result in permanent termination of the environmental clearance certificate.

C3: Compliance with authorization under other laws

4. All other applicable and required permits or authorization from relevant competent authorities must be obtained prior to commencing the proposed activities and accordingly adhered to.

C4: Implementation and Monitoring

5. The granting of the Environmental Clearance Certificate (ECC) constitute, an approval for the implementation of mitigation measures proposed in your approved Environmental Management Plan (EMP), hence making the approved EMP legally binding document.

6. The proponent shall appoint a suitably experienced environmental control officer, or site agent where appropriate, before the commencement of any listed activities to ensure compliance with the conditions of approval and mitigation stipulated in the approved EMP

7. A copy of the Environmental Clearance Certificate (ECC), EMP, Environmental Audit and monitoring reports must be kept at the site of the authorized activity and readily available for inspection by officials of the Ministry and registered Interested and affected Parties (I&APs) on request.

8. Should any heritage remains be exposed during excavations or any other actions on the site, these must immediately be reported to the National Heritage Council of Namibia. Heritage remains uncovered or disturbed during earthworks must not be further disturbed until the necessary approval has been obtained from National Heritage Council.
9. Using the best and affordable methodology, the Proponent must ensure that all listed activity's operations footprints are thoroughly rehabilitated prior to closure of the operation. Wherever possible, the Proponent must proceed with the rehabilitation process concurrently with the progression of the project rather than wait until the damage is far beyond the available means of management.

10. The general standard for all rehabilitation processes must at all costs aim at restoring the natural character of the environment to the satisfaction of the Ministry of Environment, Forestry and Tourism. Such rehabilitation processes shall be inspected and certified satisfactory or unsatisfactory by the Ministry of Environment, Forestry and Tourism. Where a certificate of unsatisfactory is issued, the Proponent shall be advised to carry-out certain tasks to meet the

requirements. Failure to meet the basic rehabilitation requirements shall be regarded by this Ministry as a breach of this contract and of which serious consequences shall follow.

11. Officials of the environmental commissioner's office may from time-to-time conduct spot-inspection (non-auditing) without prior notice and or Auditing Inspection (dates to be agreed prior to arrival to the site), hence access to the site and the aforementioned documentation must be granted to any authorized official representing the Office of the Environmental Commissioner and Registered Interested and Affected Parties (I&APs)

12. Any changes to, or deviations from the scope of the alternative described in section B above must be accepted or approved, in writing, by the Office of the Environmental Commissioner before such changes or deviations may be implemented. In assessing whether to grant such acceptance/ approval or not, the Competent Authority may request information in order to evaluate the significance and impacts of such changes or deviations, and it may be necessary for the holder to apply for further authorization in terms of the applicable legislation.

13. Officials representing the Office of the Environmental Commissioner must be, in possession and or by request and for the purpose of inspection referred to in C4(11) present their staff identification card in order to gain entry to the premises

14. The proponent is required, from the date of commencing implementation of project activities, to compile and submit environmental monitoring reports (on project progress and the environmental management profile) on a bi-annual basis to Office of Environmental Commissioner

15. Any changes to, or deviations from the scope of project activities approved in respect to the assessment received and reviewed for the purpose or granting this ECC Number (**ECC24502141**) are subject to an amendment application and approval by the Environmental Commissioner prior to adopting / implementing any such changes / deviations.

16. For the purpose of amending and or transferring the ECC, the proponent submit in the prescribed form and manner an application to the Office of the Environmental Commissioner, clearly indicating the need for amendment and or transfer of the ECC

17. Non-compliance with a condition of this Environmental Clearance Certificate or EMP may render the Proponent liable to criminal prosecution.

D. DISCLAIMER

The decision taken by the Office of Environmental Commission is based mainly on information provided by the proponent or their representative, therefore, it must be noted here that the proponent is accountable for any wrong and misleading information that may have been presented in the environmental assessment documents.

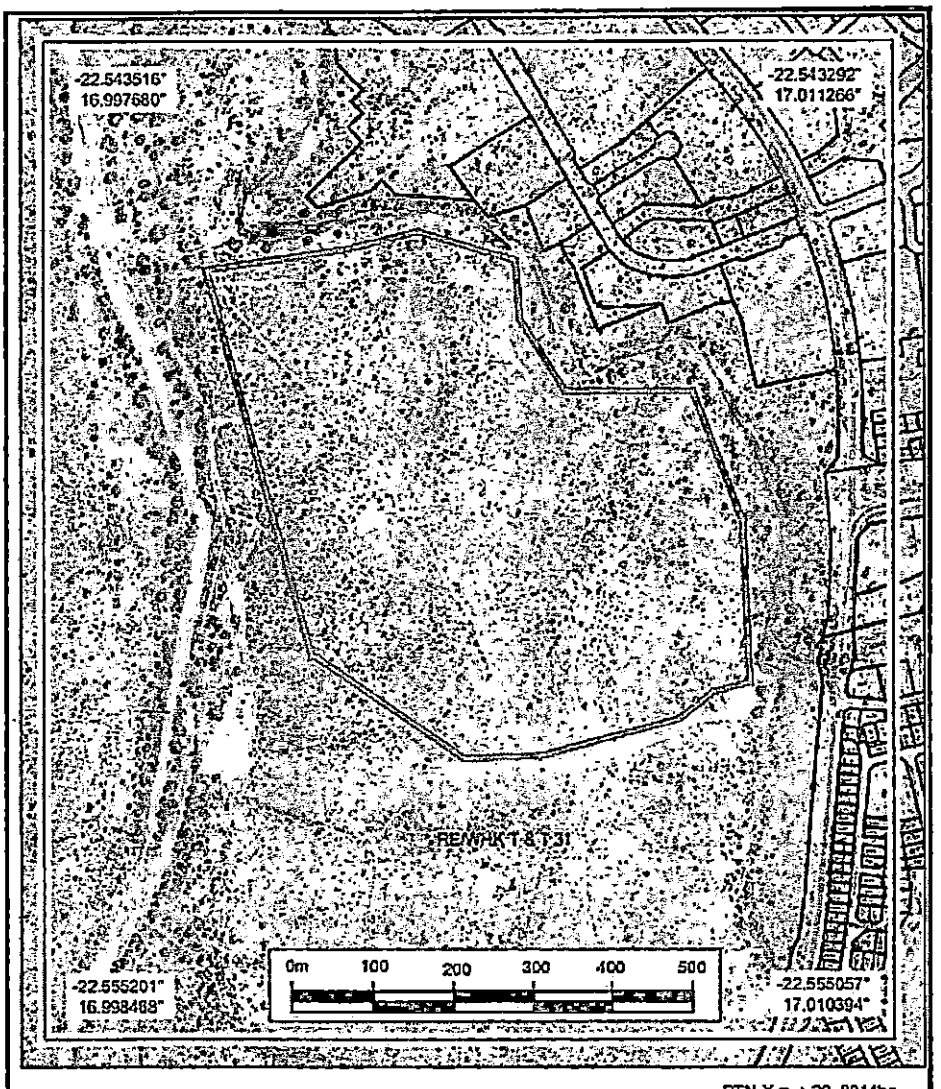
Yours Sincerely

Private Bag 13306

30 JAN 2025

Timoteus Mufeti
ENVIRONMENTAL COMMISSIONER

ANNEXURE A: SITEMAP / SITE LAYOUT



PROOF EIA/EMP UPLOADED

The EIA and EMP is currently under review. See below the status of the application as per the MEFT Website.

241015004810	THE ESTABLISHMENT OF A TOWNSHIP (THE OTJOMUISE POLICE VILLAGE) ON PORTION X OF WINDHOEK TOWN AND TOWNLANDS No 31, WINDHOEK, KHOMAS REGION LAND USE AND DEVELOPMENT ACTIVITIES 5.2 Establishment of land resettlement schemes INFRASTRUCTURE 10.2 The route determination of roads and design of associated physical infrastructure where -...

The MEFT normally takes 3 months to evaluate the application and to issue the ECC. So, the ECC can be expected by end-January to mid-February 2025.

Application Number: 241015004810

ANNEXURE 1
FORMS

MINISTRY OF ENVIRONMENT AND TOURISM
DEPARTMENT OF ENVIRONMENTAL AFFAIRS
04-11-2024
RECEIVED

Form 1

REPUBLIC OF NAMIBIA
ENVIRONMENTAL MANAGEMENT ACT, 2007

(Section 32)

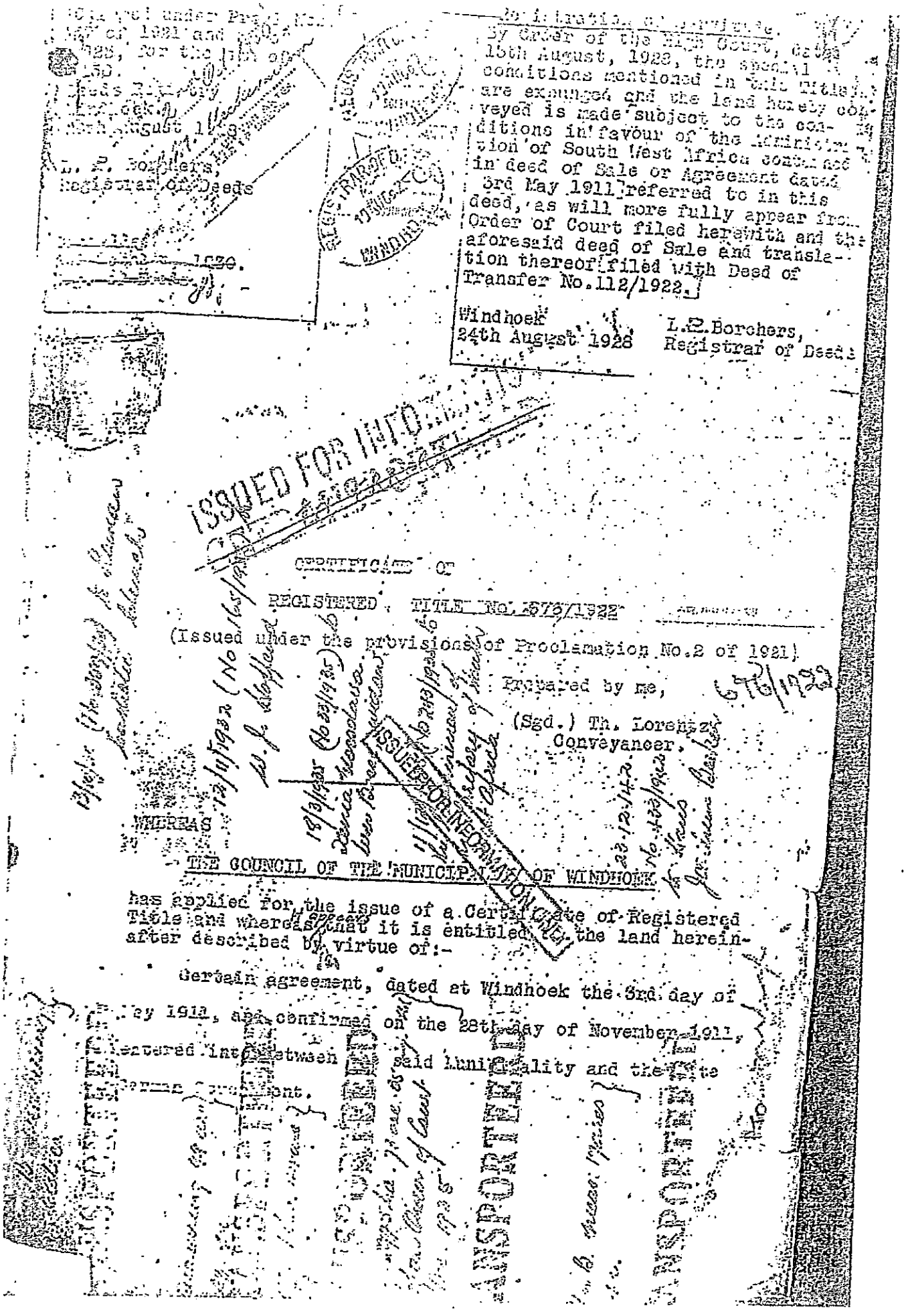
APPLICATION FOR ENVIRONMENTAL CLEARANCE CERTIFICATE

NAMIBIA REVENUE N$200
NAMIBIA REVENUE N$100

PART A: DETAILS OF APPLICANT

1. Name: (person or business): ***Ministry of Home Affairs, Immigration, Safety and Security***
2. Business Registration / Identity No. (if applicable): ***None***
3. Correspondence Address: ***081 127 3145***
4. Name of Contact Person: ***Charlie Du Toit***
5. Position of Contact Person: ***Consultant***
6. Telephone No.: ***081 127 3145***
7. Fax No.: ***061 248 608***
8. E-mail Address: ***charlie@greenearthnamibia.com***

☐ Tick (☐) the appropriate box



[illegible] under Proc. No. [illegible] of 1921 and [illegible] 1928, for the [illegible] of [illegible]

Deeds Registry
Windhoek
[illegible] August 1928

L. R. Borchers,
Registrar of Deeds

[illegible] 1930.

Registration of Servitude.

By Order of the High Court, dated 15th August, 1928, the special conditions mentioned in this Title are expunged and the land hereby conveyed is made subject to the conditions in favour of the Administration of South West Africa contained in deed of Sale or Agreement dated 3rd May 1911 referred to in this deed, as will more fully appear from Order of Court filed herewith and the aforesaid deed of Sale and translation thereof filed with Deed of Transfer No.112/1922.

Windhoek
24th August 1928

L.R.Borchers,
Registrar of Deeds

ISSUED FOR INFORMATION ONLY

CERTIFICATE OF

REGISTERED TITLE No. 676/1922

(Issued under the provisions of Proclamation No.2 of 1921)

Prepared by me,

(Sgd.) Th. Lorentz
Conveyancer.

676/1922

WHEREAS

THE COUNCIL OF THE MUNICIPALITY OF WINDHOEK

has applied for the issue of a Certificate of Registered Title and whereas it appears that it is entitled to the land hereinafter described by virtue of:-

Certain agreement, dated at Windhoek the 3rd day of May 1911, and confirmed on the 28th day of November 1911, entered into between the said Municipality and the [illegible] German Government.

NOW THEREFORE, in persuance of the provisions of the above-mentioned Proclamation, I, the Registrar of Deeds for South-West Africa, do hereby certify that the said

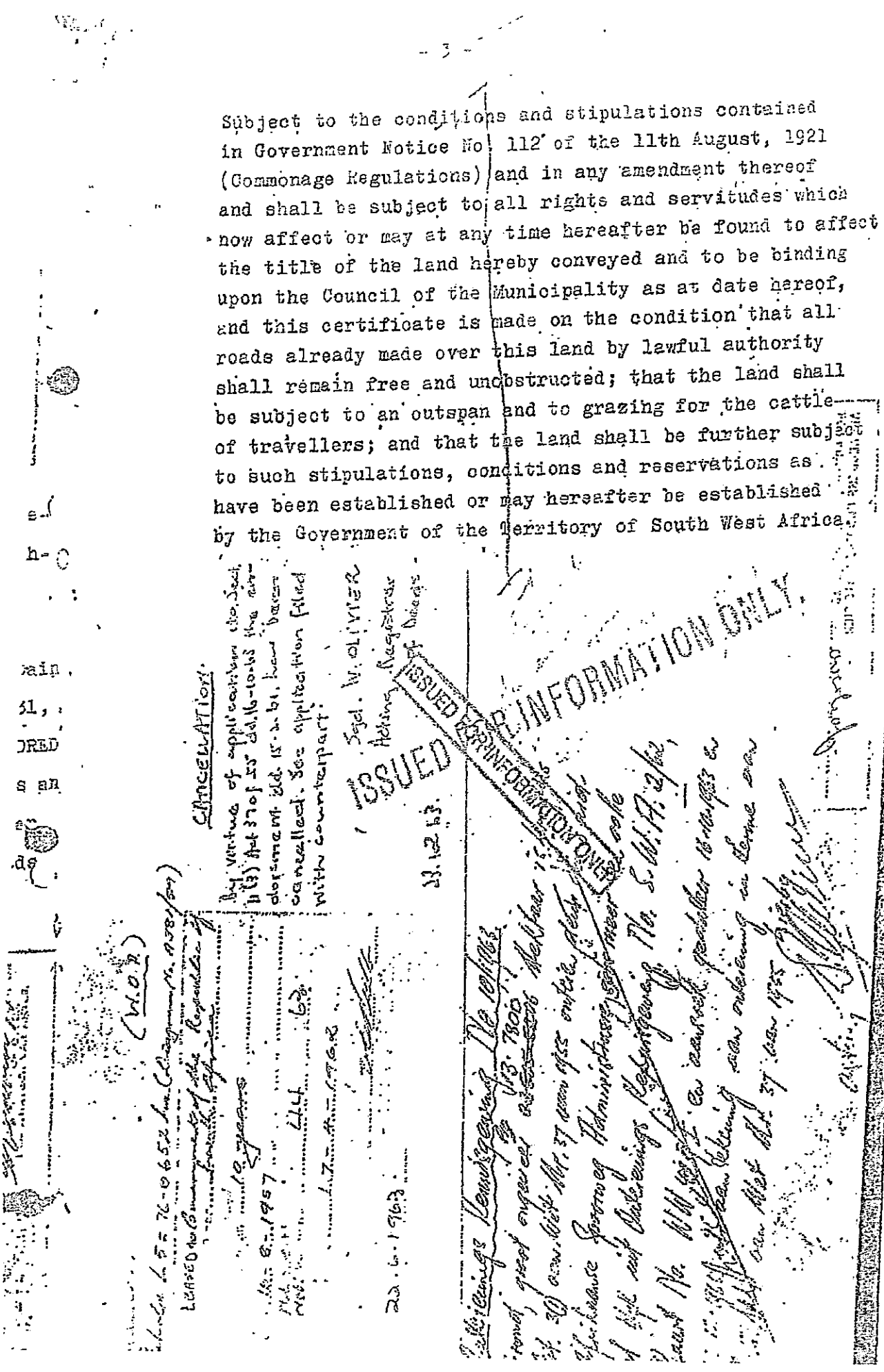
COUNCIL OF THE MUNICIPALITY OF WINDHOEK

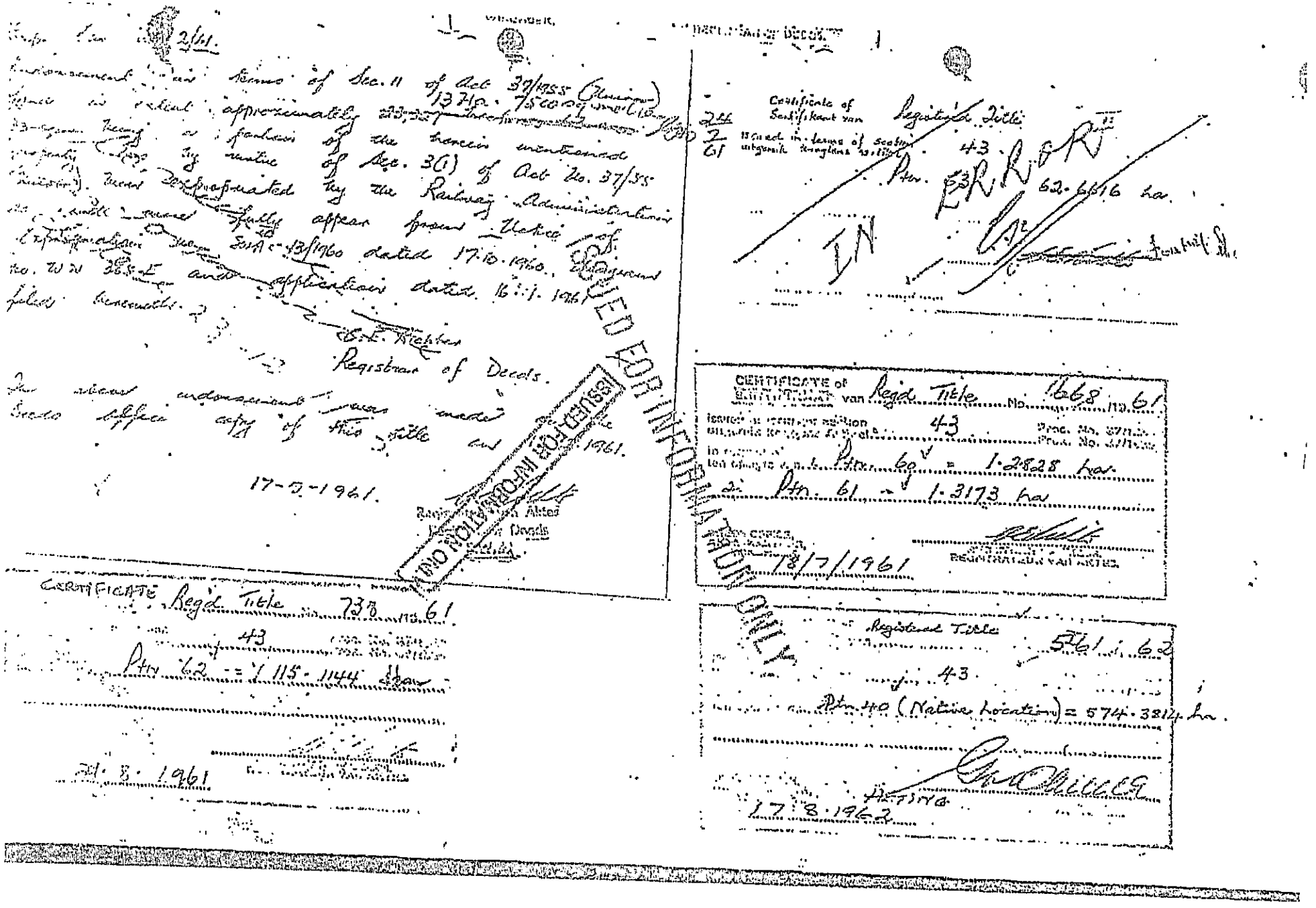
its Successors or Assigns is registered owner of certain Portion "B" of the Farm WINDHOEK TOWN AND TOWNLANDS No.31, district Windhoek, measuring TWENTY-SIX THOUSAND FIVE HUNDRED AND NINETY-NINE (26,599) Hectares, THIRTY-THREE (33) Ares an EIGHTY-SEVEN (87) Square Metres, as will more fully appear from diagram S.G.No.A 638/21, filed of record in the Deeds Registry, Windhoek.

ISSUED FOR INFORMATION ONLY

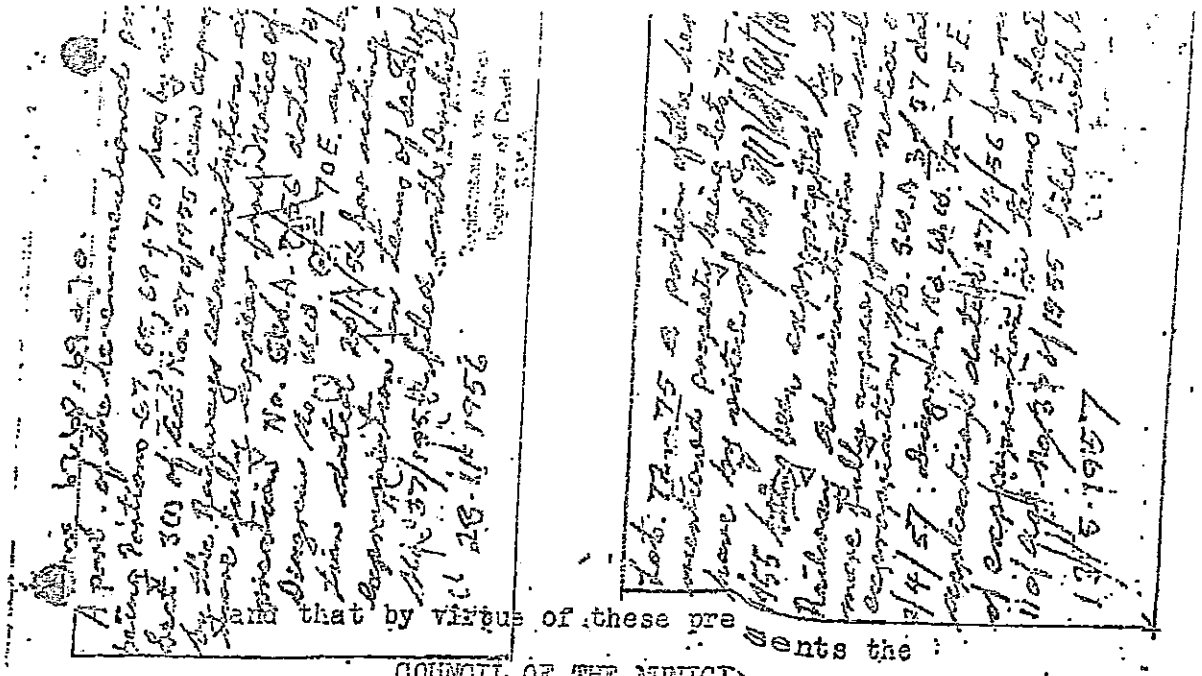
- 3 -

Subject to the conditions and stipulations contained in Government Notice No. 112 of the 11th August, 1921 (Commonage Regulations) and in any amendment thereof and shall be subject to all rights and servitudes which now affect or may at any time hereafter be found to affect the title of the land hereby conveyed and to be binding upon the Council of the Municipality as at date hereof, and this certificate is made on the condition that all roads already made over this land by lawful authority shall remain free and unobstructed; that the land shall be subject to an outspan and to grazing for the cattle of travellers; and that the land shall be further subject to such stipulations, conditions and reservations as have been established or may hereafter be established by the Government of the Territory of South West Africa.





Certificate of Registered Title
Sertifikaat van Regsgetitelde Titel
2/61
43
Ptn. 62 R.R. & R.
62.6616 ha.
Ptn. 63 R.R. & R.
Ptn. 64 R.R. & R.
Ptn. 65 R.R. & R.
Ptn. 66 R.R. & R.
Ptn. 67 R.R. & R.
Ptn. 68 R.R. & R.
Ptn. 69 R.R. & R.
Ptn. 70 R.R. & R.
Ptn.



and that by virtue of these presents the

COUNCIL OF THE MUNICIPALITY OF WINDHOEK

its Successors or Assigns, now as and henceforth shall be entitled thereto, conformably to local custom, the Administration of South-West Africa however reserving its rights.

In Witness whereof the said Registrar, have subscribed to these presents, and caused my Seal of Office to be affixed thereto.

Thus done and executed at the Office of the Registrar of Deeds at Windhoek, on the Twenty-seventh day of the month of September in the Year of Our Lord One Thousand Nine Hundred and Twenty-Two.

(sgd.) A.H. KOCHAN,
Registrar of Deeds.

Registered in the Register of Windhoek Farms Book I, Folio 31 on the above date.

ISSUED FOR INFORMATION ONLY

CERTIFICATE of CERTIFICATE van Regd. Title 400 ... 59

... of Section ... Proc. No. ... Proc. No. ... Artikel 43

... of ... van Ptn 44 = 41 H 6623 sq-meters

DEEDS OFFICE, AKTESKANTOOR, WINDHOEK. 14-4-1959

REGISTRAR OF DEEDS, REGISTRATEUR VAN AKTES

Portion 46 (a pt of Ptn 5) = 10:12:82 ...

17-8-1959 aan to

The Government of the Territory of SWA

No. (1) 869 ... 59

Registrateur van Aktes, Registrar of Deeds

Portion 47 = 73:95:24 sq-m

17-8-1959 aan to

Government of the Territory of SWA

870 ... 59

Registrateur van Aktes, Registrar of Deeds

ISSUED FOR INFORMATION ONLY

Portion 45 = 58:77:00 sq-m

Regd. Title 13 ... 43

Portion 45 = 58:77

23-11-59

Regd. Title 13 ... 59

Portion 49 = 34:03:75 sq-m

1-12-1959

Ptn 55 = 1990 sq-m

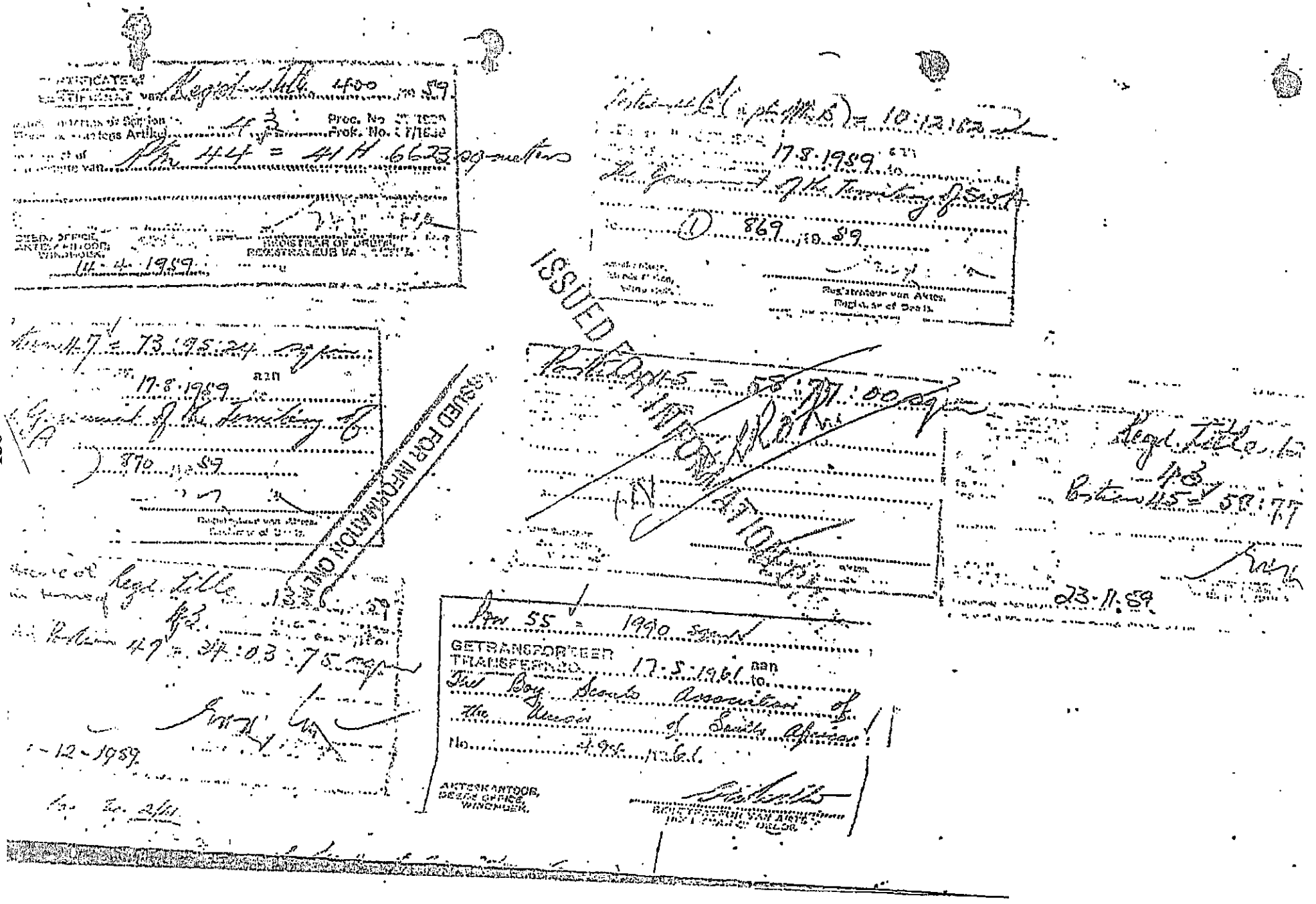
GETRANSPORTEER TRANSFERRED 17-5-1961 aan to

The Boy Scouts Association of the Union of South Africa

No. 494 ... 1961

AKTESKANTOOR, DEEDS OFFICE, WINDHOEK.

REGISTRATEUR VAN AKTES, REGISTRAR OF DEEDS.



[illegible] in terms of Sect. 11 of Act No. 37/1955 (Union)

[illegible] Given No's: 2807 — 2821; 2836 — 2891; — 3100 and Ef 3063 has by virtue of Sect. 3(1) [illegible] No. 37/1955 (Union), been expropriated by [illegible] Administration as will more [illegible] appear from Notice of Expropriation [illegible] W.A. 3/60 dated 2-5-1960; Diagram No. [illegible] 220 — 327 E/1 and application dated [illegible] 2-1961 filed with Duplicate.

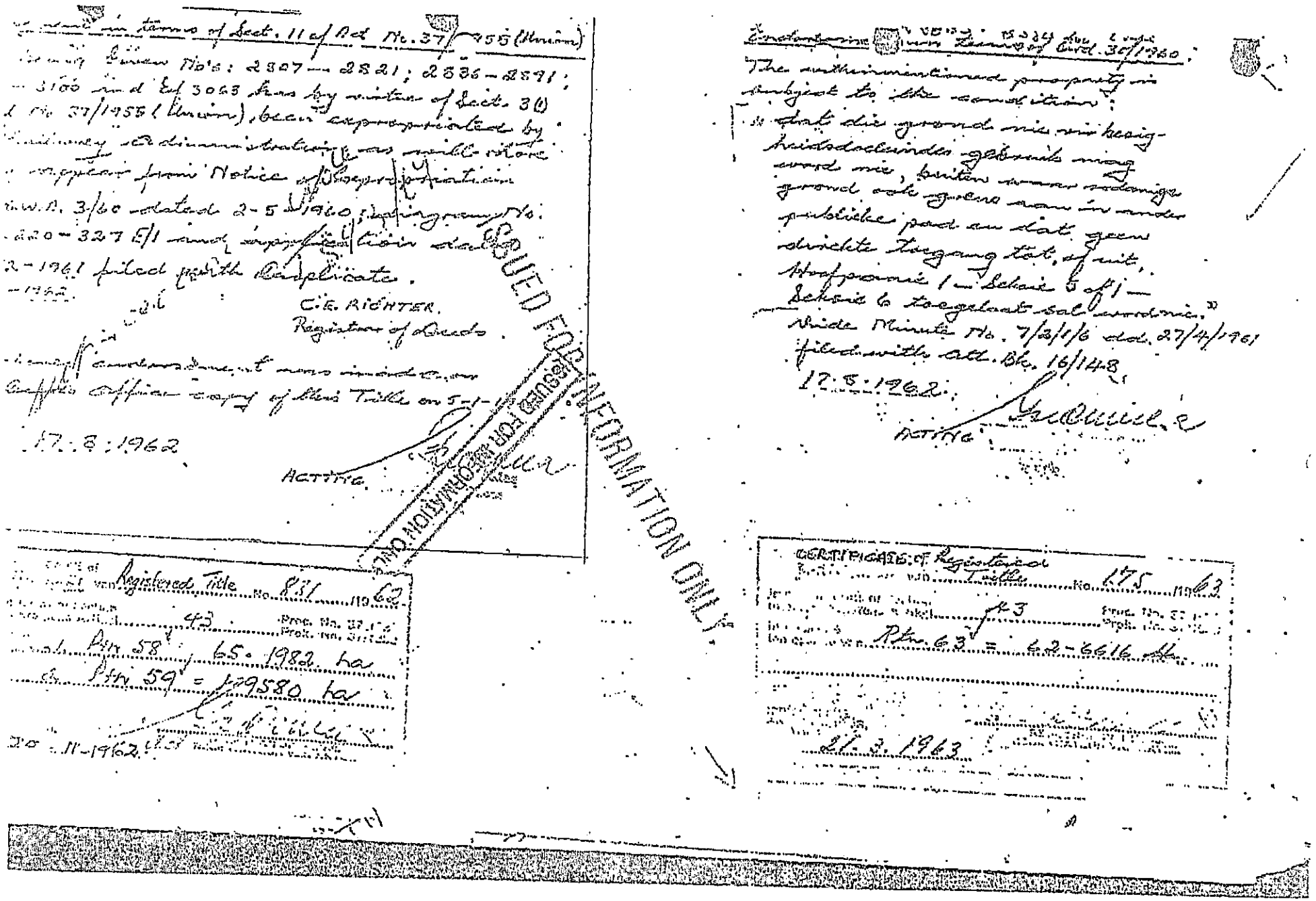
[illegible] -1962.

C.E. RICHTER.
Registrar of Deeds

[illegible] endorsement was made on [illegible] office copy of this Title on 5-1-[illegible]

17.8.1962

ACTING



ISSUED FOR INFORMATION ONLY

Registered Title No. 831 /1962

43 Proc. No. 37/[illegible] Prok. No. 37/[illegible]

[illegible] Ptn 58 = 65.1982 ha

[illegible] Ptn 59 = 179580 ha

20-11-1962

Endorsement in terms of Ord. 30/1960.

The withinmentioned property is subject to the condition:

"dat die grond nie vir besigheidsdoeleindes gebruik mag word nie, buiten waar sodanige grond ook grens aan in ander publieke pad en dat geen direkte toegang tot of uit, Hoofpaaie 1 — Sekse 5 of 1 — Sekse 6 toegelaat sal word nie."

Vide Minute No. 7/2/1/6 dd. 27/4/1961 filed with att. Bk. 16/148.

17.8.1962.

ACTING

CERTIFICATE OF Registered Title No. 175 /1963

43 Proc. No. 37/[illegible] Prok. No. 37/[illegible]

Ptn 63 = 62-6616 [illegible]

21.3.1963

Barrie P. Watson
Town and Regional Planner
Operating as Telios Namibia Consulting Engineers (Pty) Ltd.

Cell: +264 811402457
Email: bpw@iafrica.com.na
P.O. Box 9993
Windhoek

Tel: +264 61 223004
Fax: +264 61 400328
24 Dr. Kuaima Riruako Str
Windhoek, Namibia

13th February, 2025

The Strategic Executive
Department of Urban and Transport Planning
Box 59
Windhoek

Attention: Mr. Vernouman Enjala

Dear Sir,

APPLICATION FOR THE ALLOCATION OF LAND TO THE NAMIBIAN POLICE (NAMPOL) FOR THE CONSTRUCTION OF A POLICE VILLAGE (16/15/2/1/4)

In my letter of 30th September, 2024, regarding Council Resolution 339/11/2015 in Council Minutes of 2015-11-26 under item BRB.26, I responded to a request by Ms. N. Naruses to provide a tabulated entry compatible with the Windhoek Zoning Scheme for Special Uses.

I did submit some ancillary information as follows.

The Police Village site measures close to 30 hectares. Its main usage is residential. The numbers of dwelling units are as follows.

SINGLE QUARTERS (FLATS) – 40,500 m2 (1,128 Units)
MARRIED QUARTERS (FLATS) – 45,000 m2 (1,050 Units)
GUEST HOUSE = 500 m2 (1 Unit)
2 BED HOUSES – 32,000 m2 (119 Units)
3 BED HOUSES – 12,000 m2 (186 Units)

During a discussion with Ms. H. Hamata, Ms. Naruses and myself of 13th Feb. 2025, Ms. Hamata calculated the average floor areas for each category of dwelling and questioned the results for the houses. I referred the query to the architect who apologised for the mistake and supplied me with the following revised figures of which only those for the houses' floor areas are changed. The numbers of units are unaffected.

SINGLE QUARTERS (FLATS) – 40,500 m^2 (1,128 Units)
MARRIED QUARTERS (FLATS) – 45,000 m^2 (1,050 Units)
GUEST HOUSE – 500 m^2 (1 Unit)
2 BED HOUSES – 20,000 m^2 (119 Units)
3 BED HOUSES – 35,000 m^2 (186 Units)

The total floor area for dwelling units, residential buildings and dwelling houses must accordingly increase to 140,500 m^2. I have entered this adjustment into the table below.

Yours Faithfully,

.....
Barrie Watson
Town & Regional Planner.

ADDENDUM: ENTRY FOR TABLE C:1 OF THE WINDHOEK ZONING SCHEME

TABLE C:1 SPECIAL USES

(1) DESCRIPTION OF PROPERTY	(2) PRIMARY USES	(3) CONSENT USES	(4) PROHIBITED USES
Portion X	Government Purposes: Mixed uses subject to the following maximum floor area and density restrictions: • Dwelling units, residential buildings and dwelling houses: – 140,500 m² • Guest House (5 to 10 bedrooms)– 500 m² • Institutional (Clinic and Creche)– 2,000 m² • Business (shops & cafeteria) – 5,000 m² • Offices – 1,000 m² • Recreation – 1,200 m² • Storage and Workshops (for equipment and operations in respect of maintenance of buildings, grounds and vehicles) – 1,000 m² A density zone of one residential unit or dwelling unit per 100m² will be applicable.	Accommodation establishment	Other uses not under columns 2 & 3.

City of Windhoek Development Charges Calculator	Version 2	June 2021

160

Erf Number *	Portions 'X' (a ptn. of) the remainder of Portion B of Windhoek Town & Townlands No. 31
Suburb *	Re/B/31 (to be known as Otj. Ext.08)
Developer/Owner *	
Erf Size (ha) *	29.05
Date (YYYY/MM/DD) *	Thursday, February 13, 2025
Current Financial Year	2024-2025
Approved Building Plan No.	N/A

Code	Land Use	Unit	Development Parameters	
			Existing Right	Total New Right
RESIDENTIAL				
A1	Single Residential > 900m² Erf	Dwelling unit		
A2	Single Residential > 700m² Erf	Dwelling unit		
A3	Single Residential > 350m² Erf	Dwelling unit		
A4	Single Residential < 350m² Erf	Dwelling unit		
A5	General Residential > 1:250m²	Dwelling unit		
A6	General Residential 1:100m² < 1:250m²	Dwelling unit	0	2483
A7	General Residential < 1:100m²	Dwelling unit		
A8	Second/ Additional Dwelling/Granny Flat	Dwelling unit		
A9	Rural / Undetermined / Agricultural	Dwelling unit		
A10	Rural Intensification / Agri-subdivisions	Dwelling unit		
ACCOMMODATION ESTABLISHMENTS				
B1	Hotel	Rooms		
		m² GLA		
B2	Accommodation Establishments	Rooms		
		m² GLA		500
COMMERCIAL				
C1	Office	m² GLA		
C2	Business	m² GLA		5,000
INDUSTRIAL				
D1	Restricted Business	m² GLA		
D2	Industrial	m² GLA		1,000
INSTITUTIONAL/COMMUNITY				
E1	Early Childhood Development Centres / Home Child Care	Learner		1000
		m² GLA		
E2	Universities / Schools	Learner		
		m² GLA		-
E3	Care / Accommodation (Hospitals, Clinics, Old age home)	Bed		
		m² GLA		
E4	Office/ Consulting rooms (welfare offices, police station, clinics, hospitals & env. facilities)	m² GLA		2,000
E5	Meeting Places (places of assembly, place of worship)	m² GLA		-
E6	Open Spaces / Public Open Spaces	m²		1,200
	Land uses not reflected on the calculator	Actual Demand	Click yellow button to enter demand	

Is the development located within Public Transport (PT2) zone? Yes

Calculation of bulk engineering services component of Development Charge

Service	Units	Additional Demand		Unit Cost		Amount		VAT		Total
Roads	trips/day	8412.5350	N$	5,273.81	N$	44,366,084.05	N$	6,654,912.61	N$	51,020,996.66
Transport	pers.trips/peak period	2046.2300	N$	850.02	N$	1,739,335.81	N$	260,900.37	N$	2,000,236.18
Stormwater	ha*C	26.7362	N$	167,783.72	N$	4,485,899.87	N$	672,884.98	N$	5,158,784.85
Sewerage	kl/day	811.5400	N$	17,059.20	N$	13,844,225.81	N$	2,076,633.87	N$	15,920,859.68
Water	kl/day	934.8200	N$	2,092.56	N$	1,956,170.74	N$	293,425.61	N$	2,249,596.35
Solid Waste	kg/day	18572.9500	N$	422.20	N$	7,841,537.17	N$	1,176,230.57	N$	9,017,767.74
Total bulk engineering services component of Development Charge payable										**N$ 85,368,241.45**

Take Note: Municipal, Government and Passive Public Open spaces are excluded from this calculation

Take Note: Electricity connection charges are excluded from this calculation and can be obtained from Electricity Department

City of Windhoek		Developer/Owner	
Calculated :	_____	**Received :**	_____
Signature :	_____	**Signature:**	_____
Date :	_____	**Date:**	_____

NOTE : THIS CALCULATION IS BASED ON THE DEVELOPMENT INFORMATION PROVIDED AND UNIT COSTS APPLICABLE FOR THE FINANCIAL YEAR IN WHICH THE DEVELOPMENT APPLICATION IS MADE. UNIT COSTS ARE ESCALATED ANNUALLY ON 1 JULY WITH THE CPAF AND THE ACTUAL AMOUNT DUE WILL BE BASED ON THE UNIT COST APPLICABLE ON THE DATE PAYMENT BECOMES DUE.

ACKNOWLEDGEMENT OF PROCESS FORM (APF)

WHEREAS the Developer/Owner wishes to apply to Council for increased development rights on his/her/their land being

PORTIONS 'X' (A PORTION OF) THE REMAINDER OF PORTION B OF WINDHOEK TOWN & TOWNLANDS NO. 31
(Reference: Council Resolution 339/11/2015)

AND WHEREAS the Developer/Owner is aware that there are inadequate or no municipal services to permit the development at this stage;

AND WHEREAS the Developer/Owner is aware of the Development Charges Policy of Council to fund the additional municipal services required in order to permit him/her/them/it to develop the land referred to above;

NOW THEREFORE I/We, the undersigned;

Name:

Postal Address:

(referred to as the Developer/Owner) do hereby acknowledge that I/We were fully informed, understand in our full capacity the approach and calculations followed to establish the required Development Charges for this specific development and agree to payment of the amount per development opportunity for the provision of external/bulk municipal services in the event that my/our development is approved.

I acknowledge that the signature of this memorandum does not entitle me/us to approval of a development application. I further acknowledge that no representation or any form of duress whatsoever has induced me to sign this Memorandum of Understanding and that I have done so of my own free will and volition.

SIGNED AT _____ THIS ____ DAY _____ 20___.

_____

DEVELOPER/OWNER:

AS WITNESSESS: 1. _____ 2. _____

Endorsed by Official

Name of official:

Pierre Van Rensburg
Strategic Executive: Urban Transport and Planning

Signature: _____ Date: _____



GOVERNMENT GAZETTE

OF THE

REPUBLIC OF NAMIBIA

N$24.00 WINDHOEK - 1 July 2024 No. 8388

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MINISTRY OF FINANCE AND PUBLIC ENTERPRISES

No. 175 2024

NOTIFICATION OF APPOINTMENT OF MEMBERS AND ALTERNATE MEMBERS OF PUBLIC PRIVATE PARTNERSHIP COMMITTEE: PUBLIC PRIVATE PARTNERSHIP ACT, 2017

In terms of subsection (5)(b) of section 8 of the Public Private Partnership Act, 2017 (Act No. 4 of 2017), I give notice that I have –

A copy of the application together with the relevant plans lies for inspection at the City of Windhoek. Any person objecting to the proposed subdivision/conditions to be registered as set out above may lodge such objection together with the grounds thereof with the City Council (the Urban Planner-Town House, Fifth Floor, Room 516) and the applicant within 14 days of the last publication of this notice and the applicant in writing within 14 days of the last publication of this notice **(final date for objections is 18 July 2024)**.

Should you require additional information you are welcome to contact our office.

Applicant:
Du Toit Town Planning Consultants
P. O. Box 6871, Ausspannplatz
Windhoek
Tel: 061-248010
Email: planner1@dutoitplan.com

No. 305 2024

SUBDIVISION, INCORPORATION AND REZONING REMAINDER WINDHOEK TOWN AND TOWNLANDS NO. 31

Notice is hereby given in terms and stipulation of sections 105 and 107 of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018) that the City of Windhoek intends to apply to the Urban and Regional Planning Board for the:

- **Subdivision of Remainder Windhoek Town and Townlands No. 31 into Portion 'X', 'Y', 'Z', 'V' and 'W' and Remainder;**
- **Alteration of the boundaries of Otjomuise Extension 8 to incorporate the newly created portions; and**
- **Subsequent rezoning of Portion 'X', 'Y', 'Z', and 'V", Otjomuise Extension 8 from "undetermined" to the following zones:**

Portion X to "Government", Portion Y to "Institutional", Portion Z to "Public Open Space", and Portion V is to be reserved as "street".

The area to be subdivided lies immediately west of Matshitshi Street and Otjomuise extensions 8, 9, 10 and 11 such that the proposed new street will become a westward extension of Istanbul Street. The main objective of the development proposal is to create a portion for a mixed land use development with a primarily focus on high density residential, offices and other complementary land use activities for government purposes and an ancillary school site and access road.

The plan of the proposed development lies for inspection on the Town Planning Notice Board at the City of Windhoek Customer Care Centre, main municipal offices, Rev.

Michael Scott Street, Windhoek and the Office of the Ministry of Urban and Rural Development, Division: Planning, Second Floor, Room No. 237, Government Office Park in Windhoek.

Any person objecting to the proposed application as set out above may lodge such objection together with the grounds thereof in writing with the City of Windhoek, directed to the Chief Executive Officer, P.O. Box 59, Windhoek, within 14 days of the last publication of this notice or by the 22 July, 2024, whichever is the latest.

Enquiries:
N. Naruses
Town Planner: Spatial Development Frameworks and
Spatial Planning: Sustainable Development;
Department of Urban and Transport Planning
City of Windhoek
P. O. Box 59, Windhoek.
Tel: 061 - 290 2387;
E-mail: narikutuke.naruses@windhoekcc.org.na

No. 306 2024

SUBDIVISION OF ERF 4666, SWAKOPMUND EXTENSION 9

Notice is hereby given in terms of section 107, Regulation 10(1) of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018), that the Municipality of Swakopmund intends to apply to the Urban and Regional Planning Board for the:

- **Subdivision of Erf 4666, Swakopmund Extension 9 into Portion C and Remainder, and**
- **Subsequently rezoning of Portion C from "institutional" to "public open space"**

The application and locality plans are available and open for inspection during working hours at the Swakopmund Municipality: Town Planning Division.

Any person having objections or comments to the statutory procedures as set above must lodge such objections or comments, together with the grounds thereof, in writing with the Chief Executive Officer of the Municipality of Swakopmund, P. O. Box 53, Swakopmund within fourteen (14) days of the publication of this notice.

Applicant: B. Alfeus
Chief Executive Officer
Swakopmund

No. 307 2024

SUBDIVISION OF ERF 3084 (PUBLIC OPEN SPACE), OUTAPI EXTENSION 11

Namland Town and Regional Planning and Environmental Management Consultants, on behalf of the prospective owner of Proposed **Portion A of POS 3804, Outapi Extension 11,** intends to apply to the Outapi Town Council for:

- **Subdivision of Erf 3084 (public open space), Outapi Extension 11 into Portion A and Remainder,**
- **Permanent closure of Portion A, of Erf 3084, Outapi Extension 11, as a "public open space".**
- **Rezoning of Portion A of Erf 3084, Outapi Extension 11 from "public open space" to "business" with a bulk of 3.0.**

Erf 3804 zoned public open space measures 6045m^2, and it is located in Outapi Extension 11. The area in which the erf is located is predominantly business.

The proposed subdivision of Erf 3084 into Portion A (3,000m^2) and Remainder (3,045m^2), permanent closure of Portion A as a public open space and rezoning to business will allow the prospective owner to construct a Medical Clinic. Access to the proposed erven will be obtained from the existing street.

CLASSIFIEDS

Tel: (061) 208 0800/44 / Fax: (061) 220 584
Email: classifieds@nepc.com.na

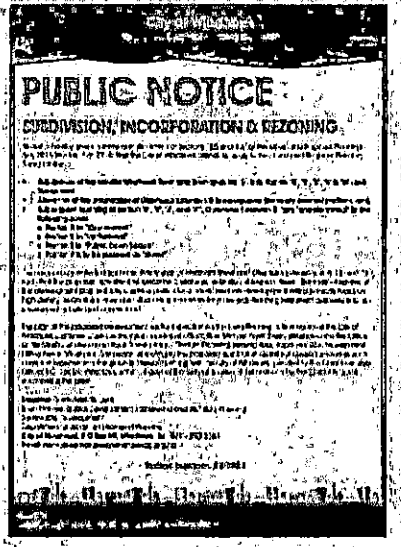
Notice Notice Notice
Legal Notices Legal Notices Legal Notices

MUNICIPALITY OF WALVIS BAY
NOTICE

INTENTION TO ALIENATE PORTION X, PORTION OF PORTION 3348 OF WALVIS BAY EXTENSION 9, ZONED UNDETERMINED TO MESSRS IMBOK FAMILY TRUST

By virtue of Council Resolution C024/2024 of 22nd April 2024 and in terms of Section 63 (2)(b) of the Local Authorities Act, (Act 23 of 1992) as amended, read in conjunction with Section 30 (1)(b) of the Local Authorities Act 1992 (Act 23 of 1992) as amended, notice is hereby given that the Municipal Council of the Walvis Bay intends to alienate portion X, a portion of portion 3348 situated in Walvis Bay extension 9, measuring 5 hectares (situated at corner of MUSES Ave road & C34 MOON Boulevard) at a cost of N$ 10.00 per square metre a total purchase price of N$ 500 000.00 (Five Hundred Thousand Namibian Dollars) by way of private treaty to Messrs Imbok Family Trust for the purpose of establishing a MOBIL filling station.

Further take note that the locality and the layout plan of the property lies open for inspection during office hours at the office of the Municipal Council situated in the corner of Sakkie Iyambo





Winners... Nedbank northern area manager Eugene Cupido, Nedbank Oshana mall manager Laimi Jonas, Nedbank for Good Series Oshakati women's winner Evelina Shilongo Nedbank for Good Oshakati men's division winner Antonius Amugongo, Nedbank Oshakati branch manager Beatha Hilundwa and Nedbank private banker Kenneth Angola. Photo: Contributed

Nedbank Good Series completes successful

CLASSIFIEDS

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Notice | Notice | Notice
Legal Notice | Legal Notice | Legal Notice

IN PUBLIC OF NAMIBIA MINISTRY OF INDUSTRIALISATION AND TRADE, LIQUOR ACT, 1998
NOTICE OF APPLICATION TO A COMMITTEE IN TERMS OF THE LIQUOR ACT, 1998
(REGULATIONS 14, 26 & 33)
Notice is given that an application in terms of the Liquor Act, 1998, particulars of which appear below, will be made to the Regional Liquor Licensing Committee, Region
OMUSATI
Name and postal address of applicant, LOISE KWEDIO
Name of business or proposed business to which applicant relates
TSHITHIGONA SHEBEEN
Address of business or proposed business to which applicant relates
THE LIQUOR ACT, 1998
(REGULATIONS 14, 26 & 33)
Notice is given that an application in terms of the Liquor Act, 1998, particulars of which appear below, will be made to the Regional Liquor Licensing Committee, Region
OMUSATI
Name and postal address of applicant, MATEUS MICHAEL NDAMONGHENA SHEALI
Name of business or proposed business to which applicant relates
CHASHE SHEBEEN
Address of business or proposed business to which applicant relates
UPANDA OMATELA OMBALANTU OGONDO CONSTITUENCY
Nature and details of application
SHEBEEN LIQUOR LICENCE
Date of the court with whom application will be lodged
OUTAPI MAGISTRATE COURT
6. Date on which application will be lodged 14 JUNE - 04 JULY 2024
7. Date of meeting of Committee at which application will be heard
14 AUGUST 2024
Any objection or written submission in terms of section 23 of the Act is relevant to the applicant must be sent or delivered to the Secretary of the Committee to reach the Secretary not less than 7 days before the date of the meeting of the Committee at which the application will be heard

REPUBLIC OF NAMIBIA MINISTRY OF INDUSTRIALISATION AND TRADE, LIQUOR ACT, 1998
NOTICE OF APPLICATION TO A COMMITTEE IN TERMS OF THE LIQUOR ACT, 1998
(REGULATIONS 14, 26 & 33)
Notice is given that an application in terms of the Liquor Act, 1998, particulars of which appear below, will be made to the Regional Liquor Licensing Committee, Region
OMUSATI
Name and postal address of applicant
ELIANA HATUTALA SHAMUKWAO
Name of business or proposed business to which applicant relates
T-JUNCTION SHEBEEN
Address of business or proposed business to which applicant relates
ONANDJENDA VILLAGE IN OKALONGO AREA
Nature and details of application
SHEBEEN LIQUOR LICENCE
Date of the court with whom application will be lodged
OUTAPI MAGISTRATE COURT

PUBLIC NOTICE

Please take note that Kamen Town Planning and Development Specialists has been appointed by the owner of Erf 1042 Outapi Extension No 9 to apply to the Urban and Regional Planning Board to the

3. REZONING OF ERF 1042 OUTAPI EXTENSION NO 9 FROM "RESIDENTIAL" WITH A DENSITY OF 1:300m2 TO "GENERAL RESIDENTIAL" WITH A DENSITY 1:400m2

In terms of the Urban Zoning Scheme and Part 2, Section 105 of the Urban and Regional Planning Act 5 of 2018.

Erf 1042 is located within the Outapi Extension No 9 suburb, from the Outapi Guard road, north of Shaanda Rain Bridge Street (also of the Lawrence Mother's Daring Shelter), towards the Street, along the first Street (Ditsingh Street) Erf's Erf 1042 measures 770m2.

Enquiries to Kamen Town Planning and Development Specialists

Cities of Windhoek

PUBLIC NOTICE

SUBDIVISION, INCORPORATION & REZONING

Employment | Employment
Offered | Offered

VACANCIES

Financial Manager: Sycamore Tree Investments experience in accounting and finance. Experience with accounting software. Bachelor's degree in accounting, finance or related. Add Additional Requirements: Fluent in Mandarin

Outdoor hocke teams gearing for qualifiers



Gearing up... The senior women's outdoor hockey team is get ready to represent Namibia next month in Zimbabwe.

Trevor Cormack, head coach of the women's outdoor hockey team, expressed his concerns about the late start in their preparations.

Night League and in Sou "With the quality of pl have, we would like to set win the tournament," sai

Epukiro Racing adds new horse to stable

■ Zebaldt Ngaruka

GOBABIS - The Namibia Horse-Racing Association (NHRA) continues to grow, as various racing clubs are adding to its value.

One such club is the Omaheke region's Epukiro Racing (ER) under the auspices of Iritjina Murangi, who recently bought a thoroughbred horse named Sitting Bull.

ER lost popular hors, Katjutju, and has been relying on Bright Eye in races. But they have now added Sitting Bull to their club. The latter made a



Future... Epukiro Racing
Photo: Contributed

impressed the club suppo

One of the club suppo Celle Katjivikua, said the horse showed a high le energy.

"This is a good horse fo club. We will reap fruits it, and other clubs must that ER will give them a ru their money," said Katjiyi

Another club men Ngairurue Hangero, impressed by the horse.

"This is good competition. The new

Wednesday 26 June 2024 Republikeinen Gun Allgemeine Zeitung 3

rs

Forward Cover

ncy	Spot	Currency	1M	3M	6M	12M
AUD	0.082	USD/ZAR	18.419	18.895	18.493	18.747
NZD	0.085	EURO/ZAR	19.905	20.478	20.38	20.445
BWP	0.739	GBP/ZAR	23.458	23.878	23.497	23.852
JPY	8.721	ZAWR/JPY	8.528	8.011	7.661	7.657

DATE: 26/06/2024 - 15:45 PM

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City of Windhoek

Vision: Enabling a Sustainable and Caring City by 2027

PUBLIC NOTICE

SUBDIVISION, INCORPORATION & REZONING

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- Subsequent rezoning of Portion "X", "Y", "Z", and "V", Otjomuise Extension 8 from "undetermined" to the following zones:
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The area to be subdivided lies immediately west of Matshishi Street and Otjomuise Extensions 8, 9, 10 and 11 such that the proposed new street will become a westward extension of Istanbul Street. The main objective of the development proposal is to create a portion for a mixed land use development with a primarily focus on high density residential, offices and other complementary land use activities for government purposes and an ancillary school site and access road.

The plan of the proposed development lies for inspection on the Town Planning notice board of the City of Windhoek Customer Care Centre, main municipal offices, Rev. Michael Scott Street, Windhoek and the Office of the Ministry of Urban and Rural Development, Division: Planning, second floor, Room No. 237, Government Office Park in Windhoek. Any person objecting to the proposed application as set out above may lodge such objection together with the grounds thereof in writing with the City of Windhoek, directed to the Chief Executive Officer, P.O. Box 59, Windhoek, within 14 days of the last publication of this notice or by the 22nd July, 2024, whichever is the latest.

Enquiries: Natuutuke Naruses
Town Planner: Spatial Development Frameworks and Statutory Planning
Sustainable Development
Department of Urban and Transport Planning
City of Windhoek, P O Box 59, Windhoek. Tel: 061 - 290 2387
Email: natuutuke.naruses@windhoekcc.org.na

Notice Number: 03/2024

City of Windhoek

PUBLIC NOTICE

SUBDIVISION, INCORPORATION & REZONING

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Enquiries: Narikuluke Naruses
Town Planner: Spatial Development Frameworks and Statutory Planning
Sustainable Development
Department of Urban and Transport Planning
City of Windhoek, P O Box 59, Windhoek. Tel: 061 - 290 2387
Email: narikuluke.naruses@windhoekcc.org.na

Notice Number: 23/2024

Senior Officer: Transport

SCANNE

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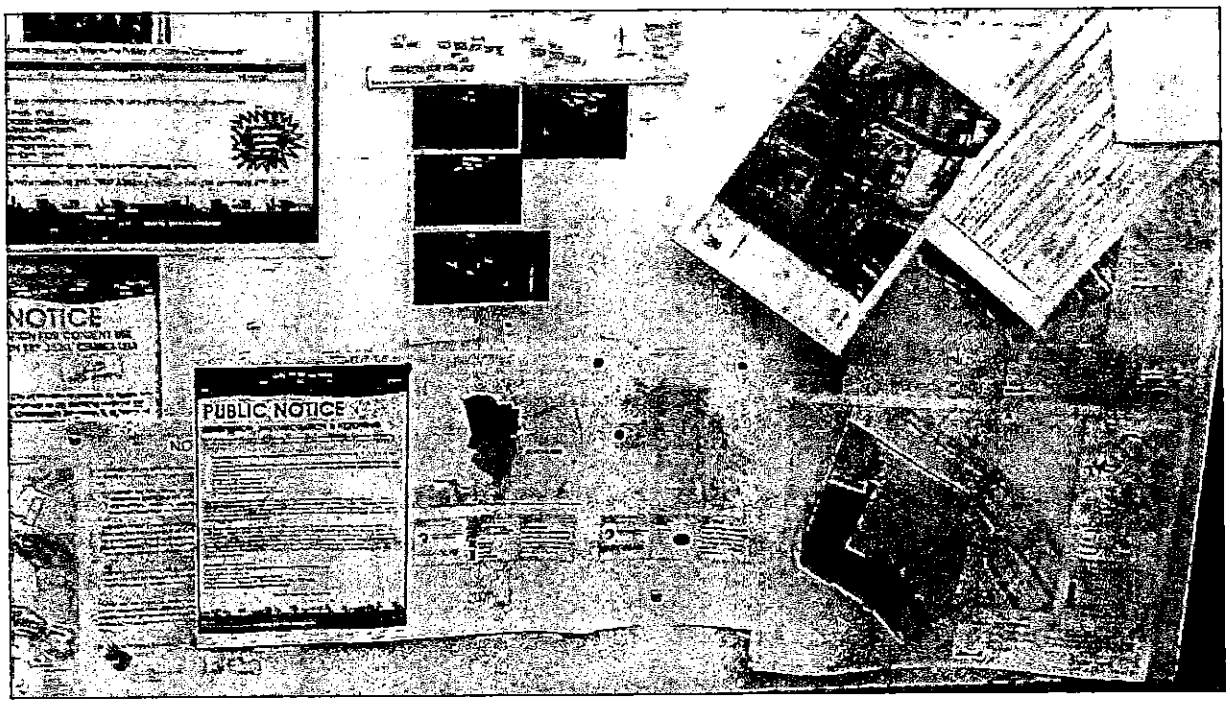
eticket.diary.my.na

Event marketing & ticket sales
Contact: 081-206 4311
eticket.my.na


PUBLIC NOTICE


NOTICE
PUBLIC NOTICE

DEPARTMENT OF URBAN AND TRANSPORT PLANNING
✉ 59
80 Independence Avenue
WINDHOEK, NAMIBIA

The Gateway to Endless Opportunities

Tel: (+264) 61 290 2482 **e-mail:** UTP@windhoekcc.org.na www.cityofwindhoek.org.na

ENQ: Ms N. Naruses **TEL:** +264 612 902 387
DATE: 24/07/2024 **REF:** L/RE.WHK.T&TLDS.NO. 31
EMAIL Narikutuke.Naruses@windhoekcc.org.na

Dear Sir/Madam,

RE:

1. **SUBDIVISION OF REMAINDER WINDHOEK TOWN AND TOWNLANDS NO. 31 INTO PORTION 'X', 'Y', 'Z', 'V' & 'W' AND REMAINDER.**
2. **ALTERATION OF THE BOUNDARIES OF OTJOMUISE EXTENSION 8 TO INCORPORATE THE NEWLY CREATED PORTIONS, AND,**
3. **SUBSEQUENT REZONING OF PORTION 'X', 'Y', 'Z', AND 'V", OTJOMUISE EXTENSION 8 FROM "UNDETERMINED" TO THE FOLLOWING ZONES:**
    i. **PORTION X TO "GOVERNMENT"**
    ii. **PORTION Y TO "INSTITUTIONAL"**
    iii. **PORTION Z TO "PUBLIC OPEN SPACE"**
    iv. **PORTION V IS TO BE RESERVED AS "STREET"**

The above subject matter has reference. As prescribed by Section 107 of the Urban and Regional Planning Act, 2018 (Act 5 of 2018) the City of Windhoek hereby informs you as the direct neighbour of Remainder Windhoek Town and Townlands No. 31 of its intent to apply to the Urban and Regional Planning board for the above-mentioned statutory procedure.

The statutory procedure will allow for the Subdivision of Remainder Windhoek Town and Townlands No. 31 into Portion 'X', 'Y', 'Z', 'V' & 'W' and Remainder. Alteration of the boundaries of Otjomuise Extension 8 to incorporate the newly created portions, and, Subsequent rezoning of Portion 'X', 'Y', 'Z', and 'V", Otjomuise Extension 8 from "undetermined" to the following zones, namely Portion X to "Government", Portion Y to "Institutional", Portion Z to "Public Open Space" and Portion V is to be reserved as "street"

Attached hereto are the plans illustrating the proposed rezoning, consolidation and subdivision as well as the consent/objection form that provides you an opportunity to comment on the proposed statutory procedure. Your consent/objections should be received by our office no later than **9th August 2024** and should be addressed to the Chief Executive officer.

Yours sincerely

Narikutuke Naruses
TOWN PLANNER: SPATIAL DEVELOPMENT FRAMEWORKS AND STATUTORY PLANNING

City of Windhoek

Vision: To be a Sustainable and Caring City by 2027

PUBLIC NOTICE

SUBDIVISION, INCORPORATION & REZONING

Notice is hereby given in terms and stipulation of Sections 105 and 107 of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018) that the City of Windhoek intends to apply to the Urban and Regional Planning Board for the:

- **Subdivision of Remainder Windhoek Town and Townlands No. 31 into Portion 'X', 'Y', 'Z', 'V' & 'W' and Remainder.**
- **Alteration of the boundaries of Otjomuise Extension 8 to incorporate the newly created portions, and,**
- **Subsequent rezoning of Portion 'X', 'Y', 'Z', and 'V", Otjomuise Extension 8 from "undetermined" to the following zones:**
  - **Portion X to "Government"**
  - **Portion Y to "Institutional"**
  - **Portion Z to "Public Open Space"**
  - **Portion V is to be reserved as "street".**

The area to be subdivided lies immediately west of Matshitshi Street and Otjomuise Extensions 8, 9, 10 and 11 such that the proposed new street will become a westward extension of Istanbul Street. The main objective of the development proposal is to create a portion for a mixed land use development with a primarily focus on high density residential, offices and other complementary land use activities for government purposes and an ancillary school site and access road.

The plan of the proposed development lies for inspection on the Town Planning notice board at the City of Windhoek Customer Care Centre, main municipal offices, Rev. Michael Scott Street, Windhoek and the Office of the Ministry of Urban and Rural Development, Division: Planning, second floor, Room No. 237, Government Office Park in Windhoek. Any person objecting to the proposed application as set out above may lodge such objection together with the grounds thereof in writing with the City of Windhoek, directed to the Chief Executive Officer, P.O. Box 59, Windhoek, within 14 days of the last publication of this notice or by the 22nd July, 2024, whichever is the latest.

Enquiries: Narikutuke Naruses
Town Planner: Spatial Development Frameworks and Statutory Planning
Sustainable Development
Department of Urban and Transport Planning
City of Windhoek, P O Box 59, Windhoek. Tel: 061 - 290 2387
Email: narikutuke.naruses@windhoekcc.org.na

Notice Number. 23/2024

L/ Re/Whk/T&TLDS No. 31

NEIGHBOUR CONSENT FORM

APPLICATION:

1. **Subdivision of Remainder Windhoek Town and Townlands No. 31 into Portion 'X', 'Y', 'Z', 'V' & 'W' and Remainder.**
2. **Alteration of the boundaries of Otjomuise Extension 8 to incorporate the newly created portions, and,**
3. **Subsequent rezoning of Portion 'X', 'Y', 'Z', and 'V", Otjomuise Extension 8 from "undetermined" to the following zones:**
    a. Portion X to "Government"
    b. Portion Y to "Institutional"
    c. Portion Z to "Public Open Space"
    d. Portion V is to be reserved as "street".

Herewith I/ We .....the owner/s
of.....declare that I/we
(please indicate a X in the appropriate box):

☐ **Do not Object:** . Subdivision of Remainder Windhoek Town and Townlands No. 31 into Portion 'X', 'Y', 'Z', 'V' & 'W' and Remainder. Alteration of the boundaries of Otjomuise Extension 8 to incorporate the newly created portions, and, Subsequent rezoning of Portion 'X', 'Y', 'Z', and 'V", Otjomuise Extension 8 from "undetermined" to the following zones:

- Portion X to "Government"; Portion Y to "Institutional"; Portion Z to "Public Open Space" & Portion V is to be reserved as "street".

☐ **Do Object:** . Subdivision of Remainder Windhoek Town and Townlands No. 31 into Portion 'X', 'Y', 'Z', 'V' & 'W' and Remainder. Alteration of the boundaries of Otjomuise Extension 8 to incorporate the newly created portions, and, Subsequent rezoning of Portion 'X', 'Y', 'Z', and 'V", Otjomuise Extension 8 from "undetermined" to the following zones:

- Portion X to "Government"; Portion Y to "Institutional"; Portion Z to "Public Open Space" & Portion V is to be reserved as "street".

If objecting, please indicate the reasons for doing so

.....
.....
.....
.....

Signed at..... on the..... day of.....2024

....

Signature of property owner **Witness**

Please return this form no later than **9 August 2024** failure to do so City of Windhoek will assume you have no objection against the intended application.

LIST OF REGISTERED ITEMS POSTED

BY: Department of Urban & Transport Planning, ENQ: Ms. N Naruses

Sender's reference no.	Addressee's name and address	Registration no.
1	The OWNER PO BOX 23047 WINDHOEK	BA 001 813 329 NA
2	The OWNER PO BOX 888 ONDANGWA	BA 001 813 332 NA
3	The TRUSTEES PO BOX 24967 WINDHOEK	BA 001 813 346 NA
4	GANEB B PO BOX 61111 KATUTURA	BA 001 813 350 NA
5	ROOI C PO BOX 6971 AUSSPANNPLATZ	BA 001 813 363 NA
6	THE OWNER PO BOX 70713 KHOMASDAL	BA 001 813 377 NA
7	THE OWNER PO BOX 98095 PELICAN SQUARE	BA 001 813 385 NA
8	NANUSEB BS PO BOX 22033 WINDHOEK	BA 001 813 394 NA
9	THE OWNER PO BOX 7091 KATUTURA	BA 001 813 403 NA
10	THE OWNER PO BOX 23047 WINDHOEK	BA 001 813 417 NA

WINDHOEK PLOT
2024
NAMIBIA

11	THE OWNER PO BOX 22646 WINDHOEK
12	THE OWNER PO BOX 27318 WINDHOEK
13	THE OWNER PO BOX 61880 KATUTURA
14	TJOZONGORO K. PO BOX 7405 KATUTURA
15	THE OWNER PO BOX 99413 OTJOMUISE
16	THE OWNER PO BOX 62969 WANAHEDA
17	THE OWNER PO BOX 61590 KATUTURA
18	THE OWNER PO BOX 2110 WINDHOEK
19	THE OWNER PO BOX 62776 WINDHOEK
20	THE OWNER PO BOX 31567 PIONEERSPARK
21	THE OWNER PO BOX 1805 ONDANGWA
22	THE OWNER PO BOX 7409 KATUTURA
23	THE OWNER PO BOX 1004 KATUTURA
24	THE OWNER PO BOX 97654 KATUTURA
25	THE OWNER PRIVATE BAG 97654 MAERUAE MALL





26	THE OWNER PO BOX 203 WINDHOEK	BA 001 813 575 NA
27	THE OWNER PO BOX 91307 KLEIN WINDHOEK	BA 001 813 584 NA
28	THE OWNER PO BOX 91307 KLEIN WINDHOEK	BA 001 813 598 NA
29	THE OWNER PO BOX 91307 KLEIN WINDHOEK	BA 001 813 607 NA

Date Stamp

WINDHOEK 2024 NAMIBIA

	LOCALITY EXT	PARCEL	OWNER SURNAME	OWNER IN	STREET NAME	STREET NUMB	ADDR/PERSON RECEIVED
HD1	OTJOMUISE	3383	MUNICIPAL COUNCIL OF WINDHOEK		CAMEL STR	14-24	P.O.S
HD2	OTJOMUISE	3385	MUNICIPAL COUNCIL OF WINDHOEK		ISTANBUL STR	1	
HD3	OTJOMUISE	3424	MUNICIPAL COUNCIL OF WINDHOEK		MANNHEIM STR	8	
HD4	OTJOMUISE	3425	MUNICIPAL COUNCIL OF WINDHOEK		MANNHEIM STR	0	
HD5	OTJOMUISE	3426	MUNICIPAL COUNCIL OF WINDHOEK		MANNHEIM STR	0	
HD6	OTJOMUISE	3428	MUNICIPAL COUNCIL OF WINDHOEK		MANNHEIM STR	0	
HD7	OTJOMUISE	3429	MUNICIPAL COUNCIL OF WINDHOEK		MANNHEIM STR	0	
HD8	OTJOMUISE	3430	MUNICIPAL COUNCIL OF WINDHOEK		MANNHEIM STR	0	
HD9	OTJOMUISE	3432	MUNICIPAL COUNCIL OF WINDHOEK		MANNHEIM STR	0	
HD10	OTJOMUISE	3433	MUNICIPAL COUNCIL OF WINDHOEK		MANNHEIM STR	0	
HD11	OTJOMUISE	3435	MUNICIPAL COUNCIL OF WINDHOEK		MANNHEIM STR	0	
HD12	OTJOMUISE	3436	MUNICIPAL COUNCIL OF WINDHOEK		MANNHEIM STR	0	
HD13	OTJOMUISE	3438	MUNICIPAL COUNCIL OF WINDHOEK		MANNHEIM STR	0	
HD14	OTJOMUISE	3442	MUNICIPAL COUNCIL OF WINDHOEK		MANNHEIM STR	0	
HD15	OTJOMUISE	3815	MUNICIPAL COUNCIL OF WINDHOEK		ISTANBUL STR	0	P.O.S
HD16	OTJOMUISE	4156	MUNICIPAL COUNCIL OF WINDHOEK		UVINZA STR	0	
HD17	OTJOMUISE	4161	MUNICIPAL COUNCIL OF WINDHOEK		KITUNDA STR	0	
HD18	OTJOMUISE	4173	MUNICIPAL COUNCIL OF WINDHOEK		SANGO STR	0	
HD19	OTJOMUISE	4174	MUNICIPAL COUNCIL OF WINDHOEK		SANGO STR	0	
HD20	OTJOMUISE	4175	MUNICIPAL COUNCIL OF WINDHOEK		SANGO STR	0	
HD21	OTJOMUISE	4177	MUNICIPAL COUNCIL OF WINDHOEK		MUTARE STR	0	
HD22	OTJOMUISE	4178	MUNICIPAL COUNCIL OF WINDHOEK		MUTARE STR	0	



Locality plan Erf 7362 Katutura

NOTES:

Compiled by Salome H | Date: 10/2/2025 | N | 1:847

While due care has been taken by the Publisher in compiling this map, no responsibility will be accepted by the City of Windhoek for errors or omissions. The Publisher, excludes all warrenties, and disclaims any responsibility to any person for loss or damage suffered from any use of this map.

City of Wi[redacted]k 181

Department of Urban and Transport Planning
Urban Policy Division

Applicant: J.K Hainduyo
Erf No.: 7362
Tel. No.: 081 2451620

NEIGHBOUR CONSULTATION FORM

COMMENTS REQUIRED FOR:

- A: **More than 2 Storey Residential Dwelling**
- B: **Exceeding of Coverage**
- C: **Exceeding of Outbuilding Size**
- D: **Relaxation of Building Lines**

ADJACENT ERF OWNER'S COMMENTS:

I, Theresia K Hausiku the Owner of Erf 7363, which is adjacent* to Erf 7362, have seen the drawing showing the structure to be erected thereon.

More than 2 Storey Residential Dwelling	AGREE	☐	OBJECT	☐
Exceeding of Coverage	AGREE	☐	OBJECT	☐
Exceeding of Outbuilding Size	AGREE	☐	OBJECT	☐
Relaxation of Building Lines (3m; 5m; 7m)	AGREE	☐	OBJECT	☑

(Kindly tick the appropriate box above)

Reason for objection, if any (please elaborate on a separate page if the space below is insufficient):

I object because the toilet is planned to be erected opposite my kitchen door which is approximately 1 meter apart, and ~~Att~~ that would not create a conducive environment.

I herewith declare all information contained herein as true and correct

Signed: [signature]

Tel: +264 81 6572905

Date: 02 May 2024

Signatory must attach a copy of his/her identification

*Immediate neighbours include owners of properties that share borders or are separated by pan-handle accesses or small watercourses and public open spaces as well as those opposite across the street.

[Municipal Council Minutes: 2019-09-26]

).3.4 FNS.3 [UTP] BUILDING LINE RELAXATION DISPUTE ON ERF 3274, WINDHOEK – OBJECTION FROM ADJACENT NEIGHBOUR ERF 3275, WINDHOEK
(L/3274/W)

On proposal by Councillor M Shiikwa, it was

RESOLVED

1 That the Building Permit application for Building Plan 3884/2015 requesting for the relaxation of the rear 3 and 5 metre building lines on Erf 3274, Windhoek be granted.

2 That the applicant and Objectors be informed of Council's decision, in writing, and be given the opportunity to appeal against Council's decision to the Ministry of Urban and Rural Development within twenty eight (28) days from the date of notification thereof.

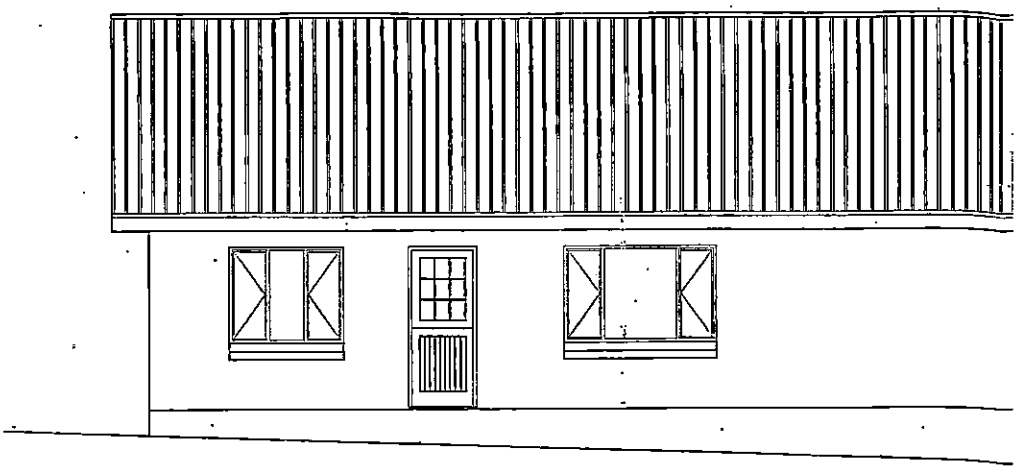
3 That any notice of an intention to appeal this Council Resolution be submitted to Council within twenty eight (28) days from the date of notification thereof, in terms of clause 51(3) of the Windhoek Town Panning Scheme.

4 That it be noted that paragraph 3 of Council Resolution 287/08/2007 is herewith amended to read as follows:

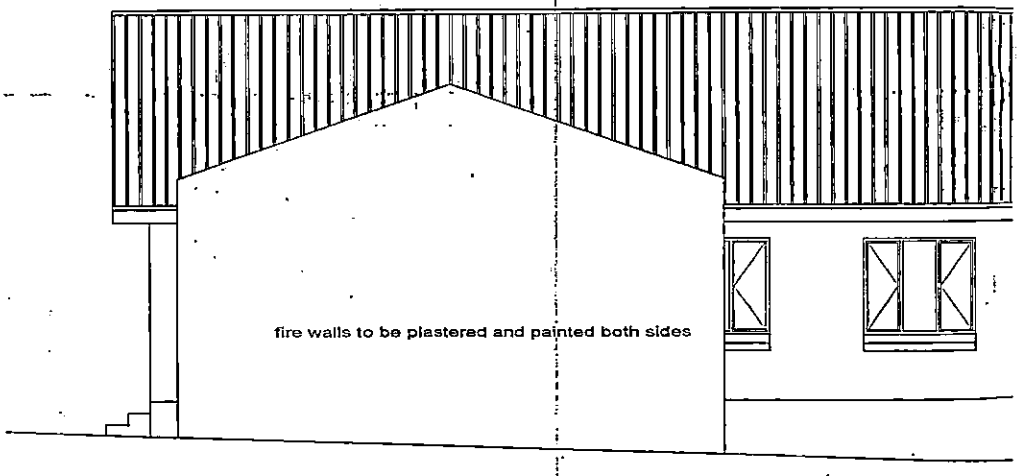
3 That any building permit application for the relaxation of building lines where objections have been received be presented to Council for a final determination in the matter.

5 That the resolution be implemented prior to confirmation of the minutes to allow for prompt feedback to the applicant.

RESOLUTION 233/09/2019



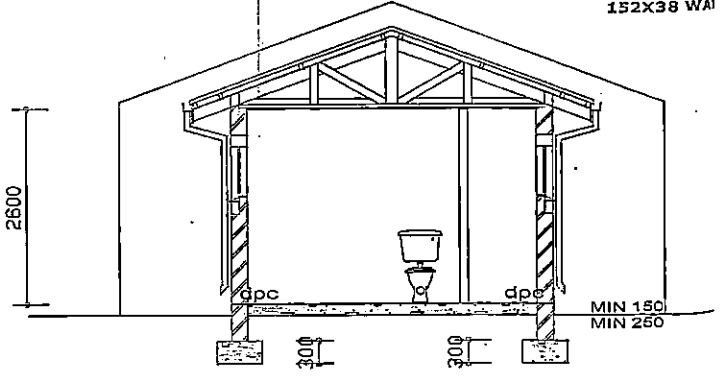
NORTH ELEVATION
SCALE: 1: 100



SOUTH ELEVATION
SCALE: 1: 100

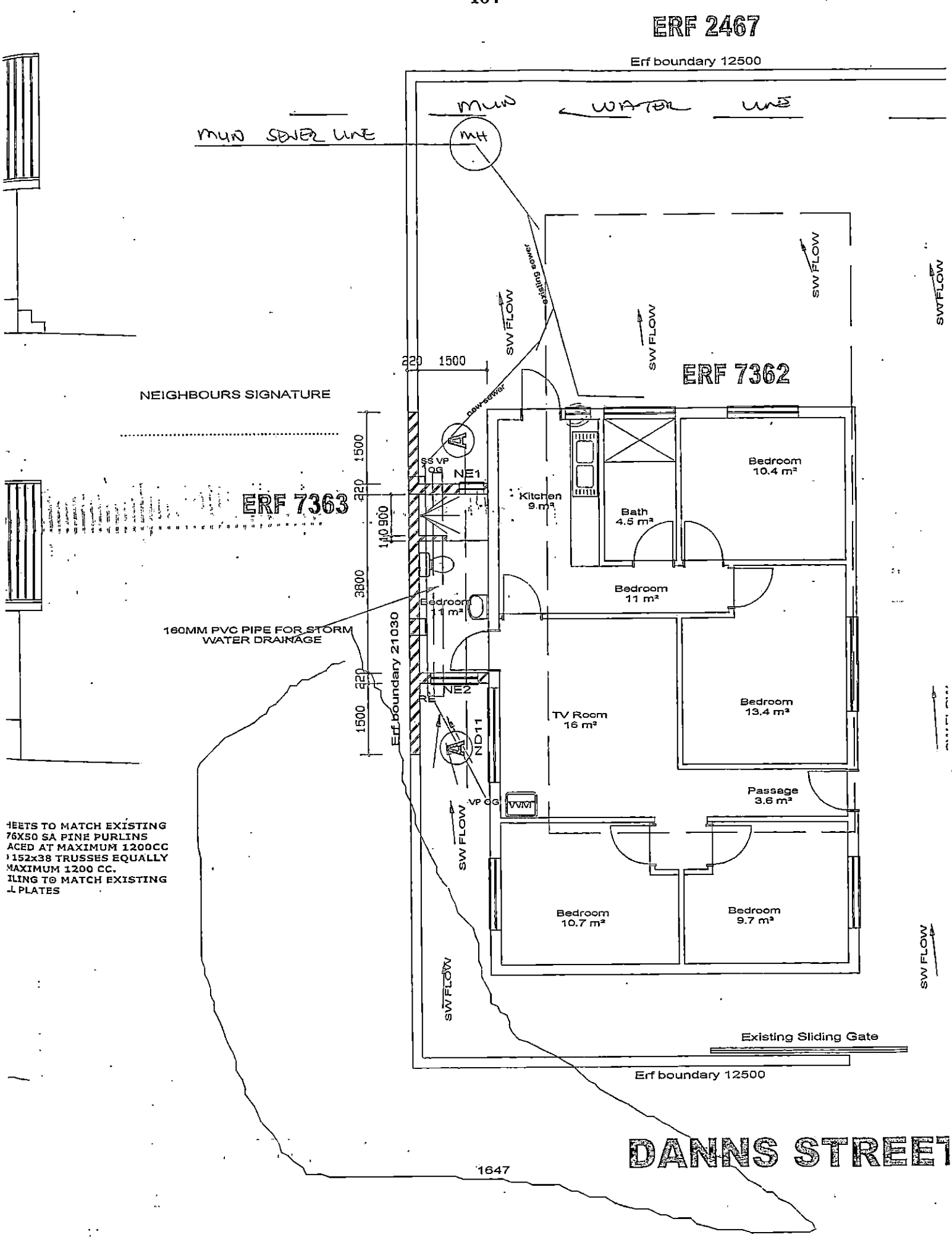
ROOF:

IBR ROOF SI
LAID ONTO
EQUALLY SP
FIXED ONTO
SPACED ATI
CELOTEX CE
152X38 WAI



600 SECTION AA 600
SCALE: 1: 100

FLOOR FINISH ON CEMENT SCREED
WITH TOTAL THICKNESS OF 32 ON 100 mm
20MPA CONCRETE SURFACED ON 250 MICRON
GUNPLUS USB GREEN DPC ONTO 50mm CLEAN


ERF 2467
Erf boundary 12500
MUN SEWER LINE
MH
MUN WATER LINE
existing sewer
SW FLOW
ERF 7362
220
1500
NEIGHBOURS SIGNATURE
new sewer
SS VP
OG
NE1
ERF 7363
1500
220
140
900
3800
Kitchen
9 m²
Bath
4.5 m²
Bedroom
10.4 m²
Bedroom
11 m²
Bedroom
11 m²
160MM PVC PIPE FOR STORM
WATER DRAINAGE
Erf boundary 21030
220
1500
NE2
ND11
TV Room
16 m²
Bedroom
13.4 m²
VP OG
VVM
Passage
3.6 m²
Bedroom
10.7 m²
Bedroom
9.7 m²
Existing Sliding Gate
Erf boundary 12500
DANNS STREET
1647
HEETS TO MATCH EXISTING
76X50 SA PINE PURLINS
ACED AT MAXIMUM 1200CC
152x38 TRUSSES EQUALLY
MAXIMUM 1200 CC.
ILING TO MATCH EXISTING
L PLATES

Annexure 1

URBAN FOOD SYSTEMS NEED BOLD TRANSFORMATION.
AfriFOODlinks creatively unlocks this transition, and will drive change in 65+ cities. It is delivered by 26 partners and funded by the European Union.

Afri[illegible]links

[illegible]: afrifoodlinks@iclei.org
[illegible]: www.afrifoodlinks.org

Mr. Moses Matyayi
Chief Executive Officer
Windhoek Municipality

Subject: Donation of Infrastructure and Equipment for Farm Okukuna Under Afrifoodlinks

Dear Mr. Moses Matyayi,

Further to our communication on 30th Jan 2025, regarding AfriFOODlinks project involvement in Windhoek, ICLEI Africa is pleased to inform you that, as part of the project, we will be supporting Farm Okukuna with key infrastructure and equipment to enhance its capacity for small-scale urban agriculture. These items will be purchased by ICLEI Africa and donated to the City of Windhoek, at which point they will be transferred to the City's asset registry.

The following infrastructure and equipment will be procured and installed:

- **Cold Storage Upgrades**
- **Three Greenhouses**
- **Irrigation System**
- **Refrigerated truck**
- **Weighing Scales**

In addition, ICLEI, with your team's input, is undertaking a needs assessment study to help guide ICLEI's acquisition of infrastructure and resources. This study may result in adjustments to the infrastructure allocations or the inclusion of additional items, depending on the identified needs. The study will also produce an agri-business plan template to support small-scale farmers operating at Farm Okukuna.

All purchases and procurement processes will be managed by ICLEI Africa, and ownership of the assets will be transferred to the City of Windhoek before project completion in December 2026.

We appreciate the City's continued collaboration in strengthening urban agriculture and look forward to working together to ensure the success of this initiative. Please do not hesitate to reach out should you require further details.

Luke Metelerkamp
Senior Professional Officer
ICLEI Africa - Local Governments for Sustainability

Metelerkamp.

AfriFOODlinks is delivered by: ICLEI Africa, [illegible] ACRA, African Population [illegible] Research Centre, APHRC, Agence de Financement de la Promotion de Petites et Moyennes Entreprises, [illegible]PME, [illegible]ence de Développement, [illegible]ques urbaines, [illegible]ADEU, Centre de coopération internationale en recherche agronomique [illegible] le développement, [illegible]CIRAD, [illegible]ty of London, Département de Technologie [illegible], [illegible] de l'IPSAT, Estâ - [illegible], Sustenable Food Plan, [illegible] Alfa, [illegible], [illegible]OS ICLEI Europe, ICLEI World Secretariat, Instituto Formazione Bu[illegible], Institut de Recherche pour le Développement, Institut National de la [illegible]rition et de Technologie Alimentaire, [illegible]TAL, Jaramogi Oginga [illegible], [illegible]ity of Science and Technology, [illegible]JOUST, Institute Agro, Milan Urban Food Policy Pact, [illegible], [illegible], [illegible]ngo, Reste Sem[illegible], [illegible], Rural Hope East Africa, South African Urban Food & Farming [illegible], [illegible]ersity of Cape Town, University of Ghana, Women in Sm[illegible]ale Enterprises, [illegible], SEI

CITY OF WINDHOEK PILOT PROPOSAL

TITLE OF THE PROJECT

Farm Okukuna: Food Poverty Eradication by Enhancing Infrastructure Development and mainstreaming Beneficiary famers into Markets.

1. BACKGROUND AND JUSTIFICATION OF THE EXPERIMENT

Farm Okukuna is located in the north-western part of Windhoek in Goreangab and was established in 2015 through a council resolution by the City of Windhoek. The initiative aims to enhance urban food and nutrition security in Namibia's capital by providing arable space to some youth and other vulnerable groups. The object is to establish a model hub for urban fresh production and related agricultural activities, including climate change adaptations hub.

The City of Windhoek allocated the Department of Economic Development and Community Services approximately 2000 hectares of land and currently 10 hectares of the farm is utilised for the start-up project phase. It includes 13 allotments measuring 20m X 30m green houses, irrigation systems and water tanks. Ideally there should be a Caretaker to oversee operations and undertake minor repairs and currently the facility includes 2 permanent Community Development Workers and 4 agricultural interns.

Farm Okukuna is owned and managed by the City of Windhoek on the principle that all residents and indeed those visiting the city can contribute to shaping a resilient and abundant environment amidst economic and environmental challenges. It focuses on developing on farming methods tailored to Windhoek's challenging climate while inspiring and educating residents, particularly those living in informal settlements, on food production around their homes.

Farm Okukuna integrates rainwater harvesting, greywater systems, compost making, urban food and nutrition training, and the promotion of micro-enterprises and marketing support. By fostering innovative agricultural practices namely permaculture, drip irrigation, and non-usage of chemicals, it is geared to empowering city dwellers to address hunger and build sustainable futures.

1.1 Farm Beneficiaries:

Farm Okukuna has 13 beneficiary plots with families that are active as of current and are engaged in producing crops such as spring onions, beetroot, okra, carrots, cucumber, butternut, parsley, garlic, onions, cabbage, eggplants, rape, tomatoes, and spinach, with spinach being the most popularly grown as it proliferates and sells well. Each household has approximately 20m X 30m greenhouses allocated for cultivation. Depending on the season and established crop cycle, an individual beneficiary can produce approximately 80 kg of produce/harvest, with

this yield varying based on factors such as soil conditions, climate, season, agricultural practices and crop type sometimes veld fire damages.

Beneficiaries typically work on the farm twice or thrice a week, depending on the season and crop cycles. The income generated from the produce is estimated to be less than N$500.00 or between N$500.00 and N$1000.00 per month. It is essential that all produce be weighted and recorded and a farm gate price determined after packaging and branding. A research is critical and should expand on this vale addition vice a-vis the profit and loss margins.

1.2 Challenges:

One of the main objectives of the farm is to support the beneficiaries who have turned into small-scale farmers and capacitated them through training, skills upscale, marketing, branding and sales. The goal is for the beneficiaries to graduate into the mainstream economies. However, the lack of leasehold agreements with the beneficiaries has led to gaps in understanding their needs, responsibilities, market strategies, the ability to trace where the produce is sold and to provide value addition.

1.3 Solutions:

The City of Windhoek intends to address these gaps through strategic introduction of a recognised farmers association and or farmers' cooperative and signing of leasehold agreements with beneficiaries. Green infrastructure upgrades, market integration, and beneficiary capacity development is vital to achieving sustainability and maximizing the farm's impact.

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2. RESEARCH QUESTIONS

2.1 Can Farm Okukuna provide a model for what an increasingly localized and employment intensive food system could look like by clearly demonstrating the farm's ability to outcompete food importers who currently supply horticultural products to the informal economy in Windhoek?

a. What are the elements required to do so? (Governance structures, infrastructure, logistics, etc)

b. How does increased beneficiary engagement impact the overall success of Farm Okukuna's model?

---

3. PROPOSED ENHANCEMENTS

3.1 Infrastructure Development

- **Cold Storage:** Upgrade existing containers to cold storage units to reduce post-harvest losses and maintain the quality of produce during storage and transit.

- **Greenhouses:** Construct three additional greenhouses to expand production capacity and ensure year-round crop availability.
- **Irrigation System:** Install a modern irrigation system to enhance water efficiency and support sustainable farming practices.
- **Refrigerated Truck:** Procure a refrigerated truck to transport fresh produce to municipal-owned open markets, ensuring quality retention during transit.
- **Weighing Scales:** Provide each beneficiary with a weighing scale to accurately measure harvested produce, aiding income tracking and monitoring.

3.2 **Capacity Building and Strategic Support**

- **Business Planning:** Hire an expert to develop a comprehensive business plan for beneficiaries, focusing on profitability and market competitiveness.
- **Needs Assessment:** Engage a specialist to conduct a needs assessment, identifying beneficiary challenges, market demand trends, and opportunities for high-demand crops.
- **Training and Development:** Organize training sessions for beneficiaries on financial literacy, marketing, and sustainable farming techniques throughout the project.

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4. OBJECTIVES

4.1 **Enhance Infrastructure:** Upgrade facilities to improve productivity, reduce losses, and enable efficient market linkages.

4.2 **Increase Income Generation:** Support beneficiaries in accessing reliable markets and optimizing production for profitability.

4.3 **Understand and Address Needs:** Gather insights into beneficiary challenges and market dynamics to tailor interventions effectively.

4.4 **Build Capacity:** Empower beneficiaries with knowledge and tools to sustain and scale their agricultural activities.

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5. KEY ACTIVITIES

Farm Okukuna will engage the existing 13 beneficiaries in decision-making processes. An initial assessment will help identify the beneficiaries' current sales, income, and challenges. Based on feedback, the farm will introduce targeted support for high-demand crops, ensuring product-market fit and encouraging continuous learning.

5.1 Initial Assessment

- Conduct a needs assessment to map current challenges, income levels, and market dynamics.
- Identify high-demand crops through engagement with beneficiaries.

5.2 Infrastructure Upgrades

- Retrofit existing containers into cold storage units.
- Construct three (3) additional greenhouses and install a modern irrigation system.
- Procure a refrigerated truck and distribute weighing scales to beneficiaries.

5.3 Capacity Building

- Hire a business planning expert to create a roadmap for profitability.
- Provide training on market engagement, financial management, and advanced farming practices.

5.4 Market Linkages

- Develop partnerships with the municipal-owned markets in line with the Market Development Framework of the City of Windhoek.
- Make use of refrigerated truck and or trailer to cover logistics between the farm and the markets/supermarkets. Currently the beneficiaries make use of taxis.
- Establish transparent tracking systems to monitor income and produce activity-flow of the beneficiaries on the garden and this will be possible thru lease agreements and service level agreement should have bank accounts and quarterly avail bank statements.

5.5 Monitoring and Evaluation

- Implement mechanisms to track infrastructure use, beneficiary engagement, and income changes.
- Use weighing scales to record and analyze production data.

---

6. EXPECTED OUTCOMES

- Improved infrastructure, enabling higher productivity and reduced post-harvest losses.
- Increased beneficiary incomes through enhanced market access and profitability strategies.
- Better understanding of beneficiary challenges and market demands, fostering targeted support.
- Enhanced community engagement and cohesion through inclusive decision-making and training.

7. BUDGET (the figures are estimates for now)

7.1 **Infrastructure Development:** NAD 450,000

- Cold Storage Upgrades: NAD 100,000
- Greenhouses (3): NAD 180,000
- Irrigation System: NAD 70,000
- Refrigerated Truck: NAD 90,000
- Weighing Scales: NAD 10,000

7.2 **Capacity Building and Assessments:** NAD 150,000

- Needs Assessment: NAD 50,000
- Business Plan Development: NAD 40,000
- Training Sessions: NAD 60,000

7.3 **Monitoring and Evaluation:** NAD 30,000

7.4 **Contingency Fund:** NAD 70,000

7.5 **Total Estimated Budget:** NAD 700,000

8. IMPLEMENTATION TIMELINE

8.1 **Phase 1 (Months 1-2):** Business plan development, needs assessment and infrastructure planning.
8.2 **Phase 2 (Months 3-5):** Infrastructure installation and upgrades.
8.3 **Phase 3 (Months 6-12):** Monitoring, evaluation, and market engagement.

Training on financial literacy and other needs that will be generated from the needs assessment will be conducted throughout the phases.

9. SUSTAINABILITY PLAN

9.1 Engage local authorities to integrate the farm into urban food policies.
9.2 Leverage project success to attract further funding and partnerships.
9.3 Document and disseminate best practices to facilitate replication in other regions.

10. GENDER RESPONSIVENESS IN THE DESIGN, IMPLEMENTATION, MONITORING AND EVALUATION PHASES (DECISION-MAKING, NEEDS, CONSTRAINTS AND DIVISION OF LABOUR BETWEEN MEN AND WOMEN).

10.1 Design Phase

- Conduct a gender analysis to understand the roles, responsibilities, and power dynamics between men and women in the local context.
- Ensure equal representation of women and men in the project design process, including community consultations.
- Identify the practical and strategic needs of both women and men, and design interventions that address these needs.
- Allocate resources and opportunities equitably between women and men, considering their different constraints and access to resources.

10.2 Implementation Phase

- Actively engage women and men in the implementation of project activities, ensuring their participation is meaningful and not tokenistic.
- Provide targeted support and capacity building for women to address any gender-specific barriers they may face, such as access to land, credit, or extension services.
- Promote the leadership and decision-making roles of women within the project, including in the community cooperative managing the farm.
- Ensure equitable distribution of workloads and benefits between women and men involved in the project.

10.3 Monitoring and Evaluation Phase

- Collect sex-disaggregated data and use gender-sensitive indicators to track the project's impacts on women and men.
- Involve both women and men in the monitoring and evaluation processes, ensuring their voices and perspectives are heard.
- Analyse the differential impacts of the project on women and men, and use these insights to inform any necessary adjustments.
- Assess whether the project has contributed to transforming gender norms and power dynamics within the community.

10.4 Decision-Making

Ensure equal representation and decision-making power for women and men in the project's governance structures, such as the community cooperative.

- Provide capacity building and support to empower women to actively participate in decision-making processes.
- Establish transparent and inclusive decision-making mechanisms that consider the needs and concerns of both women and men.

10.5 Addressing Needs and Constraints

- Identify and address the practical and strategic needs of women and men, such as access to land, credit, training, and markets.
- Understand the gender-specific constraints faced by women and men, and design interventions to mitigate these barriers.
- Engage with both women and men to understand their roles, responsibilities, and the division of labour within the household and the farm.

---

11. INDICATORS THAT COULD BE USED TO MONITOR PROGRESS, AND PROVIDE EVIDENCE ON THE EXPERIMENTATION'S IMPACT

11.1 Infrastructure Development:

- Number of greenhouses constructed or expanded.
- Meters of irrigation systems installed.
- Percentage of farm area under cultivation.

11.2 Capacity Building and Training:

- Number of community members trained in needs specified from the assessment.

11.3 Supply Chain Establishment:

- Quantity of produce supplied to the various markets or farms.
- Percentage of beneficiaries reporting timely and reliable supply.
- Value of sales generated by beneficiaries.

11.4 Community Engagement:

- Number of community events and workshops organized.
- Percentage of community members participating in farm activities.
- Number of community members serving on the cooperative's board.
- Indicators for evaluating impact.

11.5 Household Food Security:

- Percentage of households reporting improved food availability.

- Percentage of households consuming a more diverse diet.
- Percentage of households reducing food expenditures.

11.6 Income and Livelihoods:

- Percentage of households reporting increased income from urban agriculture.
- Number of new jobs created in urban agriculture and related activities.
- Percentage of households investing additional income in education, health, or other assets.

11.7 Environmental Sustainability:

- Percentage of farm area under organic management.
- Percentage of households adopting water-efficient irrigation practices.
- Tons of organic waste diverted from landfills through composting.

11.8 Monitoring and Evaluation process:

This process focuses on the continuous monitoring and evaluation of the project's progress and impact throughout its duration. This phase is crucial for ensuring that the project meets its objectives and effectively serves the community's needs. Below are the key components of the monitoring & evaluation process.

11.9 Continuous Monitoring:

We implement a robust monitoring system that tracks key performance indicators related to the project's objectives. This includes:

- **Progress Tracking:** Regularly assessing the advancement of infrastructure upgrades, crop production, and the establishment of supply chains with informal and formal traders. We utilize tools such as progress reports and performance dashboards to visualize data and identify trends.
- **Impact Assessment:** Evaluating the project's impact on household food security and nutrition in Windhoek's communities. This involves collecting data on the availability and affordability of locally-grown produce, as well as assessing changes in dietary habits among beneficiaries.

11.10 Mid-Term Evaluation:

A mid-term evaluation is conducted to assess the effectiveness of the interventions implemented during the initial phases of the project. This evaluation focuses on:

- **Effectiveness of Interventions:** Analyzing whether the strategies employed, such as infrastructure improvements and training programs, are yielding the desired outcomes in terms of productivity and community engagement.

- **Stakeholder Feedback:** Engaging with beneficiaries, traders, and community members to gather qualitative feedback on their experiences with the project. This feedback is essential for understanding the perceived value of the interventions and identifying areas for improvement.

11.11 **Data Collection and Feedback:**

We establish systematic data collection methods to inform necessary adjustments to the project. This includes:

- **Surveys and Interviews:** Conducting regular surveys and interviews with beneficiaries and traders to gather insights on their experiences, challenges, and suggestions for improvement. This qualitative data complements quantitative metrics and provides a comprehensive view of the project's impact.

- **Feedback Mechanisms:** Creating channels for ongoing feedback, such as suggestion boxes and community meetings, to ensure that all stakeholders have a voice in the project's evolution.

11.12 **Adjustments Based on Findings:**

Based on the data collected and the feedback received, we make informed adjustments to the project as needed. This may involve:

- **Refining Strategies:** Modifying training programs, supply chain logistics, or community engagement strategies to better align with the needs and preferences of beneficiaries and traders.
- **Resource Allocation:** Adjusting resource allocation to address any identified gaps or challenges, ensuring that the project remains responsive to the community's needs.

---

12. ETHICS NEEDS RISKS TO BE MANAGED

12.1 **A few potential ethical considerations could be:**

- **Equitable Participation and Benefit-Sharing:** Ensuring that the project's benefits, such as improved food security, nutrition, and economic opportunities are equitably distributed among all community members, particularly marginalized groups like women and low-income households.

- **Environmental Sustainability:** Ensuring that the urban farming practices adopted are environmentally sustainable and do not cause unintended harm to the local ecosystem.

- **Community Engagement and Ownership:** Prioritizing the active involvement and ownership of the local community in the project's design, implementation, and decision-making processes to promote long-term sustainability and alignment with community needs.

- **Gender Equity:** Addressing gender-based inequalities and ensuring that the project's interventions and policies are gender-responsive and promote meaningful participation for all genders.

The end

Performance Centre
We Listen, We Care, We Deliver
Tel: 264 61 246 596 Email: sales@pdcnam.com.na P.O. Box 32498 Windhoe Namibia
Unit 9 Pro Corp Park, Dante Stree Prosperita, Windhoek, Namibia

23/01/2024

City of Windhoek
Windhoek
Namibia

Confirmation of E Solar Bikes Price:

Performance Development Centre had delivered E Solar Bikes to UNDP Namibia last year in November/December, I would like to confirm that the price for each of the bikes was N$75,000.00 Vat Inclusive.

Sincerely,

.....
Chomba Ngambi
Advisory Board Chair

Performance Development Centre (PDC)
P.O. Box 32498
Windhoek. Namibia
23 JAN 2025
Tel: +264 61 3008 001
+264 610246 596
sales@pdcnam.com.na

Annexure 1

SOCIAL AND YOUTH DEVELOPMENT DIVISION
✉ 59
80 Independence Avenue
WINDHOEK, NAMIBIA

Tel: (+264) 61 290 3152 www.cityofwindhoek.org.na

City of Windhoek
The Gateway to Endless Opportunities

JOINT METING HELD BETWEEN THE MUNICIPAL COUNCIL OF WINDHOEK' SOCIAL AND YOUTH DEVELOPMENT DIVISION AND THE NATIONAL COMMISSION ON RESEARCH, SCIENCE AND TECHNOLOGY MEETING MINUTES

DATE: TUESDAY – 10 JULY 2023
VENUE: SOCIAL AND YOUTH DEVELOPMENT DIVISION' MANAGER OFFICE
TIME: 10H00 – 11H00

IN ATTENDANCE

- Mr. J. Kalundu – City of Windhoek - Social and Youth Development Division
- Mr. S. Kamati – City of Windhoek - Social and Youth Development Division
- Dr. N. Lupahla – National Commission on Research, Science and Technology
- Mr. G. Balle – National Commission on Research, Science and Technology
- Ms. G. Simon – National Commission on Research, Science and Technology
- Ms. M. Shahungu – National Commission on Research, Science and Technology

The meeting was a technical event that was requested by the National Commission on Research, Science and Technology via email on 21 June 2023

1. SUMMARY OF THE AGENDA POINTS DISCUSSED

1.1 The National Commission on Research, Science and Technology (NCRST) indicated willingness to enter into a partnership with the Municipal Council of Windhoek (CoW) to utilize the UN Plaza Complex's restaurant building as a hub for research, science and technology.

1.2 The proposal for the joint partnership is to contribute to the social upliftment of the community through allocation of resources needed to address skills and raise awareness as well

as addressing market related gaps in terms of technological innovation thus, contributing to employment creation opportunities among the unemployed youth and upcoming entrepreneurs in the tech industry.

1.3 The proposed hub will be targeting school-going children, unemployed youth and upcoming entrepreneurs with skill development and market related supportive opportunities through centre-based and outreach programs that will be provided free of charge to the recipients .

1.4 City of Windhoek through the Social and Youth Development Division to draft a Management Committee item on the joint partnership regarding the establishment of the hub for research, science and technology at UN Plaza Complex that will be forwarded to the Municipal Council for approval before the signing of the memorandum of understanding between the two parties.

1.5 The National Commission on Research, Science and Technology to fully be responsible for assessment, quantity survey and carryout the renovation of the UN Plaza Complex's restaurant that will be established as the hub for research, science, innovation and technology and trainings for the upcoming entrepreneurs and youths.

1.6 The National Commission on Research, Science and Technology to fast-track and facilitate the update of the costing for renovation of the UN Plaza Complex's restaurant required in order to have the correct estimate cost.

1.6 Outreach services to other community halls and centres as replica to be offered by the National Commission on Research, Science and Technology as part of the skill development programs targeting the upcoming entrepreneurs and youths.

1.7 The National Commission on Research, Science and Technology will communicate through the office of the acting CEO of City of Windhoek to the Social and Youth Development Division about the upcoming National Science Day / Event that will be observed in Windhoek in order to avail the community halls and centres to host and reach the intended communities.

MEETING END

Date of next meeting: 26 July 2023.

Annex 2

NCRST
NATIONAL COMMISSION
ON RESEARCH SCIENCE & TECHNOLOGY

NAMIBIA SCIENCE, TECHNOLOGY AND INNOVATION CENTRE

Concept Note

July 2023

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1. BACKGROUND

In order to support Science Technology and, Innovation (STI) in Namibia, the NCRST would like to establish the Science, Technology and Innovation Centers (STIC). The establishment of these centers in Namibia will provide the country's education and innovation systems a new dimension while serving as catalysts for innovative thinking, advancing science and technology projects, and inspiring students, teachers, and innovators.

2. OBJECTIVES

The main goal of a STIC is to be a world class facility that places focus on creating a scientific, innovative and technologically literate society through the use of superior services and interactive programmes. The specific objectives of the project include:

- Establishing and operating the Namibia Science, Technology and Innovation Centre.
- Promote awareness of the importance of STI for industrial development and knowledge economy through awareness and popularization.
- Supplement the school curriculum in science, mathematics and technology
- Stimulate curiosity and inquisitiveness among the youth
- Create forums for public debate on current STI issues and allow the public to be part of the process of assimilating scientific knowledge
- Promote creativity, invention and innovation
- Develop partnerships to promote STI awareness and engagement across cultural, political, economic and geographical boundaries
- To help innovation and invention owners to turn their ideas into innovation-based products and support their marketing and commercialization
- To attract entrepreneurs, train them and provide technical advice to them and assist them to start up their enterprises and to create new job opportunities.
- To connect the owners of entrepreneurial enterprises with local and international funding institutions and suggest new sources and mechanisms to finance enterprises.
- To communicate knowledge and technology through integrating the academic world with the business world and benefiting from the experiences of other countries in this field.

3. METHOD / APPROACH

The center will be operated using a two-pronged strategy, with one portion dedicated to science promotion and the other acting as an innovation hub.

3.1 Science promotion

This interactive science promotion center will be a significant resource to schools for the delivery of mathematics, science, and technology subjects. The science promotion center is a hub of science which aims to enrich the school curriculum and equip learners by providing valuable hands-on learning experiences using interactive exhibits that are designed to increase learners' skill and understanding of science, technology and mathematics.

The benefits of the Science promotion center will also extent to the broader community, out of school youth, and students. It will broader the understanding and participation of public in science, engineering, innovation and technology. The development of this facility in Namibia will further give learners an opportunity to engage in scientific and technological transformation that would eventually encourage attitude and behavioral changes towards science and mathematics in general.

In this regard, Namibia is opting for a fixed science promotional center through the NCRST where one can experience a hive of scientific activities and encounters in a learning but highly fascinating and yet entertaining manner. The STI center is a place where one can have fun, whilst learning about scientific discoveries and technological innovations. It encourages learners to pursue mathematics, science, and technology during their schooling. There are many displays where learners can identify new future possibilities in mathematics, science, and technology. Such displays create awareness in the community about the value of mathematics, science, and technology – while at the same time supporting educators in a resourceful environment.

Science promotion centers stimulate curiosity, develop inquiring minds and expose children and adults to positive new experiences. They help people to cope with the

rapidly changing technological environment and empower them by improving their life skills. They also complement the school curriculum and train science multipliers such as teachers, teacher-trainers and parents.

Science promotion centers are a place for families to play around with science and they help inspire individual self-guided learning. They offer an environment which can showcase research and be a dynamic place for experience sharing. Activities to be conducted by the proposed centre would include amongst others the following:

- Engagement with interactive exhibits
- Periodic competitions for students covering, debates, quizzes, innovative experiments, school projects on topics of local and global relevance.
- Science shows, experiments, technology demonstrations and science theatre
- Teachers workshops
- Public Lectures
- Out of school youth activities
- Science, technology, computer and mathematics Olympiads and competitions
- National Science Weeks and thematic months on behalf of the NCRST
- Computer, electronics and robotics workshops and training sessions
- Environmental, sustainable living and recycling projects
- Academic support for school learners in maths, science & technology.

3.2 Innovation Hub

The establishment of the Innovation Hub will be a platform for the provision of innovative Science, Engineering and Technology (SET) solutions for complex engineering challenges within the relevant industrial sectors aimed at supporting government's socio-economic priorities. The sector will benefit from the innovation hub's strategic position, particularly entrepreneurs/innovators, private sector and higher education institutions.

Through technical innovation, the hub will present opportunities to reduce the gap between local suppliers and industry by making local suppliers more competitive. Additionally, the facility will provide the critical infrastructure for the technology

transfer from higher education institutions to technology users. The main goal of the hub is to increase the competitiveness of entrepreneurs and innovators in the market by fostering the development of highly qualified and educated entrepreneurs and innovators who face difficulties in creating high-quality goods and services that satisfy market demands. Our offerings will include;

- Applied Research, Product Development and Prototyping
- Product design and manufacturing
- Advanced Computer Numerical Control (CNC) Machining
- Technical Support
- Work Integrated Learning (WIL) Programmes/ Skills for Jobs Training Programmes
- Specialized Training Services
- Manufacturing Services (3D Printing, Laser Cutting, Electronics Manufacturing)
- Fourth Industrial Revolution (IR4) Technologies for Manufacturing
- Process Optimizations

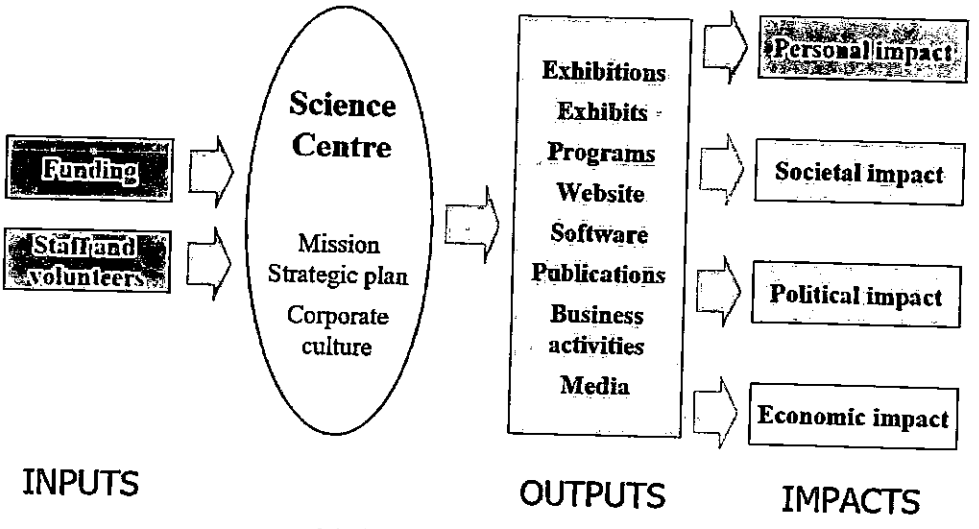
4. PROJECT OUTPUTS/ RESULTS AND IMPACT

The main output of this project is to have a Namibia STIC established in Windhoek. The center brings many benefits to the community, which include but not limited to:

- Demystified science, technology and related fields and assisted society to participate in a technological future.
- Strengthened science and technology culture among the youth
- Increased youth with opportunities for constructive learning during and after school hours support teachers and the formal education sector
- Promoted careers in STI and related fields
- Provided constructive destination for family edutainment
- Promoted hobbies and leisure activities on science, engineering and technology topics
- Created opportunity to debate and discuss topical STI issues
- A Namibian Culture created for the application and appreciation of science and technology for development.
- Higher education institutions, the private sector, and entrepreneurs/innovators will be more industrially competitive as a result of their ability to offer high-quality goods and services that satisfy customer demands.

- Delivered innovative industrial business models with high added value that repositioned entrepreneurs, innovators, and higher education institutions as important strategic partners in the value chain in line with pertinent industry demands.
- Enhanced manufacturing sector's competitiveness in Namibia.

In addition to the benefits listed the STIC brings a positive impact to the community on many levels. Research has shown that the STIC have the following positive impacts on the society compared to the inputs and yield a very good return on investment at many levels as summarized in the diagram below.



Model of science center impact

Source: Adapted from Persson, 2000

The model highlights that the science center produces many outputs for its clients or visitors such as exhibitions, programs and other activities. These outputs have impacts on the science center's community of interest. These impacts were measured and show that they have the desired effects, that justifies the value of the science center to the communities in and around Windhoek.

Definitions of terms used in the model

The impact of a science center is defined as the effect or influence that a science center has on its community of interest.

*The **community** of interest is the group of people and organizations that the science center considers to be its clients or potential clients.*

*The **Personal impact** of a science center is defined as the change that occurs in an individual as a result of his/her contact with a science center. It includes factors such as:*

- *Science learning*
- *Changed attitudes to science*
- *Social experience*
- *Career directions formed*
- *Increased professional expertise*
- *Personal enjoyment*

*The **Societal impact** of a science center is defined as the effect that a science center has on groups of people, organizations, and on the built and natural environment. Examples of societal impact are:*

- *Local/regional/international tourism*
- *Community leisure activities*
- *Youth employment*
- *Community partnerships*
- *Volunteer schemes*

*The **Political impact** of a science center is its influence on government policies and priorities. It impacts on all levels of Government*

*The **Economic impact** of a science center is the direct and indirect effect it has on employment and the local economy. It includes measures such as:*

- *Income brought into the science center from visitors*
- *Income brought into community by visitors*
- *Science center expenditure*
- *Job creation for staff and outside providers*

5. TARGET AUDIENCE:

The audience targeted to use the center on a daily basis include, but not limited to:

- Learners
- Students

- Teachers
- Parents
- Out of school youth
- Scientific community
- Private sector
- Public sector
- Entrepreneurs
- Innovators
- Tertiary Institutions

6. INFRASTRUCTURE/ SPACE NEEDED

Th e ideal space sought from the City of Windhoek to start the envisioned science centre should include but not limited to:

1. An exhibition space (Themes: Biology, Physics, Math, Space science)
   - This space is ought to be a big, enclosed space such as a big hall which will be filled with exhibitions, to serve as a museum space
2. A Lab (chemistry, Biology, Physics)
   - A classroom sized room to serve as a laboratory and training room for teachers
3. A science/innovation maker workshop/training room that can accommodate 40 people (developing skills: coding, robotic, Specialised Training Services: electronic repair, CNC Training etc)
   - A classroom sized room to serve as a maker workshop and training room
4. A hall for science show and demonstration
   - A venue to able to sit 100-200 people for science shows and public lectures
5. Shaded open space
   - To serve as a waiting area and fun and leisure zone aimed as a place for developing thinking, logical and problem-solving skills which will be equipped with games such as puzzles, board games, cultural games, historic games etc
6. Equipment Maker Space
   - To serve as a manufacturing and product design and development

7. CONCLUSION

The STIC will be an ideal position to support Namibia towards achieving the fourth industrial revolution given the STI challenges Namibia has to overcome. The NCRST will make this center a leading STI center that provides a sustainable platform for Science, Technology Education Mathematics and Innovation edutainment through interactive and hands-on activities while making a significant contribution to the reduction of the 'STI deficit' in society.

Vision 2030 states that Namibia becomes a prosperous and industrialized nation developed by her own human resources, a center of this nature is therefore investment towards achievement of this national goal.

Annexure 3

FW: New template for the MoU and the sample action plan

From Kalundu (J.K) <James.Kalundu@windhoekcc.org.na>
Date Fri 2025-03-14 3:10 PM
To Steenkamp (Z) <Zurilea.Steenkamp@windhoekcc.org.na>

1 attachment (6 MB)
CoW_NCRST_MoU_NCRST Signed_28102024.pdf;

James Kalundu

Manager: Social & Youth Development
Department of Economic Development & Community Services

Office: +264 61 290 2702
Fax:
Mobile: +264 81 122 1362
E-mail: [James.Kalundu@windhoekcc.org.na]James.Kalundu@windhoekcc.org.na

Box 59, Windhoek
Enquiries: +264 61 290 2911
www.cityofwindhoek.org.na

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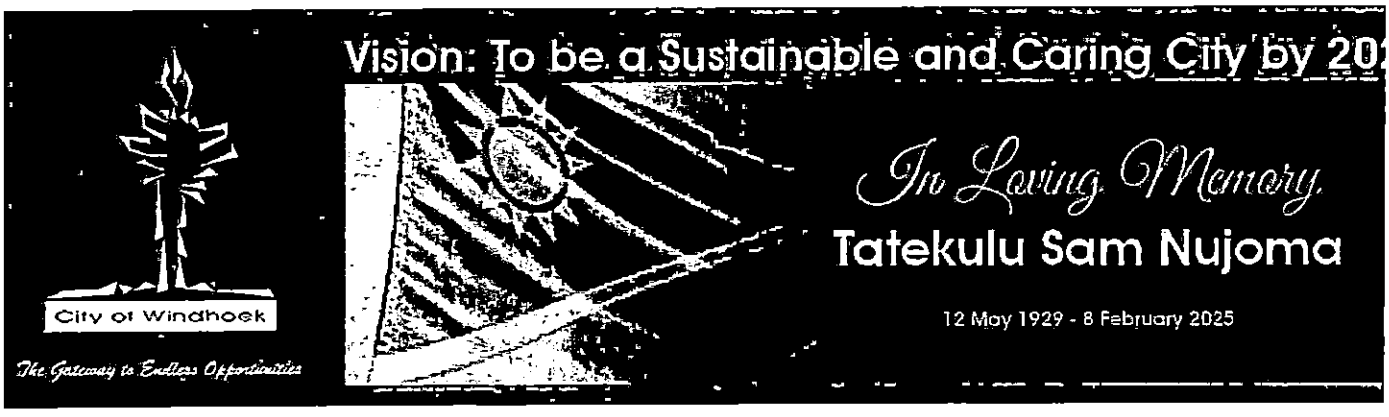

From: Generosa Simon <gsimon@ncrst.na>
Sent: Friday, 14 March 2025 9:35 AM
To: Kamati (SN) <Samuel.Kamati@windhoekcc.org.na>
Cc: Kalundu (J.K) <James.Kalundu@windhoekcc.org.na>; Isaack (KL) <Katrina.Isaack@windhoekcc.org.na>; Dr Nhlanhla Lupahla <NLupahla@ncrst.na>; Grant Balie <gballe@ncrst.na>; Lovisa Immanuel <limmanuel@ncrst.na>; Hilya Shikongo <hshikongo@ncrst.na>
Subject: FW: New template for the MoU and the sample action plan
Importance: High

Dear Sir,

I confirm that NCRST has agreed to the terms and conditions outlined in the signed MoU attached herewith.

Thank you

Regards
Generosa

From: Kamati (SN) <Samuel.Kamati@windhoekcc.org.na>
Sent: Friday, 14 March 2025 9:16 am
To: Generosa Simon <gsimon@ncrst.na>
Cc: Kalundu (J.K) <James.Kalundu@windhoekcc.org.na>; Isaack (KL) <Katrina.Isaack@windhoekcc.org.na>
Subject: FW: New template for the MoU and the sample action plan
Importance: High

Good day Ms. Simon,

As per our earlier telephonic discussion on the signed MoU, please confirm if you are still willing to go ahead with its current content.

Regards,

From: Generosa Simon <gsimon@ncrst.na>
Sent: Monday, October 28, 2024 4:45 PM

To: Kamati (SN) <Samuel.Kamati@windhoekcc.org.na>
Cc: Kalundu (J.K) <James.Kalundu@windhoekcc.org.na>; Grant Balie <gbalie@nc hlanhla Lupahla <NLupahla@ncrst.na>; Lovisa Immanuel <limmanuel@ncrst.na>
Subject: RE: New template for the MoU and the sample action plan
Importance: High

Dear sir,

Kindly received the reviewed and signed MOU for your actions.

Thank you

Regards
Generosa

From: Kamati (SN) <Samuel.Kamati@windhoekcc.org.na>
Sent: Wednesday, October 23, 2024 9:12 AM
To: Generosa Simon <gsimon@ncrst.na>
Cc: Kalundu (J.K) <James.Kalundu@windhoekcc.org.na>
Subject: FW: New template for the MoU and the sample action plan

Good day Ms. Simon,

Just a follow up on the progress regarding the attached documents.

Regards,

Samuel Kamati

Community Development Officer: Social Welfare
Department of Economic Development & Community Services

Office:+264 61 290 3501
Fax:
Mobile:
E-mail:[Samuel.Kamati@windhoekcc.org.na]Samuel.Kamati@windhoekcc.org.na

Box 59, Windhoek
Enquiries. +264 61 290 2911
www.cityofwindhoek.org.na

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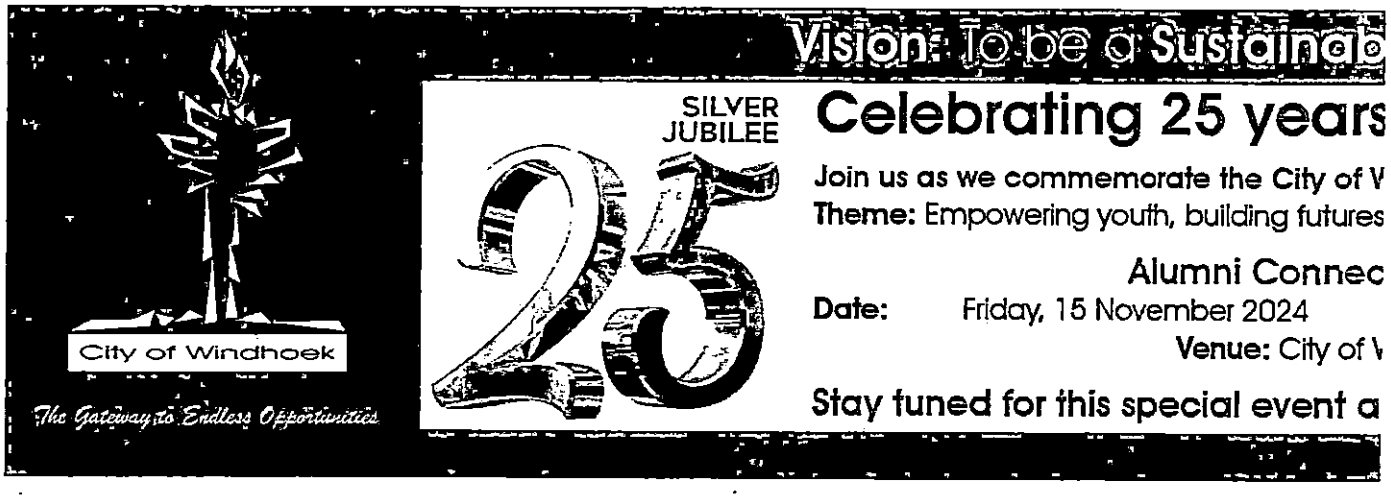


From: Kamati (SN)
Sent: Friday, October 18, 2024 1:46 PM
To: 'Generosa Simon' <gsimon@ncrst.na>
Cc: Kalundu (J.K) <James.Kalundu@windhoekcc.org.na>
Subject: FW: New template for the MoU and the sample action plan

Good day Ms. Simon,

As per our telephonic conversation, please find the attached new template of the MoU for your revision and sample action plan for your input before we send it through to our legal department and external relations for consolidation.

We will appreciate it if you send these required information back to us before or on the 22 October 2024.

Your prompt response in this regard will be highly appreciated.

Regards,

From: Kamati (SN)
Sent: Friday, October 18, 2024 12:33 PM
To: 'Generosa Simon' <gsimon@ncrst.na>
Subject: New template for the MoU

Good day Ms. Simon,

NCRST

The Gateway to Endless Opportunities

MEMORANDUM OF UNDERSTANDING

ENTERED INTO BY AND BETWEEN

MUNICIPAL COUNCIL OF WINDHOEK

Duly established in terms of the Local Authorities Act, Act No 23 of 1992
Herein represented by **Mr. Moses Matyayi** in his capacity as *Chief Executive Officer* and duly authorized thereto and whose business address is:
80 Independence Avenue
P.O. Box 59
Windhoek
NAMIBIA

Telephone: +264 61 290 2615
Fax: +264 61 290 2344
Website: www.windhoekcc.org.na

(Hereinafter referred to as the **"CoW"**)

AND

NATIONAL COMMISSION ON RESEARCH, SCIENCE AND TECHNOLOGY (NCRST)

Duly established in terms of the Research, Science and Technology Act, Act No 23 of 2004,
Herein represented by **Prof. Dr. Anicia Peters**, in her capacity as *Chief Executive Officer*, duly authorized thereto and whose business address is:
Cnr Louis Raymond & Grant Webster Street Olympia
Private Bag 13253
Windhoek
NAMIBIA
Telephone: +264 – 61- 431 7000
Fax: +264 – 61 – 295 5022
Website: info@ncrst.na

1. PREAMBLE

1.1. **WHEREAS** the the NCRST is duly authorized by an Act of Parliament for the promotion, co-ordination and development of research, science and technology in Namibia; to establish the National Commission on Research, Science and Technology and the National Research, Science and Technology Fund; and to provide for incidental matters.;

1.2. **WHEREAS** the City of Windhoek is a local authority established in terms of Section 2 read with Section 30 of the Local Authorities Act, 23 of 1992, outlines the responsibilities of local authorities regarding community development initiatives. This section mandates local authorities to promote the welfare of their communities through various development projects and programs aimed at enhancing social and economic conditions.

Local authorities are encouraged to engage with community members to identify needs and implement projects that foster sustainable development. This engagement is crucial for ensuring that projects are aligned with the specific needs of the communities they serve.

2. The **Parties** wish to enter into this Agreement, to collaborate jointly in areas of mutual interest and benefit to both parties,

2.1. To establish the Innovation and Science Hub as a platform for the provision of innovative, Science, Engineering and Technology (SET) solutions for complex engineering challenges within the relevant industrial sectors aimed at supporting government's socio-economic priorities. The sectors will benefit from innovation hub's strategic position, particularly entrepreneurs/innovators, private sector and higher education institutions.

Through technical innovation, the hub will present opportunities to reduce the gap between local suppliers and industry by making local suppliers more competitive. Additionally, the facility will provide the critical infrastructure for the technology transfer from higher education institutions to technology users. The main goal of the hub is to increase the competitiveness of entrepreneurs and innovators in the market by fostering the development of highly qualified and educated entrepreneurs and innovators who face difficulties in creating high-quality goods and services that satisfy market demands. The science hub services will include;

2.2 A science and technology center is a place where one can have fun, whilst learning about scientific discoveries and technological innovations. Science and Technology centers stimulate curiosity, develop inquiring minds and expose children and adults to positive new

experiences. They help people to cope with the rapidly changing technological environment and empower them by improving their life skills. They also complement the school curriculum and train science multipliers such as educators, learners, students, scientific community and parents.

Science centers are a place for families to play around with science and they help inspire individual self-guided learning. Science centers offer an environment which can showcase research and be a dynamic place for experience sharing. The main goal of a science center is to contribute to the social development of its community by engaging young people and their families in activities that excite their interest in science, technology, mathematics and engineering to equip them to become productive citizens in future.

WHEREFORE, THE PARTIES AGREE AS FOLLOWS

3. DEFINITIONS AND INTERPRETATION

3.1. In this Agreement, unless inconsistent with or otherwise indicated by the context, the following words and expressions shall have the meanings set out opposite them:

3.1.1 "**Agreement**" means this Agreement between the **Parties** together with the **Annexures** thereto;

3.1.2 "**Annexure**" means any annexure to the main body of this **Agreement**;

3.1.3 "**Commencement Date**" means date of signing this Agreement by both **Parties**;

3.1.4 "**Law**" means the common law and any applicable Constitution, statute, by-law, proclamation, regulation, rule, notice, treaty, directive, code of practice, charter, judgment or order having force of law in Namibia, and any interpretation of any of them by any court or forum of law;

3.1.5 "**Parties**" means the **Parties** contemplated in clauses 1.1 and 1.1.2 and any reference to "a Party" shall refer to one of the relevant **Parties** as required by the context;

3.1.6 "**Regulatory Requirements**" means all norms, standards and requirements set down by any international body regulating safety at airports from time to time or any other body authorized by it, as well as norms, standards and other requirements (whether in the form of directives or only as preferred conduct) set down in Namibian legislation; and

3.1.7 "**CoW**" means City of Windhoek and is used interchangeably with "Municipality of Windhoek" and "Municipal Council for the City of Windhoek"; and

3.1.8 "**NCRST**" means National Commission on Research, Science and Technology

3.2. This Agreement shall be interpreted according to the following provisions, unless inconsistent with or otherwise indicated by the context –

3.2.1. the headings of clauses, sub-clauses and **Annexures** have been inserted for convenience only and shall not affect the interpretation of this Agreement;



3.2.2. any reference to any agreement or **Annexure**, shall be construed as including a reference to any agreement or **Annexure** amending, varying, novating or substituting that agreement or **Annexure**, provided all approvals required to be given pursuant to this **Agreement** for any amendment, variation, novation or substitution of such agreement or Annexure has been obtained;

3.2.3. the **Annexures** to this Agreement are an integral part of this Agreement and a reference to this Agreement shall include a reference to the **Annexures**;

3.2.4. any reference to "**Parties**" shall include the **Parties**' respective successors-in title and, if permitted in this Agreement, their respective cessionaries and assignees;

3.2.5. any reference to one gender shall include the other gender;

3.2.6. words in the singular number shall include the plural and *vice versa*;

3.2.7. references to a "**Person**" shall include where the context so requires, an individual, firm, company, corporation, juristic person, local authority, and any trust, Organisation, association or partnership, whether or not having separate legal personality;

3.2.8. words defined in a specific clause have the same meaning in all other clauses of this Agreement;

3.2.9. if any definition in this clause 2 contains a substantive provision conferring rights or imposing obligations on any Party, effect shall be given to such provision as if it was a substantive provision in the body of this Agreement;

3.2.10. the main body of this Agreement and the **Annexures** thereto should be read and interpreted together to be consistent with the intention of the **Parties**. In the event of any inconsistency between the main body of the Agreement and the **Annexures** thereto, the provisions of the main body shall prevail;

3.2.11. the **Parties** acknowledge that each of them has had the opportunity to take legal advice concerning this Agreement, and agree that no provision or word used in this Agreement shall be interpreted to the disadvantage of either Party because that Party was responsible for or participated in the preparation or drafting of this Agreement or any part of it.

4. COOPERATION

4.1. The **Parties** hereby agree to co-operate in establishing a sustainable and mutually beneficial alliance in terms of this Agreement to promote and achieve the aims and objectives referred to in clause 2 to 11 of this Agreement, through the co-operative utilization of the core competencies of each Party.

4.2. AREAS OF COOPERATION

4.2.1 Infrastructure Development
4.2.2 Capacity Building
4.2.3 Research and Development Initiatives
4.2.4 Networking and Collaboration
4.2.5 Policy Advocacy

4.3 INFRASTRUCTURE DEVELOPMENT

NCRST Obligations

4.3.1 Revamp and renovate the designated space at UN PLAZA at a total cost for the establishment of the Innovation and Science Hub;
4.3.2 Design and implement the scientific infrastructure.
4.3.3 Bear the cost of equipping, furnishing, and managing the designated facility during the collaboration period;
4.3.4 All equipment, and furniture remains the property of the NCRST

COW Obligations

4.3.5 Provide the designated space for the establishment of Innovation and Science Hub on a 10-year non-monetary leasing basis with a renewal option;
4.3.6 Retain and safeguard the ownership of the UN Plaza's designated space
4.3.7 Avail UN Plaza's designated facilities (amptheatre, hall, basketball court, lawn and the space around the park) at no cost for the utilization of NCRST' Innovation and Science Hub activities (if appropriate booking arrangements were made);
4.3.8 Facilitate zoning and regulatory approvals for new facilities;
4.3.9 Safeguard the site by providing safety & security on 24-hour basis.
4.3.10 Bear costs for all utilities (water and electricity, etc) and maintenance expenses emanating from utilizing the designated space.

4.4 CAPACITY BUILDING

NCRST Obligations

4.4.1 Support local educational initiatives by promoting science, technology, engineering, and mathematics (STEM) programs in schools;
4.4.2 Prepare and implement the programs and activities that alignment with the National Research and Science Programme.
4.4.3 Develop and deliver training programs aimed at enhancing skills in research, science, technology and innovation (RSTI);

4.4.4 Make the necessary bookings and reservations for the hall, amphitheatre, and basketball court for its community outreach events;

CoW Obligation

4.4.5 Avail with prior arrangements and internal consultations in respect of bookings and reservations of the hall, amphitheatre, basketball court and the open park for the implementation of science and technology promotional programs;

4.4.6 Collaborate in organizing programs and activities and other events to raise awareness and engage communities in research and technological advancements;

4.5 RESEARCH AND DEVELOPMENT INITIATIVES

NCRST Obligations

4.5.1 Manage funding for research projects that are aligned with national priorities;

4.5.2 Promote collaborative research efforts between universities, private sector, and government agencies;

CoW Obligations

4.5.3 Identify local challenges that require innovative solutions, and align them with the national programme;

4.5.4 Facilitate partnerships between local businesses and research institutions;

4.6 NETWORKING AND COLLABORATION

NCRST Obligations

4.6.1 Establish networks among researchers to share knowledge and best practices;

4.6.2 Facilitate partnerships with international research organizations to enhance local capabilities;

4.6.3 Shall provide relevant statistics and any other data emanating from the partnership as may be requested, subject to relevant confidentiality requirements.

CoW Obligations

4.6.4 Organize events that bring together stakeholders from various sectors to foster collaboration;

4.6.5 Create platforms for dialogue

4.6.6 Shall provide relevant data relating to the partnership as may be requested, subject to relevant confidentiality requirements.

4.7 POLICY ADVOCACY

NCRST Obligations

4.7.1 Provide expert advice for the implementation of policy frameworks that promote RSTI as a driver of economic growth;

4.7.2 Provide expertise in formulating policies that encourage innovation and entrepreneurship.

CoW Obligations

4.7.3 Advocate for policies that support RSTI at the municipal level, ensuring alignment with national goals;

4.7.4 Engage with community stakeholders to gather input on local science policies;

5. FEES

5.1.1 The Municipal Council is mandated to charge fees and levies for services rendered under Section 30 of the local Authorities Act, Act 23 of 1992. However, in this case the City of Windhoek will lease the venue to NCRST for free for the first 10 years with an option to renew.

6. DURATION OF AGREEMENT

6.1 This Agreement shall commence on the Signature Date and shall endure for a period of 10 years. Thereafter the Parties may, by mutual agreement, to extend the contractual term by a further period of 5 years.

6.2 The effective date of this Agreement shall be ....., starting from the day both Parties signed the MOU.

7. MAINTENANCE, AND DAMAGE

7.1. It shall be the duty of the NCRST to maintain the designated space and all its equipment required to render the services envisaged in this Agreement.

8. CONTRACT MANAGEMENT

8.1 Oversight of the operational procedures to give effect to the provisions of this Agreement will be vested with the Social and Youth Development Division of the CoW and NCRST's Human and Institutional Development, Science and Technology

Promotion and Innovation and Industrial Research Divisions, who will each have latitude to involve relevant senior management of both Parties as they may deem fit.

8.2 Both Parties will meet as required to discuss matters arising from the provisions of this Agreement and to make such recommendations to their respective management and/or governance structures as required.

8.3 This Agreement may be altered at any time with the consent of both Parties. A review of the effectiveness of the terms of this Agreement shall be undertaken during the first year of it having entered into operation, with a view to modifying relevant provisions thereof to ensure that they meet the current needs of both Parties. Subsequent reviews will take place on an annual basis or earlier as required and agreed between the Parties.

8.4 Each of the Collaborating Parties acknowledges and agrees that for the purpose of fulfilling their respective obligations in terms of this Agreement, they shall necessarily share relevant information pertaining to their respective institutions and operations. The Collaborating Parties mutually covenant and agree that they will treat any such confidential information in strict compliance with their respective laws as if it were the confidential information of their own Institutions.

9. BREACH

9.1 Should any Party commit a breach of this Agreement and fail or refuse to rectify that breach within 14 (fourteen) days after receipt of a written notice from the other Party, the Party requesting performance shall be entitled, without prejudice to any other of its rights, to forthwith cancel this Agreement by written notice to the Party in breach.

10. INDEMNITY

10.1 NCRST hereby indemnifies and holds harmless CoW, its Councilors and its employees, in respect of any claim or claims arising, whether directly or indirectly in respect of such claims and costs of whatsoever nature, and irrespective of the remoteness thereof, which may arise at any time as a result of any or all of the events covered by this Agreement.

10.2 CoW hereby indemnifies and holds harmless the NCRST and its employees, in respect of any claim or claims arising, whether directly or indirectly in respect of such claims and costs of whatsoever nature, and irrespective of the remoteness thereof, which may arise at any time as a result of any or all of the events covered by this Agreement.

11. DOMICILIUM

For the purposes of this Agreement the Parties choose as ***domicilia citandi et executandi*** the following Addresses:

CoW at:

80 Independence Avenue, Windhoek, Republic of Namibia, or PO Box 59, Windhoek.

NCRST at:

Cnr Louis Raymond & Grant Webster Street Olympia, Windhoek, Republic of Namibia, or Private Bag 13253, Windhoek.

to which notices in terms of this Agreement shall be sent. All notices given in terms of this Agreement shall be regarded as duly served if posted by pre-paid registered post and addressed to the party at its above address and shall irrefutably be deemed to have been received seven days from date of posting as aforesaid.

A Party may vary its *domicilium citandi et executandi* by giving the other Party seven days written notice to that effect.

12. GOVERNING LAW

12.1 This Agreement shall be governed and interpreted by the laws of the Republic of Namibia.

12.2 If, after the signing of the Agreement, this Agreement is affected as a result of changes in, or additions to, relevant legislation in Namibia, the Parties undertake to re-negotiate this Agreement in order to comply with such new legislation.

12.3 Such an Agreement shall be embodied in a formal Deed of Amendment in terms of this clause.

13. ARBITRATION

13.1 Save in respect of those provisions of the contract which provide for their own remedies which would be incompatible with arbitration, a dispute which arises with regard to –
(a) the interpretation of; or
(b) the carrying into effect of; or

13.2 any of the Parties' rights and obligations arising from; or

13.3 the termination or purported termination of; or

13.4 the rectification or proposed rectification of this Agreement, or out of or pursuant to this Agreement or on any matter which in terms of this Agreement requires agreement by the Parties, (other than where an interdict is sought or urgent relief may be obtained from a court of competent jurisdiction), shall be submitted to and decided by arbitration.

13.5 Such arbitration shall be held in Windhoek with only the Parties and their representatives present thereat.

13.6 It is the intention of the Parties that such arbitration shall, where possible, be held and concluded within 21 (twenty-one) Business Days after same has been demanded. The Parties shall use their best endeavours to procure the expeditious completion of the arbitration.

13.7 Save as expressly provided in this Agreement to the contrary, the arbitration shall be subject to the arbitration legislation for the time being in force in the Republic of Namibia.

13.8 The arbitrator shall be, if the matter in dispute is principally:

13.8.1 a legal matter, a practising legal practitioner of not less than 10 (ten) years standing;

13.8.2 an accounting matter, a practising chartered accountant of not less than 10 (ten) years standing;

13.8.3 any other matter, any independent person having professional standing agreed upon between the Parties, of not less than 10 (ten) years standing.

13.9 Should the Parties fail to agree on an arbitrator within 14 (fourteen) Business Days after the arbitration has been demanded, then the arbitrator shall be nominated at the request of either of the Parties, by the president for the time being of the Law Society of Namibia (or its successor in title).

13.10 Should the Parties fail to agree whether the dispute is of a legal, accounting or other nature within 7 (seven) Business Days after the arbitration has been determined, then it shall be considered a matter referred to in clause 19.8.3.

13.11 The Parties shall keep the evidence in the arbitration proceedings and any order made by an arbitrator confidential, unless otherwise contemplated herein.

13.12 The arbitrator shall be obliged to give his/her award in writing fully supported by reasons.

13.13 The provisions of this clause are severable from the rest of this Agreement and shall remain in effect even if this Agreement is terminated for any reason.

13.14 The arbitrator shall have the power to give default judgment if any party fails to make submissions by the deadline stipulated by the arbitrator and/or fails to attend arbitration proceedings.

14. ENTIRE AGREEMENT, NO AMENDMENT

14.1 This Agreement constitutes the whole Agreement between the Parties relating to the subject matter hereof.

14.2 No amendment or consensual cancellation of this Agreement or any provision or term hereof or of any Agreement or other document issued or executed pursuant to or in terms of this Agreement and no settlement of any disputes arising under this Agreement and no extension of time, waiver or relaxation or suspension of any of the provisions or terms of this Agreement or of any Agreement, or other document issued pursuant to or in terms of this Agreement shall be binding unless recorded in a written document signed by the Parties. Any such extension, waiver or relaxation or suspension which is so given or made shall be strictly construed as relating strictly to the matter in respect whereof it was made or given. This clause 13 will not apply to any Arbitration award given pursuant to clause 12 hereof.

14.3 No extension of time of waiver or relaxation of any of the provisions or terms of this Agreement or any Agreement, bill of exchange or other document issued or executed pursuant to or in terms of this Agreement, shall operate as an estoppel against any Party in respect of its rights under this Agreement, nor shall it operate so as to preclude such Party thereafter from exercising its rights strictly in accordance with this Agreement.

14.4 No Party shall be bound by any express or implied term, representation, warranty, promise or the like not recorded herein, whether it induced the contract and/or whether it was negligent or not.

14.5 Should circumstances arise which necessitate modifications or amendments to this Agreement, same shall only be made by mutual consent given in writing.

15. PARTIAL INVALIDITY

15.1 The invalidity of one provision of this Agreement shall not affect the validity of the other provisions. Any discrepancy resulting as a consequence shall be filled by a provision consistent with the purpose of this Agreement, as agreed to in writing by the Parties.

16. FAILURE TO REACH AGREEMENT

16.1 Where it is specified in this Agreement that certain matters are to be agreed between the Parties, failure to reach Agreement in respect of any such matter will not affect the validity and enforceability of the whole or any other part of this Agreement.

17. SEVERABILITY

17.1 Any provision in this Agreement which is or may become illegal, invalid or unenforceable in any jurisdiction affected by this Agreement shall, as to such jurisdiction, be ineffective to the extent of such prohibition or unenforceability and shall be treated as *pro non scripto* and severed from this Agreement, without invalidating the remaining provisions of this Agreement or affecting the validity or enforceability of such provisions in any other jurisdiction.

18 AGREEMENT BINDING ON SUCCESSORS IN TITLE, ASSIGNEES AND DELEGATEES

18.1 Save as otherwise stipulated in this Agreement, it is expressly agreed by the Parties that this Agreement shall be binding upon all of their successors in title, assignees and delegates and upon their respective administrators, judicial managers, trustees, liquidators or other successors in title with effect from the date of signature hereof.

19. AUTHORITY TO BIND

19.1 Each Party warrants and represents to the other that it has taken or caused to be taken all steps, actions and corporate procedures necessary to cause this Agreement to be binding upon it. Each Party shall, if requested by any other Party, furnish sufficient evidence of the authority of the person or persons who will, on behalf of the Party so requested, take any action or execute any documents required or permitted to be taken or executed by such Party under this Agreement.

20. CO-OPERATION AND GOOD FAITH

20.1 The Parties shall in their dealings with each other display good faith and reasonableness and where possible, co-operate in the implementation of this Agreement and undertake to perform all necessary acts, take all necessary steps and sign all such other documents that may be necessary, incidental or conducive to give effect to the intention and the terms and conditions of this Agreement.

21. LEGAL CAPACITY AND INTEREST

21.1 The Parties hereby agree that it shall be irrevocably deemed that each Party has the necessary legal capacity and interest to enter into this Agreement.

21.2 The Parties hereby undertake in favour of one another not to raise lack of legal capacity or interest in any meetings, correspondence, proceedings of whatsoever nature and without limiting the meaning of the foregoing, inclusive of mediation and arbitration proceedings, as well as litigation.

22. SIGNATURES

The **Parties** hereto have executed this MoU by their duly authorised representatives on the day and at the place referred herein, each Party receiving one (1) copy hereof.

FOR:

NCRST

Windhoek 28/10/2024

Place **Date**

Prof. Dr. Anicia Peters
Chief Executive Officer

Ms G. Hockey

Witness

Hockey

Signature

FOR:

CITY OF WINDHOEK

Place **Date**

Mr. *Moses Matyayi*
Chief Executive Officer

Witness

Signature

Annexure 4

Draft Action Plan - City of Windhoek and National Commission on Research, Science and Technology

VISION	To establish a Functional Science, Technology and Innovation Hub
MISSION	Renovate, equip and operationalise the Science, Technology and Innovation Hub at UN Plaza.
THEMES	

COMMON AREAS/MOU	ACTIVITIES	STRATEGIC OBJECTIVE	INDICATOR/METRIC	DEPTs RESPONSIBLE	PROJECT TEAM MEMBERS	RESOURCES REQUIRED	STAKEHOLDERS	CONSTRAINTS	TIME FRAME/ DATE DUE	PERCENT COMPLETED	COMMENTS
Infrastructure Development	Provide the designated space on a 10-year lease	To secure a long-term, stable location for the nce, Technology, Science and Innovation Hub, enabling sustained development of scientific activities, research, and community engagement.	Signed MOU	NCRST & CoW	Mr Matyayi Prof. Dr. Peters	Time	Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Delay in signing of MOU	2024		
	Ensure regulatory approvals and provide safety and maintenance	To streamline the process for obtaining necessary regulatory approvals, ensuring compliance with all legal and municipal requirements to facilitate the timely and efficient establishment of the Science, Technology and Innovation Hub.	Signed MOU		Mr Matyayi Prof. Dr. Peters	Time	Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Delay in signing of MOU	2024		
Infrastructure Development	Renovate and equip the Innovation and Science Hub at UN Plaza	To establish a fully functional, modern, Technology, science and innovation Hub that fosters scientific research, technological innovation, and entrepreneurship, driving socio-economic development	Functional Science, Technology and Innovation Hub	NCRST	Dr Lupahla and Ms Immanuel	financial - 4 mil access to premises for renovation	Debmarine Namibia CoW	Construction delays	2025		
	Design and implement the scientific infrastructure needed.	To develop and establish a scientific infrastructure that supportsresearch, technological advancements, and innovative solutions	Functional Science, Technology and Innovation Hub		Dr Lupahla and Ms Immanuel	financial - 1 mil access to premises for renovation	Debmarine Namibia CoW	Funding constrains	2025		
Capacity Building	Promote STEM programs in schools and develop training initiatives.	To enhance STEM education in schools by integrating innovative programs and training initiatives that inspire learners, students, educators and the general community, improve scientific literacy, and cultivate a skilled workforce for the future.	Activites programmes and booking calendars	NCRST	Dr Lupahla and Ms Immanuel	Funds for printing, to do outreach, assist some schoold with transport	Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Funding constrains	2025		
	Arrange community outreach events to promote science and technology	To increase public awareness and engagement with science and technology by organizing outreach events that showcase the importance of STEM in everyday life, fostering a culture of scientific curiosity and innovation	Activites programmes and booking calendars		Dr Lupahla and Ms Immanuel	Funds for printing, to do outreach	Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Funding constrains	2025		
	Facilitate venue availability for NCRST events.	To support the successful execution of NCRST events by providing the other venues in the facility to enable seamless delivery of science, technology, and innovation programs, fostering public engagement and collaboration.	Booking confirmation	CoW	Mr Kahindu Mr Kamati	None	Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Bouble booking	2025		
	Assisting in Organizing Programs to Engage Communities	To enhance community involvement in science, technology, and innovation by partnering with NCRST to organize impactful programs that encourage active participation and create opportunities for lifelong learning in STEM	Written communikations and booking confirm		Mr Kahindu Mr Kamati	None	Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Funding constrains			

Research and Development Initiatives	Fund research projects aligned with national priorities	To invest in research initiatives that address critical national challenges and align with Namibia's development goals, driving scientific advancement and fostering sustainable economic, social, and environmental growth	Funds available and confirmed	NCRST	Mr Kakundu Mr Kamati Dr Lupahla Ms Immanuel	Funding	Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Funding constrains			
	Facilitate collaborations among universities, government, and the private sector.	To foster a collaborative ecosystem that brings together academic institutions, government agencies, and private sector partners, driving innovation and advancing research that addresses societal needs and economic growth.	Programmes to partner, minutes for the meetings, signed agreements		Dr Lupahla and Mr Immanuel	Funding	Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Funding constrains			
	Identify local issues requiring innovative solutions	To identify local challenges that can be addressed through research, science, and technology, driving targeted innovation efforts that improve the quality of life and support sustainable development in Namibia	List of challenges identified	CoW	Mr Kakundu Mr Kamati	Funding	Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Funding constrains			
	Support partnerships between local businesses and research institutions	To strengthen the collaboration between local businesses and research institutions, fostering a culture of innovation and knowledge exchange that accelerates the development and commercialisation of research-based solutions.	Munites for the engagments and confirmed partnership support initiatives		Mr Kakundu Mr Kamati	Funding	Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Funding constrains			
Networking and Collaboration	Establish networks for sharing knowledge among researchers	To create knowledge-sharing networks that connect researchers across various disciplines and institutions, fostering collaboration, innovation, and the dissemination of scientific advancements in Namibia and beyond	Various capacity building initiatives, information sharing platforms	NCRST	Dr Lupahla and Ms Immanuel	Funding	Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Funding constrains			
	Promote partnerships with international research organizations	To strengthen Namibia's research capabilities by building strategic partnerships with international research organizations, facilitating access to global expertise, resources, and funding for collaborative research	Implementation of MOU, Attending conferences		Dr Lupahla and Ms Immanuel	Funding	Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Funding constrains			
	Organize events to bring together stakeholders	To facilitate interaction and collaboration among key stakeholders in science, technology, and innovation, including researchers, industry leaders, policymakers, and community representatives, fostering partnerships and aligning efforts to address shared challenges	Events reports, attendance confirmations, attendance register	CoW	Mr Kakundu Mr Kamati	Funding	Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Funding constrains			
	Create platforms for researcher-industry dialogue	To establish ongoing channels for communication and collaboration between researchers and industry representatives, enabling the co-creation of solutions that address real-world challenges and accelerate the commercialisation of research outputs.	Various capacity building initiatives, information sharing platforms		Dr Lupahla and Ms Immanuel	Funding	Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Funding constrains			
Policy Advocacy	Provide expertise for policy development to support RSTI.	To contribute expertise to the development of policies that foster research, science, technology, and innovation (RSTI).	Requests for assistance received	NCRST	Dr Lupahla and Ms Immanuel		Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Funding constrains			
	Promote municipal-level policies aligned with national RSTI goals.	To advocate for and implement municipal-level policies that support research, science, technology, and innovation (RSTI) in line with national priorities, fostering local development and contributing to Namibia's overall growth in RSTI	Community engagments confirmations and the minutes from the meetings	CoW	Mr Kakundu Mr Kamati	0	Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Funding constrains			

	Engage with local stakeholders for policy input.	To actively involve local stakeholders in the policy development process for RSTI, ensuring that municipal policies reflect the needs and aspirations of the community	Minutes for meetings, inputs in the policy		Mr Kalundu Mr Kamati	0	Institution of Higher Learning, MoEAC, MHETI, NGO, Private sectors	Funding constrains			
Data Sharing	Provide relivant data as required for the collaboration, respecting confidentiality requirements.	To support the effective collaboration between partners by sharing relevant data that facilitates research, decision-making, and innovation, while ensuring that all data sharing practices adhere to confidentiality requirements and protect sensitive information.	proof of Data exchanged	NCRST & CoW	Mr Kalundu Mr Kamati Dr Lupahla Mr Immanuel	0	NCRST & CoW				
Review and Assessments	Conduct an initial review within the first year to assess the effectiveness of the agreement.	To evaluate the implementation and impact of the partnership between the CityoW and NCRST within the first year, ensuring that the collaboration is meeting its objectives and identifying any areas that require adjustments to enhance effectiveness	Review meetings, revied agreement	NCRST & CoW	Mr Kalundu Mr Kamati Dr Lupahla Mr Immanuel	0	NCRST & CoW				
	Schedule annual reviews to adjust and improve the partnership's operations as needed	To establish a continuous improvement process through annual reviews, ensuring the partnership remains adaptive and responsive to changing circumstances	Review meetings, revied agreement		Mr Kalundu Mr Kamati Dr Lupahla Mr Immanuel	0	NCRST & CoW				

Annex 5

Department of Urban Planning And Property Management

✉ 59
80 Independence Avenue
WINDHOEK, NAMIBIA

Internal Memorandum

Enq : Kaulikufwa Hendjala
E-mail : ikh@windhoekcc.org.na
Date : 20/11/2024

Tel: 290 2195
Fax: 290 2236

RE: UN PLAZA RESTAURANT KATUTURA

1. **Improvements Description**

The subject improvements comprises of a veranda, entrance foyer, toiltets, kitchen and store rooms. Construction finishes are as follow;

- Cement bricks, plastered and painted
- IBR roof cover , steel frames (doors and windows)
- Suspended ceiling panels, partly vinyl and grano flooring with wooden skirtings

The improvements are in a delapidated state of repair, with major damages observed mainly on the ceilings and build in cupboards. Most of the plumbing fittings are also not available.

2. **Value calculation**

Physical inspection to subject was conducted on 13/11/2024. In determining the monthly rental value for the subject, we used a comparable method by observing simiral rentals in close vicinity of the subject. To determine the rental for the subject which is being utilized as a hall, semi luxury units at Soweto Market (SL 1-26 and 28) rented at N$ 45.50 in 2019 were identified as comparables to the subject, these units are closely simiral in finishes to the subject. To bring the price per square meter achieved in 2019 up to what could be today's market related price, the above price was escalated from 2019 to 2024. After escalation, a price of N$ 64.89/ m² was produced.Therefore, the subject space should be valued at N$64.89/m².

	DESCRIPTION			
Stall No.	**Description**	**Size m²**	**Rental (N$/m²)**	**Monthly Rental**
A	UN Plaza Restaurant	392	64.89	N$ 25 436.88

Regards

.....

Kaulikufwa Hendjala
Manager: Valuation Services

Annexe 6

Renovations at UN Plaza Restaurant building **24 October 2024**
Rough Estimate

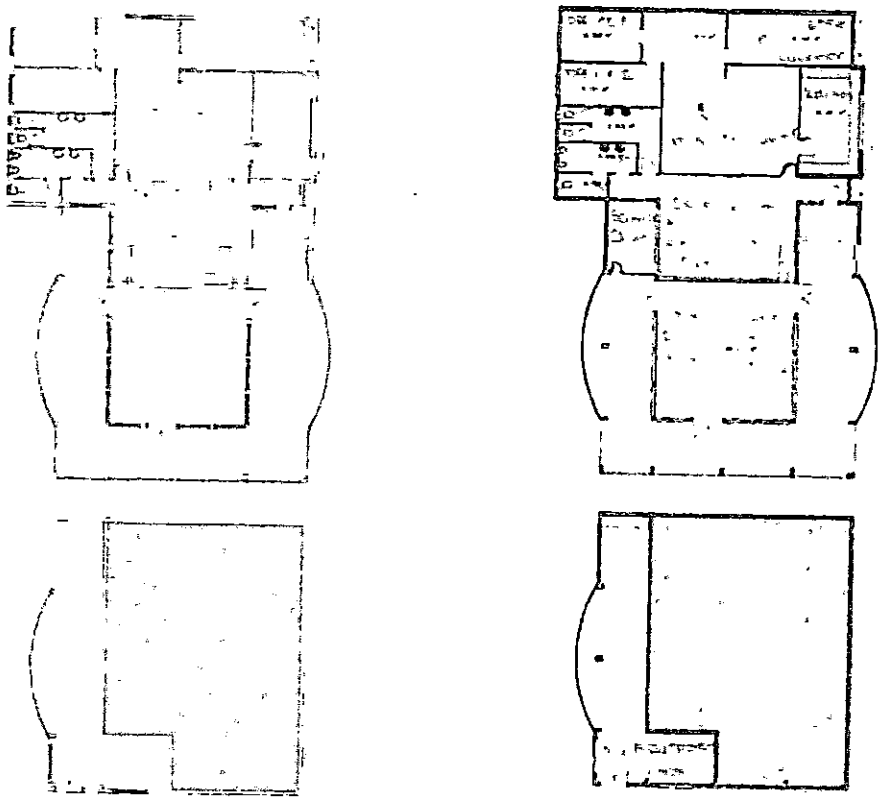
No	Description	Amount
1	**Brickwork & Plastering**	
	Bricking up of various openings in walls built after initial construction works, plastering and making good all cracksafter being repaired to entire brick wall structure.	92,000.00
2	**Metalwork**	
	Remove and replace all broken or rusted doorframes and replace with new complete with striker plates etc.	23,000.00
3	**Carpentry & Joinery**	
	Open up , check and repair and or remove or replace all damages to roof structure and roof sheeting with new. Also re-seal roof sheeting, ect.	115,000.00
	Remove all wooden skirting and making good walls where removed.	
	Remove all broken wooden internal doors and replace with new. Also replace new doors where previous doors where removed, complete with cylinder locksets, doorstops, handles ect.	
	Repair and or replace broken cupboards, shelving etc. with new as well as all door brackets, handles, etc..	
	Remove and replace all out dated aluminum doors complete with frames and locksets.	
	TOTAL	**230,000.00**
	Ceilings	
	Remove all broken suspended ceiling panels, replace all broken or lost hangers and ceiling panes completely.	172,500.00
	Flooring	
	Remove all vinyl floor tiles and or sheeting, remove all glue and making good cement screeded surface beds, to receive new ceramic tiles and skirting.	115,000.00

	Tiling	
	Tile all ablution area walls to ceiling height, with approved tile adhesive and tile grout.	
	Tile all areas where kitchen facility will be, with approved tile adhesive and tile grout.	57,500.00
	Plumbing & Drainage	
	Remove and replace all broken and outdated water and sewer pipe lines. Close up all water pipes which is currently lying above ground level.	
	Remove all sanitary ware as wc pans, cisterns, seats , hand wash basins and or brackets, urinals and replace with new sanitary ware completely with accessories as angle valves , taps, wastes, traps brackets etc. Alos make provision for soap dispensers and paper towel rolls dispensers.	
	Check and repair and or replace rainwater goods.	
	Remove and replace all sink units complete and replace with new complete with traps, brackets if needed, traps, mixers etc.	
	TOTAL	**345,000.00**
	Glazing	
	Remove all broken window panes, clean sashes and replacewith new. Keep in mind that all glazing might be re-done.	57,500.00
	Painting	
	Wash down all walls internally and externally with sugar soap and making good completely by opening up wall cracks and seal with Mandal 90 or with mortar where openings or cracks are big.	
	Apply one coat undercoat and 2 coats finishing PVA paint to all newly brick up walls.	
	Apply 2 to 3 coats finishing coats of PVA paint to all internal and external walls.	

	Apply one coat zinc chromate primer and 2 coats high gloss enamel paint to all metal doorframes, window frames, palisade fencing on walls, metal rain water goods, internal wooden doors and cupboards where need exists.	
	Apply 3 coats high gloss enamel paint to wooden cupboard doors should need exists.	
	TOTAL	**230,000.00**
	External works	
	Making good all aprons surrounding the entire building.	23,000.00
	Provisional Sums	
	Provide the sum of N$ 100 000.00 for all electrical wiring, plugs, switches, light fittings, tubes etc.. to be removed and replace completely.	115,000.00
	Sub total	***1,403,000.00***
	Contingencies and P & Gs	280,600.00
	Total including contingencies and P&Gs	***1,683,600.00***
	Contractor's possible profit of 15%	252,540.00
	Total including possible contractor's profit	***1,936,140.00***
	VAT 15 %	290,421.00
	GRAND TOTAL	**2,226,561.00**

Rounded **2, 300,000.00**

Annex 1: UN Plaza envisioned science centre floor plan



ATTENDANCE REGISTER: COUNCILLORS



Workshop/Presentation/Meeting Title: Urgent Presentation for Council Members & SEs by the Managers: Property Management & Valuations, to have a proper understanding of the proposed amendment to the Institutional Land Policy

Venue: Council Chamber

Date of Workshop/Event: 04 October 2024

Starting time: 09:30

Closing time: 11:30

Date Submitted: 04/10/24

NAMES	*SIGNATURES*
Cllr Queen Omagano Kamati *Mayor*	Apology
Cllr Joseph Uapingene *Deputy Mayor*	
Cllr Bernadus Araeb *MC Chairperson*	
Cllr Magdalena Lombardt *MC Member*	MLombardt
Cllr Shafiishua Sam Nujoma *MC Member*	
Cllr Fransina Ndateelela Kahungu *MC Member*	
Cllr Austin Kwenani *MC Member*	
Cllr Job Amupanda	
Cllr Ivan Skrywer	
Cllr Juergen Hecht	Apology
Cllr Ndeshihafela Larandja	
Cllr Illse Keister	
Cllr Sade Shireen Gawanas	Apology
Cllr Clemencia Claudia Hanases	online

ATTENDANCE REGISTER: OFFICIALS

Workshop/Presentation/Meeting Title: Urgent Presentation for Council Members & SEs by the Managers: Property Management & Valuations, to have a proper understanding of the proposed amendment to the Institutional Land Policy

Venue: Council Chamber

Date of Workshop/Event: 04 October 2024

Starting time: 09:30

Closing time: 11:30

Date Submitted: 04/10/24

NAMES	*SIGNATURES*
Mr. Moses Matyayi ***CEO***	
Helvi Kaulima	
E.T Shapopi	
S. Simpson	
I. HENDJALA	
Fariel I Daanda	
Haimbodi MN	

INSTITUTIONAL LAND POLICY

As approved in terms of Council Resolution 224/07/2018

CITY OF WINDHOEK

Authored by: Property Management Division

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1. Objective

The objective of the Institutional Land Policy is to provide guidelines for the sale of institutional land and sports grounds which are alienated to prospective purchasers at subsidized purchase price. Such subsidies are part of Council's Grant Policy which is both in the best interest of the City and the communities. The Policy's objective is to uplift communities by addressing their social needs, granting favourably circumstances and rebates in acquiring land at affordable rates to advance their noble causes.

2 Windhoek Town Planning Scheme (Table B)

In terms of the Windhoek Town Planning Scheme "institutional" and "private open space" land uses are as follow.

Use zone	Primary uses	Consent use	Prohibited uses
Institutional	Places of instruction, social halls and places of public worship	Institutions, special buildings, shops, industrial buildings and business buildings	Other uses not under columns 2 and 3
Private Open Space	Private open space, social hall, gymnasium, the provision of food and drink to club members and bona fide guests of club members (guests are taken to include visiting sports teams and sports players and bona fide spectators).	Other uses not under columns 2 and 4, as long as they remain secondary and subordinate to the primary uses	Noxious industrial buildings

3. Definitions

Term	Definition
Place of instruction	Means a building designed and/or used for educational and cultural purposes, administrative activities related therewith, and board and lodging.
Social hall	Means a building designed and/or used for social meetings, gatherings and recreation and includes a non-residential club but does not include a "place of amusement".
Place of public worship	Means a building, designed and/or used as a place of public devotion and related administrative activities but excluding a funeral chapel and includes other

	buildings designed for social gathering or recreation which are associated with and on the same site as the place of public worship."
Constitution	A composition of fundamental principles by which a body or institution is established and governed, stating the following: • Institution is a legal person. • Institution is a non-profitable organisation. • Institution has the power to acquire or lease immovable property. • Indication of what will happen to the property in case of dissolution of the organisation/ institution

4. Categories of land becoming available

Institutional/sport or recreational ground that becomes available could be categorized as follows:

4.1 Individual registered "institutional" or "undetermined" zoned erven that are identified by an institution or organization and became available. After investigation the property can be sold to such an applicant, as they initiated the sale.

4.2 Council could initiate an investigation to identify land that could be used for institutional, sport or recreational purposes.

4.3 Erven could also become available through cancellation via credit control procedures or via the standard reverting clause.

4.4 "Institutional" or "Private Open Space" zoned Erven that are created in new townships for sale by Council.

5. Qualification requirements for subsidy

The following principles should be applied, to determine if an applicant qualifies for a subsidised purchase price:

5.1 Only institutions, which are a legal person and non-profit making, will qualify for subsidized purchase prices.

5.1.1 Proof of the above will be the constitution as defined in paragraph 3 above.

5.2 Qualification for a subsidy will also depend on the submission of the documents required as indicated under the various types of institutions.

6. Required Documents for various types of institutions

The following documents mentioned below are required for various types of institutions and should be submitted to the City prior to any commencement of technical investigations of the application for land for such an institution.

6.1 Welfare organization

In the case where the applicant is a **welfare organization** the following information should be submitted:

6.1.2 A constitution of the institution

6.1.3 A certified copy of the Registration Certificate stating the Welfare Organization (WO) number from the Ministry of Home Affairs/Health and Social Services where in the case of a welfare organization.

6.1.4 Power of Attorney granted by the institution to a particular person/s that he/she/they have the authority to sign on behalf of the institution.

6.1.5 Copy of Financial statements in case of already established institution; and or proof of financing from a financial institution or donor will suffice.

6.1.6 Information regarding all immovable property in the municipal area of Windhoek in possession of the applicant with indications for what it is used, whether it is improved or not and whether the facilities are shared with other organizations/institutions.

6.2 Crèche

In the case where the applicant is a **crèche** the following information should be submitted:

6.2.1 A signed constitution.

6.2.2 A certified copy of the Registration Certificate at the Ministry of Gender, Equality and Child Welfare under the Early Childhood Development Program.

6.2.3 A certified copy of a fitness certificate from the City of Windhoek.

6.2.4 A letter indicating the Power of Attorney granted by the institution to a particular person/s that he/she/they has the authority to sign on behalf of the institution.

6.2.5 Copy of Financial statements in case of already established institution; and or proof of financing from a financial institution or donor will suffice.

6.2.6 Information regarding all immovable property in the municipal area of Windhoek in possession of the applicant with indications for what it is used, whether it is improved or not and whether the facilities are shared with other organizations/institutions.

6.3 School or College

In the case where the applicant is a **school or college** the following information should be submitted:

6.3.1 A signed constitution

6.3.2 A certified copy of the Registration Certificate from the Ministry of Education, Arts and Culture where the applicant is a Primary or Secondary School.

6.3.3 A certified copy of the Registration Certificate from the Ministry of Higher Education, Training and Innovation where the applicant is a College, University or Vocational Training Provider.

6.3.4 A certified copy indicating that a primary or secondary school's syllabus is recognized by the Ministry of Education, Arts and Culture

6.3.5 A certified copy indicating that the college, university or training provider is recognized by the Namibia Training Authority (NTA)/Namibia Qualification Authority (NQA).

6.3.6 A Power of Attorney granted by the institution to a particular person/s that he/she/they has the authority to sign on behalf of the institution.

6.3.7 Copy of Financial statements in case of already established institution; and or proof of financing from a financial institution or donor will suffice.

6.3.8 Information regarding all immovable property in the municipal area of Windhoek in possession of the applicant with indications for what it is used, whether it is improved or not and whether the facilities are shared with other organizations/institutions.

6.4 Sport and Recreational clubs

In the case where the applicants are **sport and recreational clubs** the following information should be submitted:

6.4.1 A signed constitution

6.4.2 Proof of affiliation with the National Sports Commission or any other relevant controlling body.

6.4.3 A Power of Attorney granted by the institution to a particular person/s that he/she/they has the authority to sign on behalf of the institution.

6.4.4 Copy of Financial statements in case of already established institution; and or proof of financing from a financial institution or donor will suffice.

6.4.5 Information regarding all immovable property in the municipal area of Windhoek in possession of the applicant with indications for what it is used, whether it is improved or not and whether the facilities are shared with other organizations/institutions.

6.5 Places of Worship

Where the applicant is a ***place of worship***, the following information should be submitted:

6.5.1 A signed constitution of the institution.

6.5.2 Proof of a governing council, a synodical commission or a similar governing body within Namibia with which the place of worship affiliates.

6.5.3 In case of foreign pastors and/or priests being the Founding or Senior Pastor or Priest, submit a working permit.

6.5.4 A Power of Attorney granted by the institution to a particular person/s that he/she/they has the authority to sign on behalf of the institution.

6.5.5 Copy of Financial statements in case of already established institution; and or proof of financing from a financial institution or donor will suffice if newly established.

6.5.6 Information regarding all immovable property in the municipal area of Windhoek in possession of the applicant with indications for what it is used, whether it is improved or not and whether the facilities are shared with other congregations.

It should be noted that it is accepted that for every 500 dwellings one institutional zoned site for religious purposes be sold.

6.6 Regional Council, Constituencies and Government Ministries

Regional Council and Constituencies should apply through the Khomas Regional Council and Government Ministries should apply through the relevant Ministry.

6.7 Traditional Authorities

Where the applicant is a **Traditional Authority,** the following information should be submitted.

6.7.1 Proof of registration under the Traditional Authorities Act 17 of 1995.

6.7.2 Proof that the organization is in existence for one year.

6.7.3 A Power of Attorney granted by the institution to a particular person/s that he/she/they has the authority to sign on behalf of the institution.

6.7.4 Copy of Financial statements in case of already established institution; and or proof of financing from a financial institution or donor will suffice.

6.7.5 Information regarding all immovable property in the municipal area of Windhoek in possession of the applicant with indications for what it is used, whether it is improved or not and whether the facilities are shared with other organizations/institutions.

7. General rules for all applicants

7.1 No applications should be investigated unless all the above information pertaining to the applicant has been submitted.

7.2 The applicant notes that a period of thirty (30) days will be given to submit all the required documents.

7.3 The applicant should further note that no extension will be granted for the submission of such documentation.

7.5 Where the applicant is a place of worship, crèche or welfare organization applications for Erven bigger than 3,000 m² should be substantially motivated in terms of financial ability to develop and the submission of development plans.

7.6 Note that Council will not allocate more than two properties in the whole of Windhoek per institution.

8 Purchase price

8.1 All institutional land and private open spaces are sold at a subsidized purchase price upon submission of the required documents, unless Council resolves otherwise.

8.2 The prices should be revised on a yearly basis.

9 In case of partial development

In terms of the Deed of Sale, the purchaser binds him-, her-, itself to erect a building or buildings on the property not later than 5 **(five)** years from date of sale. This condition shall be incorporated at all times in the Deed of Sale whenever institutional land is sold.

If the institution fails to develop the additional facilities with regard to properties larger than 3,000 m² as indicated in their motivation within 5 years from the date of sale, the portion not developed shall be subdivided, surveyed and transferred back to Council on the expense of the purchaser."

10. Subdivision and Rezoning

It should be noted that a only a consent use with a ratio of 70:30, is allowed for use for commercial activities. This however, shall still be subject to the Windhoek Town Planning Scheme.

11. Securing land for institutional uses other than places of worship

To ensure that after the reservation of institutional land for school purposes the remaining institutional land is equally distributed between the different uses it is accepted that for every 500 dwellings one institutional zoned site for religious purposes be sold and all the other institutional sites in that vicinity of the 500 dwellings be reserved for other institutional uses, for example, crèches, clinics, welfare organizations, etc.

12. Reverting clause

A reverting clause which reads as follows will be registered against the Deed of Transfer of all land sold at a subsidized price.

12.1 NOTARIAL REGISTRATION

12.1.1 Subject to the provisions of this Agreement, the PURCHASER notes that it shall not be entitled to cede, assign or in any other manner make over its rights, title and interest in this Agreement or any of its liabilities, responsibilities, duties or obligations hereunder, to any other third party, without the prior written consent of the SELLER, which consent shall not be unreasonably withheld: Provided that the PURCHASER and/or approved its successor-in-title and/or successors-in-name and/or in shareholding and/or members or assigns, (whichever may be applicable), duly complied or guaranteed compliance with all conditions under this Agreement as well as with the conditions to be registered notarially in favour of the SELLER. The restrictive resale condition provided for in this clause shall not restrict the rights of the bank, or other financial institution in whose favour a the mortgage bond has been registered in the event that the mortgagee has to call up the mortgage bond or to sell the Property in execution in order to recover monies owing to it thereunder.

12.1.2 The PURCHASER and/or its approved successor-in-title or successors-in-name or in shareholding or membership and/or its assigns, (whichever may be applicable, agree to the registration against the Title Deed of the PROPERTY, of the following conditions imposed for the benefit of and enforceable by the SELLER, or its assigns, namely:

12.1.2.1 The PROPERTY shall revert to the SELLER in the event of the PURCHASER and/or approved its successor-in-title and/or successors-in-name and/or in shareholding and/or members or assigns, (whichever may be applicable), not complying with the following conditions:

12.1.2.1.1 If the PURCHASER and/or approved its successor-in-title and/or successors-in-name and/or in shareholding and/or members or assigns, (whichever may be applicable), fail to develop and erect within **five years** from date of sale improvements on the PROPERTY (not including outbuildings) to the value **equal to** the municipal valuation of the PROPERTY as determined by the Strategic Executive: Housing, Property Management and Human Settlement from time to time, then

(i) the PURCHASER and/or approved its successor-in-title and/or successors-in-name and/or in shareholding and/or members or assigns, (whichever may be applicable), shall retransfer the PROPERTY to the SELLER at the PURCHASER's and/or approved its successor's-in-title and/or successors'-in-name and/or in shareholding' and/or members' or assigns' s, (whichever may be applicable) cost, and the SELLER shall not be liable to pay the PURCHASER and/or approved its successor-in-title and/or successors-in-name and/or in shareholding and/or members or assigns, (whichever may be applicable), any compensation for the improvements on the PROPERTY;

or alternatively, to the choice of the SELLER,

(ii) the PURCHASER and/or approved its successor-in-title and/or successors-in-name and/or in shareholding and/or members or assigns, (whichever may be applicable), shall pay the SELLER within thirty days from having been requested to do so, the difference between the purchase price as set out in clause 2 and the market valuation of the

unimproved property based on the highest land use of the PROPERTY on date the reverting clause shall apply.

12.2 The PURCHASER and/or approved its successor-in-title and/or successors-in-name and/or in shareholding and/or members or assigns, (whichever may be applicable), shall not use the PROPERTY for any other purpose than for which it was bought or sell, sublease or donate the PROPERTY without the consent of the SELLER, for a period of 30 (thirty) years from date of sale. Should the SELLER at its sole option consent to a different use or the sale, sublease or donation of the PROPERTY to a third party, the PURCHASER and/or approved its successor-in-title and/or successors-in-name and/or in shareholding and/or members or assigns, (whichever may be applicable), undertakes to pay to the SELLER the difference between the purchase price set out in clause 2 and the market valuation of the unimproved property based on the highest land use of the PROPERTY or portion thereof, on date of approval of the different use or the sale, lease or donation to a third party.

12.3 The PURCHASER undertakes to effect at its own cost the registration of the conditions contained in clauses 19.6 by way of a Notarial Deed of Imposition of Conditions against the Title Deed of the PROPERTY, the wording of such Notarial Deed to be determined by the Notary of the SELLER to reflect the intention of the PURCHASER or its successor-in-title or its assigns and SELLER contained in the said clauses."

13. Requirements for Institutional Land

1 That all previous Council Resolutions for the sale and lease of Institutional land are rescinded and replaced with the amended policy.

2 That the following requirements be approved as part of the Institutional Land Policy:

2.1 That Institutional entities or organizations that buys busines zoned Erven buys them at the full purchase price through the tender proces and that no preference be given as business zoned Erven are sold on tender.

2.2 That the applicant institution/organization be operational for at least one year before applying for institutional land.

2.3 That all applications for extension for the finalization of Deed of Sale in respect of Institutional land be given a time period of ninety (90) days only, where after no further extension be granted.

2.4 That only a maximum of two years extension of development period be granted to applicants that failed to develop such properties in the stipulated time frame.

3 That applicants takes note that no applications for rezoning on 'institutional' land be allowed, provided:

3.1 That only a consent use with a ratio of 70:30 be allowed and in terms of the Windhoek Town Planning Scheme, the 30 % consent use will only be applied for land uses such as institutions, special buildings, shops, industrial buildings and business buildings.

4 That it be noted that subsidized price will only be applicable to nonprofit making organisations, and that State Owned Enterprises do not qualify to purchase land at subsidized prices and that they will not be allowed to use institutional land, unless land is utilized for institutional purposes.

5 That it be noted that Constituencies and Government Ministries or agencies who apply in their own capacity must submit their applications through the Regional Council and/or line Ministries be submitted through the relevant channels before the City can consider their applications.

6 That Council takes note that there is no Law that requires that a place of worship be registered with a Governing Body such as the Council for Churches in Namibia or any other recognized body.

6.1 That Council nevertheless requires Places of worship to submit proof of a governing council, a synodical commission or a similar governing body within Namibia with which the places of worship affiliates.

7 That all institutional land be sold at a subsidized purchase *price* only for institutional and sports or recreational usage.

8 That these prices be revised on a yearly basis.(Inflationary)

9 That all institutional zoned land, to be sold to welfare organizations, places of worship, crèches, colleges and private schools or any other institutions only be sold only in cash, cash or through bank guarantee.

10 That places of worship and religious organisations be encouraged to apply for land for crèches and after school Day Care Centres to help government with Early Childhood Development

11 That when applications for institutional land for lease is received, the following be applicable:

11.1 That institutional land only be leased to institutions who met the requirements of the Institutional Land Policy but who cannot afford to pay cash.

11.3 That an 'institutional' zoned erf or portion of land only be leased at a full and market related purchase price for a period of five (5) years.

11.4 That should the lease be cancelled for whatever reason, all the permanent structures on the property revert to Council.

11.5 That should an institution leasing an institutional Erf not be able to purchase the property within 5 years of lease that the lease be cancelled, after a notice as indicated in Paragraph 11.6 bellow.

11.6 That a six (6) month cancellation notice period be incorporated into the Deed of Lease.

11.7 That no renewal of lease be considered, unless fully motivated to Management Committee.

12 That all the applications received for institutional land, that the applicants be informed of the new policy and that they all adhere to the new requirements before their applications are submitted to Council for considerations.

12.1 When institutional land is to be leased, the following shall be applicable:

12.1.2 The Lessee shall develop the erf within a period of two (2) years from the date of signing the Deed of Lease.

12.1.3 Non-compliance to paragraph 12.1.2 above shall result in the lease being cancelled.

12.1.4 Should the lease be cancelled, for whatever reason, the erf with all the permanent structures will revert to Council.

12.1.6 No renewal of lease will be considered, unless fully motivated to Management Committee.

ADDOPTED IN TERMS OF COUNCIL RESOLUTION: 224/07/2018

[Municipal Council Minutes: 2018-07-26]

9.4.2 GOV.2 [HPH] SUBMISSION OF REVISED INSTITUTIONAL LAND POLICY
(L/Institutional Land Policy)

On proposal by Councillor MJ Amadhila, it was

RESOLVED

1 That all previous Council Resolutions for the sale and lease of institutional land be rescinded and replaced with the amended Institutional Land Policy, attached as pages 1064 - 1075 to the agenda.

2 That the Institutional Land Policy as per paragraph 1 above, be noted, adopted and that it be applicable to all future applications dealing with the purchase and lease of 'institutional' zoned land for institutional purposes.

3 That the Moratorium placed on the sale of institutional land to places of worship be lifted.

4 That the following be approved and made part of the Institutional Land Policy:

4.1 That institutional entities or organisations that buy 'business' zoned erven, buy them at the full purchase price through the tender process and that no preference be given as all 'business' zoned erven are sold on tender.

4.2 That all applications for extension for the finalisation of their respective Deed of Sale be given a time period of ninety (90) days only, whereafter no further extensions be granted.

4.3 That only a maximum of two (2) years extension of the development period be granted to applicants that failed to develop such properties in the stipulated period.

5 That the institution/organisation be operational for at least one (1) year before applying for institutional land.

6 That applicants take note that no applications for rezoning on 'institutional' zoned land be allowed: Provided:

6.1 That only a consent to use with a ratio of 70:30 be allowed, of the 30 % of such land for other usage can be supported on formal written application and subject to consideration by Council.

6.2 That where such consent is granted, the applicant(s) will forfeit any exemption on rates and taxes and will be taxed according to the consent use for the entire property where such consent is granted.

7 That it be noted that a subsidised price will only be applicable to non-profit making organisations, and that Government owned enterprises do not qualify to purchase institutional land at subsidised prices and that they not be allowed to use 'institutional' zoned land, unless the land is utilised for institutional purposes.

8 That it be noted that Constituencies and Government Ministries or agencies who apply in their own capacity must submit their applications through the Regional Council and/or line Ministries and Constituency offices, and be submitted through the relevant channels before the City can consider their applications.

9 That Council nevertheless require places of worship to submit proof of a Governing Council, a Synodical Commission or a similar Governing Body in Namibia with which the place of worship affiliate.

10 That all institutional land be sold at a subsidised purchase price only for institutional and sport or recreational usage.

10.1 That these prices be revised on a yearly basis.

10.2 That all 'institutional' zoned land, to be sold to welfare organisations, place of worship, crèches, colleges and private schools only be cash or through a Bank Guarantee.

11 That places of worship and religious organisations be encouraged to apply for land for crèches and after school day care centres to help the Government with early childhood development.

12 That when applications for institutional land for lease are received, the following be applicable:

12.1 That institutional land only be leased to institutions who have met the requirements of the Institutional Land Policy but who cannot afford to pay cash.

12.2 That an 'institutional' zoned erf or portion of land only be leased at a full market related price for a period of five (5) years.

12.2.1 That should the lease be cancelled for whatever reason, all the permanent structures on the property revert to Council.

12.3 That should an institution leasing an institutional erf not be able to purchase the property within five (5) years of lease that the lease be cancelled, after a notice as indicated in paragraph 11.4.

12.4 That a six (6) month cancellation notice period be incorporated into the Deed of Lease.

12.5 That the rental paid not be set off against the purchase price.

13 That the Institutional Land Policy not have a retrospective application on applications received prior to its enactment.

14 That for all the applications received for institutional land, the applicants be informed of the new Institutional Land Policy and that they should all adhere to the new requirements before their applications are submitted to Council for considerations.

15 That the resolution be implemented prior to confirmation of the minutes.

RESOLUTION 224/07/2018

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Fee for Ad

Du Toit
TOWN PLANNING CONSULTANTS

1st floor Bridgeview Offices & Apartments, No. 4 Dr Kwame Nkrumah Avenue, Klein Windhoek, Namibia
PO Box 6871, Ausspannplatz, Windhoek, Phone: +264 61 248010, Fax: +264 61 248608, Mobile: +264 81 281 0836, Email: elmane@dutoitplan.com

SUBMISSION: 12 June 2024

Rezoning of Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek from 'residential' 1:900 to 'hospitality for a Guesthouse with 6 rooms

1	**Application by Consultant or Owner of the Erf/ Portion/ Farm on the prescribed form.**	✓
2	**Previous Council approval (if applicable)** resident occupation	✓
3	A) **Locality and Detailed Sketch Plan** (Illustrating the whole boundary of the Local Authority area under which the application is made)	✓
	B) **Portion Number (s) or Erf number (s)** from Surveyor General's Office	n/a
	C) **Existing Zoning Plan/Zoning Certificate** D) **Intended Zoning Plan**	✓
	E) **Subdivision/Consolidation Plan**	n/a
	F) **Parking Layout**	✓
	G) **Copy of diagram / Extract of General Plan**	✓
4	**Conditions to be registered** *(if applicable)*	n/a
5	**Special Power of Attorney** including Revenue Stamps with relevant initials	✓
6	**Closure Certificate and Environmental Clearance Certificate** *(if applicable)*	n/a
7	**Previous Board approvals (Townships Board or NAMPAB)** *(if applicable)*	n/a
8	**Road Authority approval together with the sketch plan indicating the access point (s)** *(if applicable)*	n/a
9	A) **Copy of Founding Statement (CC 1/2)** (*if registered in the name of Close Corporation*)	n/a
	B) **Copy of Company Resolution** (*if registered in the name of a Company*)	n/a
10	**Copy of Title Deed or Certificate of Registered Title**	✓
11	**Conditions of Establishment** attached to all copies *(if applicable)*	n/a
12	**Proof of Payment of CoW submission Fee**	✓
13	**Credit Clearance Certificate**	✓

Electronic copy – *date requested:*			**Sent**
Application in .doc format			
All annexures (pdf)			
All relevant plans and drawings (pdf)			
Advertisements & Notices	**Dates placed**	**Closing date**	**Date Sent**
Proof of Advertisements	GG		
	New Era		
	Republik		
Proof of Neighbour Notices (list of registered letters)			
Proof of Notice on Site			
Proof of Notice on LA Board			
Copies of all objections received			

The Gateway to Endless Opportunities

City of Windhoek

Vision: To be a Sustainable and Caring City by 2027

FORM 1

CHECKLIST FOR TOWN PLANNING APPLICATIONS

Please submit the application and supporting documents in the sequence indicated below:

NO.	REQUIRED DOCUMENT	ANNEXURE	ATTACHED (YES or NO or N/A)
1.	**Full Application with motivation by Consultant or Owner of the Erf / Portion/ Farm including the prescribed Urban and Regional Planning Board Form(s).**	ANNEXURE A	YES
2.	**Previous Council's Approval** (if applicable) resident occupation	ANNEXURE B	YES
3.	A. **Locality and Detailed Plans** (Illustrating the whole boundary of the Local Authority area under which the application is made)	ANNEXURE C	YES
	B. **Portion Number (s) or Erf number (s) from Surveyor General's Office** (if applicable)		N/A
	C. **Existing Zoning Plan**		YES
	D. **Intended Zoning Plan**		YES
	E. **Subdivision / Consolidation Plan** (with contours)		N/A
	F. **Approved Parking Layout** (stamped and signed by the City of Windhoek's Planning, Design & Traffic Flow Division Staff)		YES
	G. **Copy of the Diagram or Extract of the General Plan Approved by the Surveyor General**		YES
4.	**Conditions to be registered** (if applicable – this is mandatory for all subdivision applications)	ANNEXURE D	N/A
5.	**Special Power of Attorney** including Revenue Stamps with relevant initials	ANNEXURE E	YES
6.	**Closure Certificate** (if applicable)	ANNEXURE F	N/A
	Environmental Clearance Certificate (if applicable)		N/A
7.	**Previous approvals of the Minister of Urban and Rural Development** (including the recommendations of the Urban and Regional Planning Board, Townships Board or NAMPAB, if applicable)	ANNEXURE G	N/A
8.	**Roads Authority approval together with the sketch plan indicating the access point(s)** (if applicable)	ANNEXURE H	N/A
9.	1. **Copy of Founding Statement (CC 1/2) or Business Registration** (if registered in the name of Close Corporation, Company or Organisation Name)	ANNEXURE I	N/A
	2. **Copy of Resolution** (if registered in the name of a Company or Organisation)		N/A
10.	**Copy of Title Deed, Deed of Transfer or Certificate of Registered Title**	ANNEXURE J	YES
11.	**Conditions of Establishment** (if applicable)	ANNEXURE K	N/A
12.	**Proof of Payment of the City of Windhoek Application Fee**	ANNEXURE L	YES
13.	**Credit Clearance Certificate**	ANNEXURE M	YES

Note: Any required additional documents that are not listed on the checklist may be attached after No. 13

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Enquiries: T. Tjitemisa
Tel: +264 81 416 6169
Ref: Erf 2442_CoWApp

Strategic Executive
Department of Urban Planning and Property Management
Windhoek City Council
P O Box 59
WINDHOEK

12 June 2024

ATTENTION: Ms Kristofina Asino
Dear Ms. Asino

REZONING OF ERF 2442, NO. 18 PALM STREET, SUIDERHOF, WINDHOEK FROM 'RESIDENTIAL' WITH A DENSITY OF 1 DWELLING PER 900m² TO 'HOSPITALITY FOR A GUESTHOUSE ESTABLISHMENT (6 ROOMS); AND CONSENT TO USE THE ERF AS PER THE NEW ZONING WHILE THE REZONING IS IN PROCESS

On behalf of the owner of Erf 2442, Suiderhof (Diana and Ian Kemp) application is herewith made to the City of Windhoek and the Urban and Regional Planning Board for:

- Rezoning of Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek from "residential" with a density of 1 dwelling per 900m² to "hospitality" for a guesthouse establishment (6 rooms); and
- Consent to use Erf 2442 No. 18 Palm Street, Suiderhof in accordance with the proposed zoning while the rezoning is in process (as per the valid resident occupation consent).

All necessary annexures, as required by the City of Windhoek (CoW) and the Ministry of Urban and Rural Development (MURD) vide the Urban and Regional Planning Board are attached hereto.

1. INTRODUCTION AND BACKGROUND

The erf is under the registered ownership of Diana and Ian Kemp. See the Title Deed attached as **Annexure J.** Diana and Ian Kemp appointed Du Toit Town Planning Consultants to complete the town planning procedures required by the Municipality and the Urban and Regional Planning Board for the rezoning of Erf 2442, Suiderhof. The Special Power of Attorney, authorizing Du Toit Town Planning Consultants, to attend to the rezoning of the erf, is attached as **Annexure E.**

The owners have been operating the African Kwela Guesthouse situated on the designated erf for several years. Resident occupation consent was obtained from the City of Windhoek in order to effectively operate the guesthouse on the residential zoned erf (see attached the current approval **Annexure B**). However, with the recent introduction of hospitality zoning, the owners can now operate the guesthouse on the erf without the need for recurrent resident occupation applications.

In light of this development, Du Toit Town Planning Consultants is hereby submitting this application to the City of Windhoek, and the Ministry of Urban and Rural Development via the Urban and Regional Planning Board for the formal rezoning of the property.

2. ERF INFORMATION

2.1. Locality and size

The project erf is located within the Suiderhof suburb within Windhoek and is 900m^2 in extent. See figure 1 below illustrating the locality of Erf 2442, Suiderhof. It is close to the Suiderhof business hub and have good accessibility to major arterials such as Auas Road and Mandume Ndemufayo Avenue. The locality plan attached as **Annexure C1** for optimal clarity.



Figure 1: Locality of Erf 2442, Suiderhof, Windhoek

2.2. Ownership, zoning, and current land use

The Erf is jointly owned by Mr. Ian Douglas Kemp and his wife, Mrs Diana Kemp as they are married in community of property. Please refer to the attached Title Deed attached as **Annexure J.**
Erf 2442, Suiderhof is currently zoned "Residential" with a density of 1:900. Find the Zoning Certificate attached as **Annexure C3.**

As duly iterated, the Erf is not vacant, it currently accommodates the African Kwela Guest House which has been in operation for several years. See the figure below, indicating the extent of development on the subject erf.

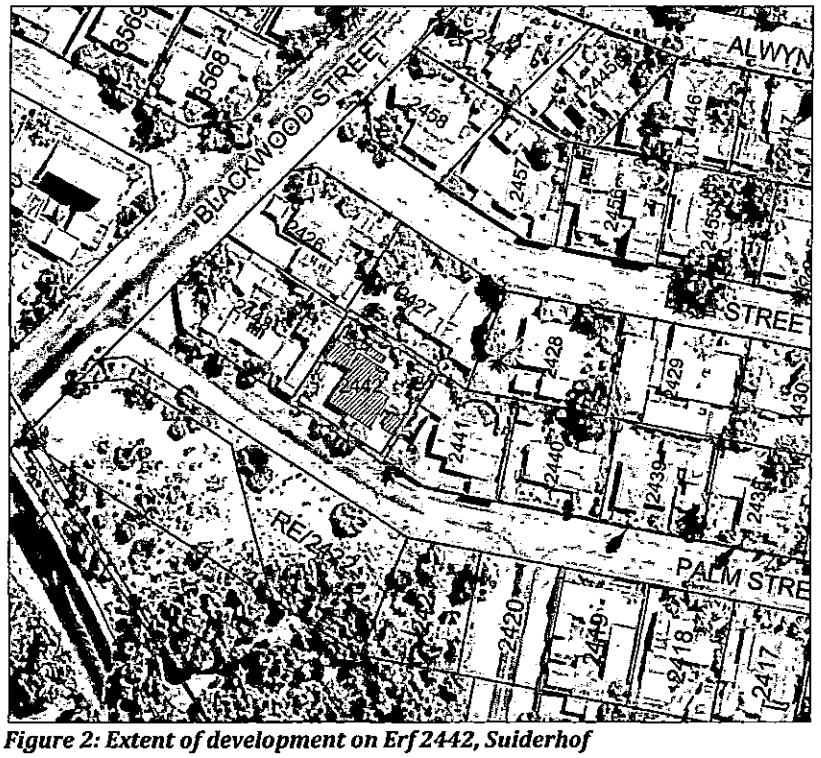


Figure 2: Extent of development on Erf 2442, Suiderhof

3. DEVELOPMENT PROPOSAL

3.1 Rezoning

It is the intention of the owner of the erf to continue operating the guesthouse formally on the specific designated zoning of 'hospitality' instead of the tedious annual renewal of a resident occupation under the current zoning. Therefore, in order to be able to use the Erf as intended it must be rezoned to "hospitality" for a guesthouse accommodation establishment in Suiderhof. See figure 3 below illustrating the rezoning. For further clarity, see **Annexure C4.**

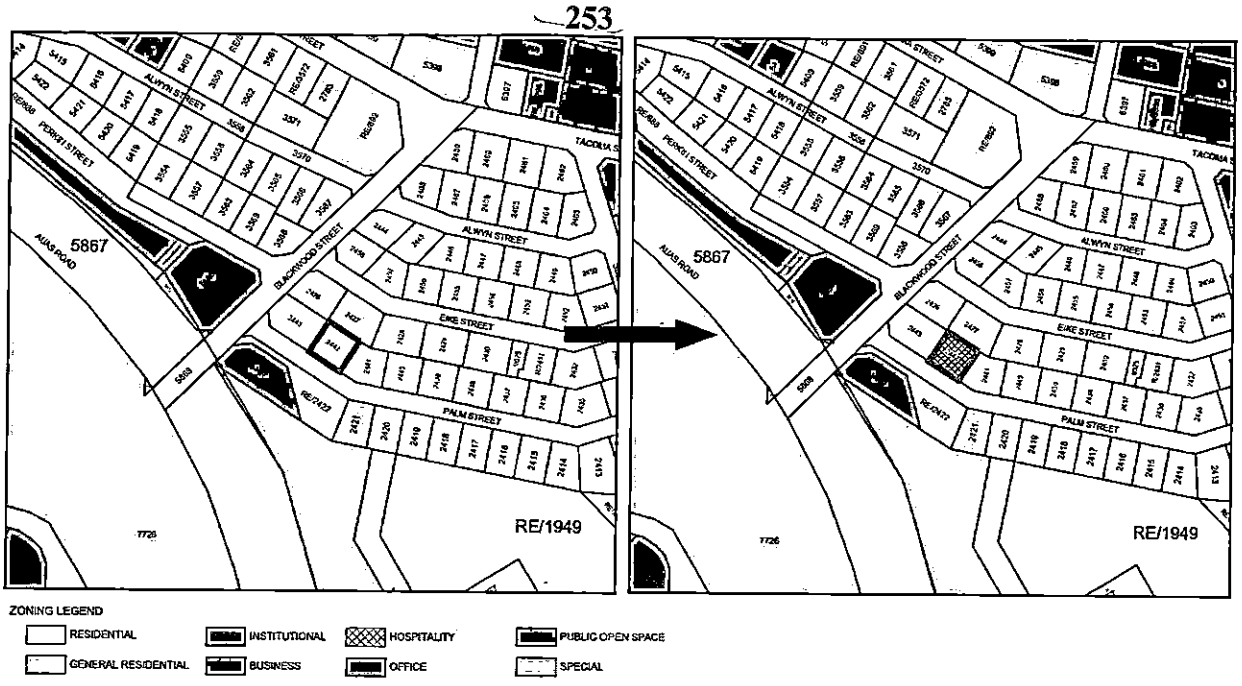


Figure 3: Rezoning Plan

3.2 Consent

The owners obtained resident occupation from the City of Windhoek in October 2022, this resident occupation is still valid as it only expires on the 25 October 2025. Please find attached a copy of the approval from City of Windhoek as **Annexure B.** In light of this, the City of Windhoek is requested to grant consent for the operation of the guesthouse while the rezoning is still in process.

4. MOTIVATION FOR REZONING

For several years, Erf 2442 in Suiderhof has been home to African Kwela Guest House, a cherished establishment offering warm hospitality to visitors from far and wide. Operating under the annual approval of resident occupation, the owners have diligently navigated bureaucratic processes to ensure the seamless operation of their guesthouse.

However, the repetitive and cumbersome nature of the annual approval process has prompted the client to seek a more sustainable solution. By pursuing rezoning of the erf to hospitality, the client aims to alleviate the administrative burden associated with obtaining resident occupation approval on a yearly basis. Beyond the desire for operational efficiency, several compelling motivations underpin this request for rezoning:

Enhanced Service Provision: Rezoning the property to hospitality not only streamlines administrative procedures but also empowers the client to enhance the quality and range of services offered at the guesthouse. Freed from the constraints of constant approvals, the client can focus more resources and attention on enriching the guest experience, fostering loyalty, and attracting new patrons.

Investment in Long-Term Stability: The decision to rezone the erf reflects a strategic investment in the long-term stability and sustainability of the African Kwela Guest House. By securing permanent authorization for hospitality use, the client can instil confidence among stakeholders, including guests, staff, and investors, thus fostering a conducive environment for growth and expansion.

Community Engagement and Collaboration: The rezoning initiative underscores the client's commitment to actively engage with and contribute to the local community. By formalizing the status of the guesthouse within the hospitality sector, the client seeks to strengthen partnerships with neighbouring businesses, residents, and authorities, fostering a spirit of collaboration and mutual support.

Economic Development and Tourism Promotion: As a reputable establishment, African Kwela Guest House plays a vital role in promoting tourism and economic development in Suiderhof and beyond. Rezoning the property to hospitality not only reinforces its contribution to the local economy but also positions it as a key player in attracting visitors, stimulating spending, and showcasing the cultural richness of the region.

In line with City of Windhoek Council policies: The new zoning category called 'hospitality', approved by Council per Resolution 401/11/2020 and included in Windhoek Amendment Scheme No. 103 makes provision for application for specific accommodation establishments according to the number of rooms.

*"**Guest House** refers to an accommodation establishment as per the Tourism Board Act, 2000 (Act 21 of 2000) and its regulations where accommodation and breakfast is provided to guests comprising of at least 5 but not more than 10 bedrooms and meets the requirements as stipulated in the Tourism Board Act and its regulations. "*

The specific creation of a definition of Guest House (and other accommodation establishments) where the number of rooms are specified also remove the uncertainty surrounding the number of rooms and will assist the City of Windhoek and the neighbours knowing the exact scale of the development, rather than having to work on a specific area. The impact of accommodation establishments can be better established with the more specific definitions and regulating of the number of rooms.

The new zoning category is also included in Table B as follows:

USE ZONE (1)	PRIMARY USES (2)	CONSENT USES (3)	OWNER'S CONSENT (4)	PROHIBITED USES (5)
Hospitality	Any accommodation establishment (applicant to specify the intended use and number of rooms)	Restaurant; Events and Functions; Conference facility, Office, Shop, Tourist facility	Resident Occupation	Other uses not under columns 2 and 3

Table 1: Hospitality within Table B

Moreover, As African Kwela Guest House has been in operation for some time thus it is expected that it will not have a negative impact on the neighbours and immediate surroundings. The use fits in with the residential character of the area.

5. ACCESS AND PARKING

Access to Erf 2442, Suiderhof is obtained from No.18 Palm Street. A total of **7** parking bays is provided on-site for parking for guests (parking layout is attached as **Annexure C5**).

The parking calculations for the establishment are as follows:

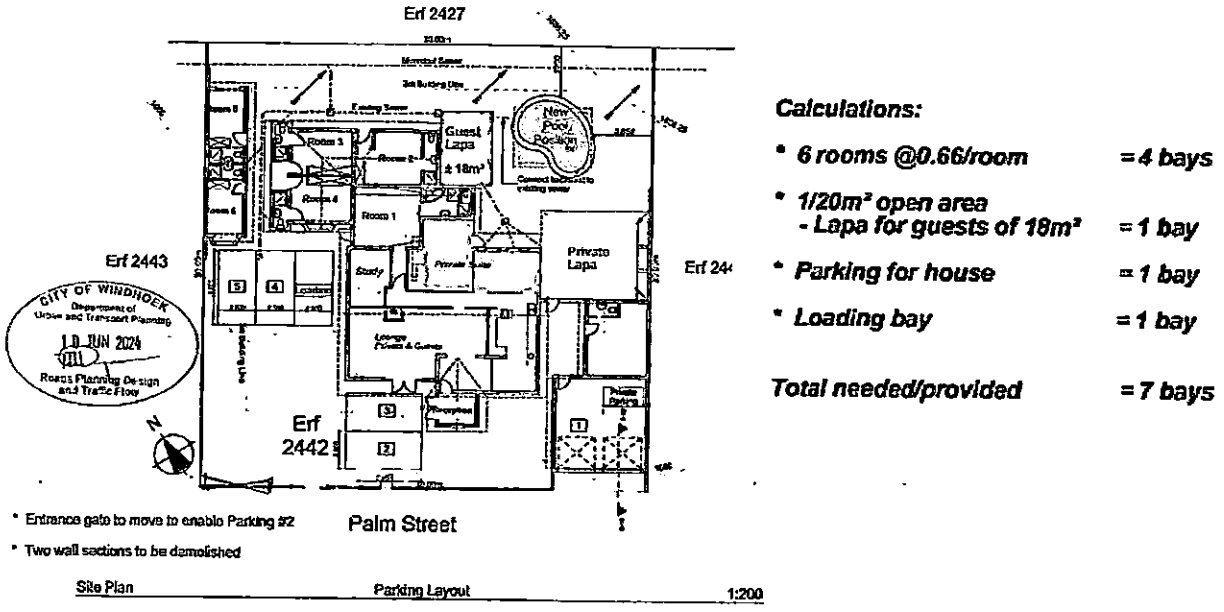


Figure 4: Approved parking layout

6. SERVICES

Erf 2442, Suiderhof is already connected to the municipal network.

7. ENVIRONMENTAL CONSIDERATIONS

The guest house has been operating for several years with 4 leasable units (8 beds) and as this is an already developed area in Windhoek and thus not expected to be any environmental considerations. An Environmental Clearance Exemption letter will be obtained prior to submission of the application to the Board.

8. REGISTERED CONDITIONS

The conditions registered against Erf 2442, Suiderhof are contained in the Deed of Transfer T2294/2005 - see copy attached. These conditions are outdated and should be replaced by the standard Town Planning Scheme conditions that include the erection of a building value of at least four times the municipal valuation of the erf upon any cadastral changes to the Erf.

It is not necessary to replace the current conditions as the use of the erf is subject to the Windhoek Zoning Scheme provisions. None of the registered conditions prevents the owner of Erf 2442, Suiderhof to use it as intended.

9. ADVERTISING PROCEDURES AND COMMENTS

Notice of the application will be given to the prescribed persons as well as the general public upon receipt of the complete application by Council in terms of section 105 (Section 107, subsection (1)) of the recently promulgated Urban and Regional Planning Act, 2018 (Act 5 of 2018).

10. CREDIT CHECK

A Credit Clearance was conducted for Erf 2442, No.18 Palm Street, Suiderhof, and the account was in good standing as per the attached **Annexure M.** Proof of payment for the application fee is also attached as **Annexure A2.**

11. CONCLUSION

The rezoning of Erf 2442, Suiderhof to 'hospitality' for an accommodation establishment (Guesthouse for max 6 rooms) will allow for a more formal and permanent zoning reflecting the current use of Guest House and will allow the owners to expand their Guest House in line with the stipulations of the Windhoek Zoning Scheme. As the guesthouse has been in operation for some time it is not expected that the rezoning and continues use thereof for a guesthouse will negatively influence the residential character of the neighbourhood.

12. APPLICATION

Application is herewith made for:

12.1. Rezoning of Erf 2442, Suiderhof from Residential with a density of 1:900m² to Hospitality for an Accommodation Establishment (Guesthouse with 6 rooms);

12.2. Consent to use Erf 2442, Suiderhof in accordance with the proposed zoning for six (6) rooms while the rezoning is in process since there is a valid resident occupation; and

12.3. That the parking layout as attached is approved

13. LIST OF ANNEXURES

Please find attached 3 copies of the following:

Annexure	**A1:**	Prescribed Application Form
	A2:	Proof of Payment
Annexure	**B1:**	Resident Occupation Approval
Annexure	**C1:**	Locality Plan
	C2:	Erf Diagram
	C3:	Zoning Certificate
	C4:	Rezoning Plan
	C5:	Parking Plan
Annexure	**E:**	Special Power of Attorney
Annexure	**J:**	Copy of Title Deed
Annexure	**M:**	Credit Check Certificate

Kind regards

Dorette Opperman

FORM 1 OF ANNEXURE 4

MINISTRY OF URBAN AND RURAL DEVELOPMENT

NOTICE OF INTENTION TO APPLY FOR REZONING
TO WHOM IT MAY CONCERN

Please take note that **DU TOIT TOWN PLANNING CONSULTANTS**
(full names of applicant)

intends to apply to the local authority of **CITY OF WINDHOEK** and the Board* to rezone

ERF 2442, NO.18 PALM STREET, SUIDERHOF, FROM 'RESIDENTIAL' WITH A DENSITY OF 1 DWELLING PER 900m^2 TO 'HOSPITALITY'
(details of the amendment concerned)

Please further take note that -

(a) the plan of the erf or land lies for inspection at room ..... of the offices of the authorised planning authority or other local authority or the Board;*

(b) any person having objections to the rezoning concerned or who wants to comment, may in writing lodge such objections and comments, together with the grounds, with the authorised planning authority or other local authority or the Board* ,and with the applicant within 14 days of the last publication of this notice.

The recommendation of the authorised planning authority or other local authority or Board*, if any, and any conditions determined by it with regard to the rezoning concerned are as follows:

.....
.....

..... 12/06/2024.....
Signature of applicant Date

Address of applicant: **1st Floor Bridgeview Building, Dr Kwame Nkrumah Ave, Klein Windhoek**

* Delete whichever is not applicable.

Department of Urban & Trans 258 Planning

☒ 59
80 Independence Avenue
WINDHOEK, NAMIBIA
Tel: (+264) 61 290 2073 • Fax: (+264) 61 290 2060 • www.cityofwindhoek.org.na

Enq: D. Haikonda
Tel: 290 3517

Ref: L/2442/W
Date: 27 October 2022

Ian Kemp
P O Box 31511
Windhoek

Dear Sir,

CONSENT FOR A RESIDENT OCCUPATION FOR AN ACCOMMODATION ESTABLISHMENT ON ERF 2442 PALM STREET, WINDHOEK

Your application for consent for a Resident Occupation for a Guesthouse refers.

In terms of the delegation of authority applicable to the granting of a Resident Occupation for a Guesthouse by virtue of Council Resolution No. 128/04/2000, a Resident Occupation is hereby granted for a Guesthouse for **Three (3) years** subject to the following conditions:

1. This Resident Occupation is subject to the issuing of a valid Fitness certificate. If a fitness Certificate is not issued for any reason, this Resident Occupation will be revoked with immediate effect.

2. That a maximum floor area of 50% of the main dwelling will be permitted for the guest house or the supplementary dwelling provided that under no circumstances shall the resident occupation exceed half of the floor area of the main dwelling.

3. That 4 leasable units be permitted.

4. That a maximum of 8 beds will be permitted.

5. That the parking on the premises be supplied to the satisfaction of the Strategic Executive: Urban and Transport Planning to the order of 1,5 parking bays per room.

6. A maximum of two employees (excluding the resident owner) may be employed on the premises.

7. Only information boards, indicating the name and details relevant to the accommodation establishment may be displayed and may not exceed one square metre in size. Please take note that no signage may be erected on, overlapping, or in any way encroaching on to the sidewalk.

8. Advertisements for commercial products are not allowed.

9. That should a liquor licence be required in terms of the Liquor Ordinance (Ord. 2 of 1969, as amended) only an on-site consumption licence, being a special liquor licence, may be considered in terms of the consent use.

10. That neither the buildings nor the ground be used for an entertainment hall or an amusement area, as

defined in the Scheme.

11. That meals and liquor only be supplied to the residents and their bona fide guests on consumption and not to the general public.

12. That Council reserves the right to cancel the consent should any of the above- mentioned conditions not be complied with or should the Self-Catering prove to constitute a nuisance in terms of the Local Authorities Act 1992 (Act 23 of 1992).

13. That the consent granted is not transferable to a third party or a successor-in-title.

14. That the applicant register the proposed guest house in terms of Section 20 of the Namibia Tourism Board Act, 2000 (Act No. 21, 2000) at the Ministry of Wildlife, Conservation and Tourism.

15. If found at any time that any information contained on this application was false or not true, this approval will be withdrawn with immediate effect.

16. **Please take note that this consent use should be renewed on or before 25 October 2025.**

Yours faithfully,

.....

Gerhard De Klerk
ACTING SECTION PLANNER

31/10/22
.....
Date

I.....**accept the above-imposed conditions and agree to abide to thereby:**

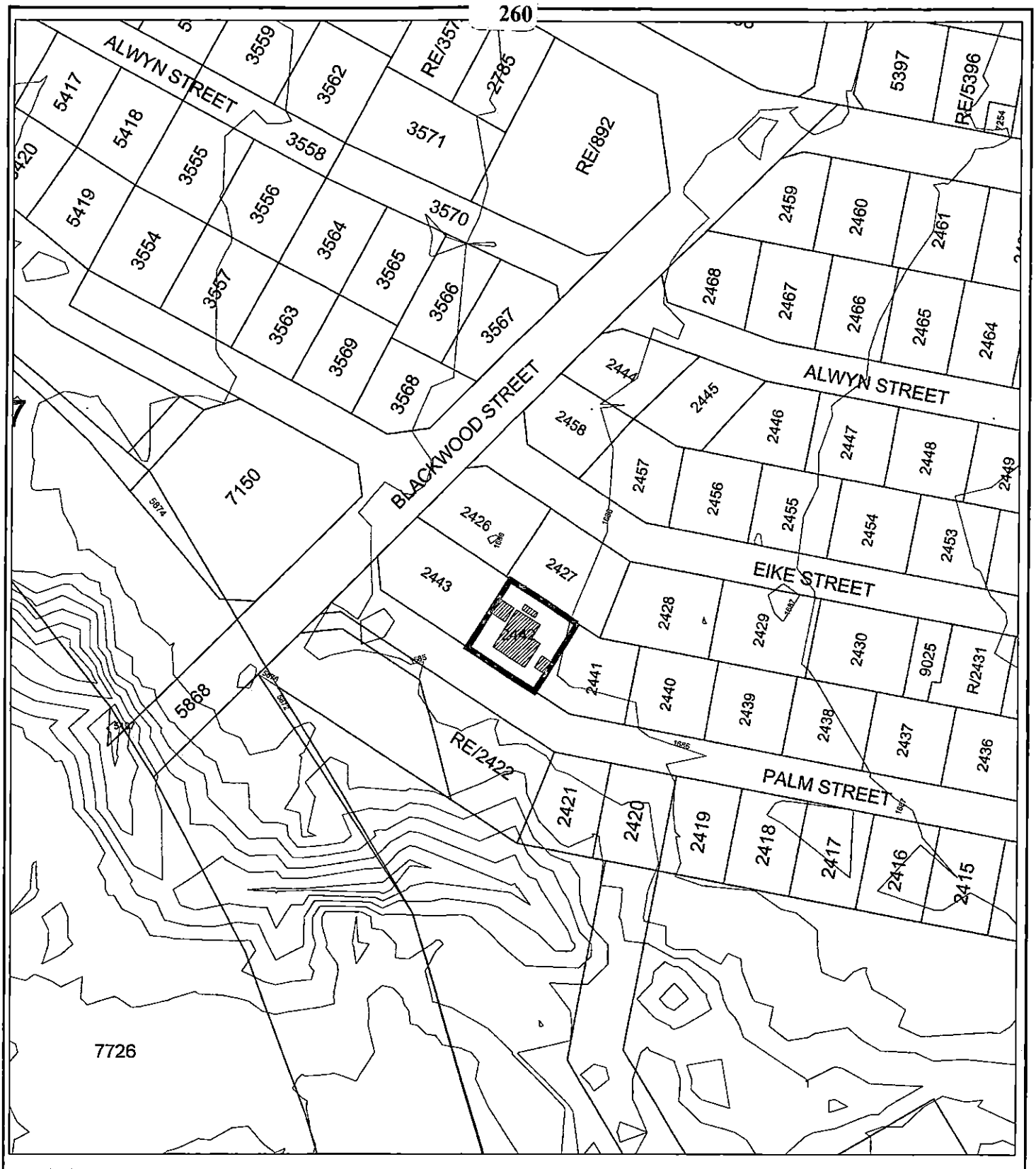
.....

Signature of applicant

31/10/22
.....
Date

cc: The Namibia Tourism Board
Private Bag 13346
Windhoek
Manager Billing
Mrs. A. I. Xaba

The Permanent Secretary
Ministry of Finance
Directorate: Inland Revenue
Private Bag 13185
WINDHOEK
Att: Mr W Mouton



EXISTING BUILDINGS

Scale: 1/2000

DATE: MARCH 2024

PLAN NO. 2442WW_R

TN

THE REZONING OF ERF 2442, NO.18 PALM STREET, SUIDERHOF, WINDHOEK FROM "RESIDENTIAL" WITH A DENSITY OF 1:900m² TO "HOSPITALITY" FOR A GUESTHOUSE ACCOMMODATION ESTABLISHMENT (6 ROOMS)

Du Toit
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1st floor Bridgeview Offices & Apartments No. 4
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PO Box 6871, Ausspannplatz, Windhoek, Phone: +264 61 248010
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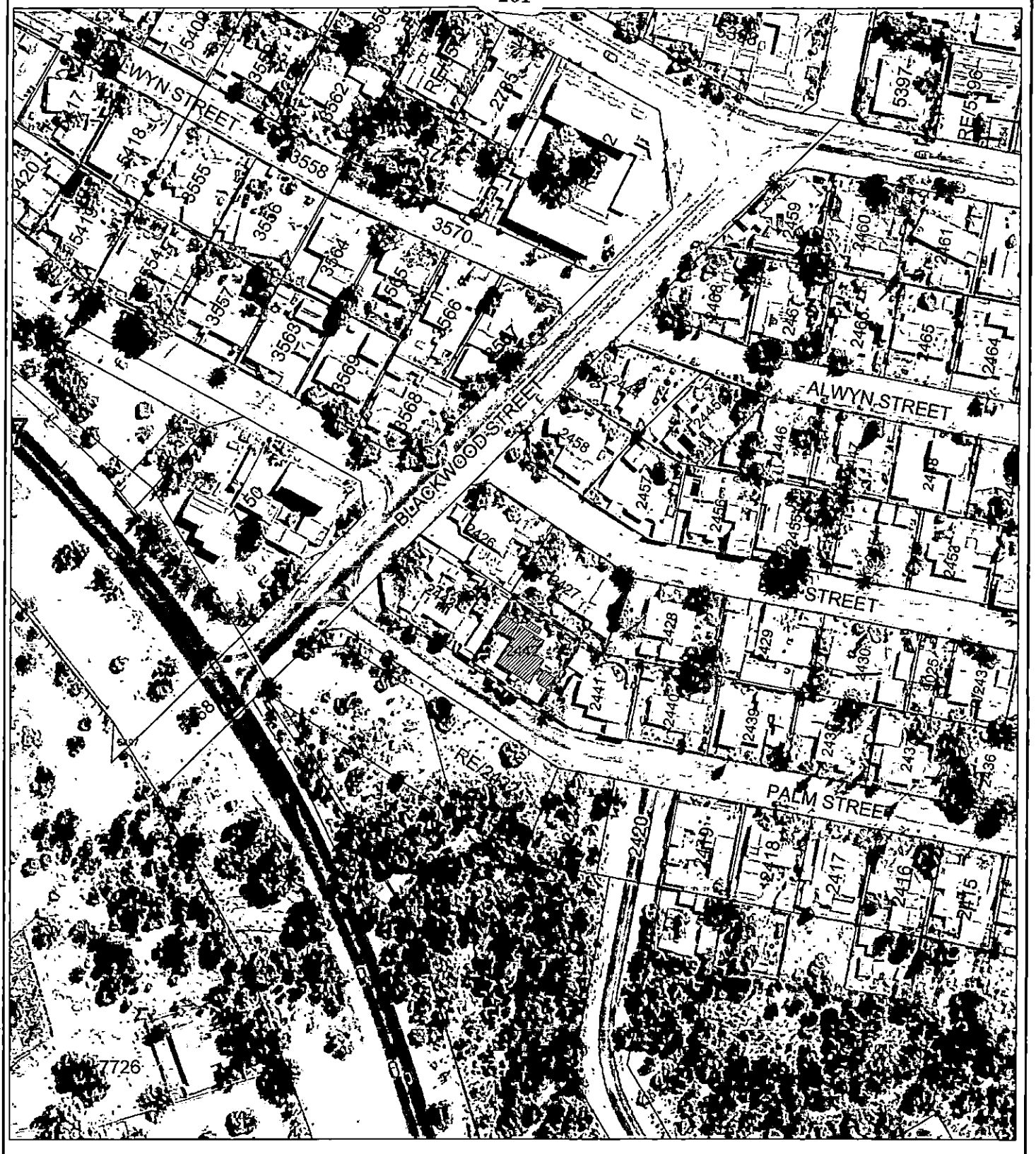

EXISTING BUILDINGS

Scale: 1/2000

DATE: MARCH 2024

PLAN NO. 2442WW_R

TN

THE REZONING OF ERF 2442, NO.18 PALM STREET, SUIDERHOF, WINDHOEK FROM "RESIDENTIAL" WITH A DENSITY OF 1:900m² TO "HOSPITALITY" FOR A GUESTHOUSE ACCOMMODATION ESTABLISHMENT (6 ROOMS)

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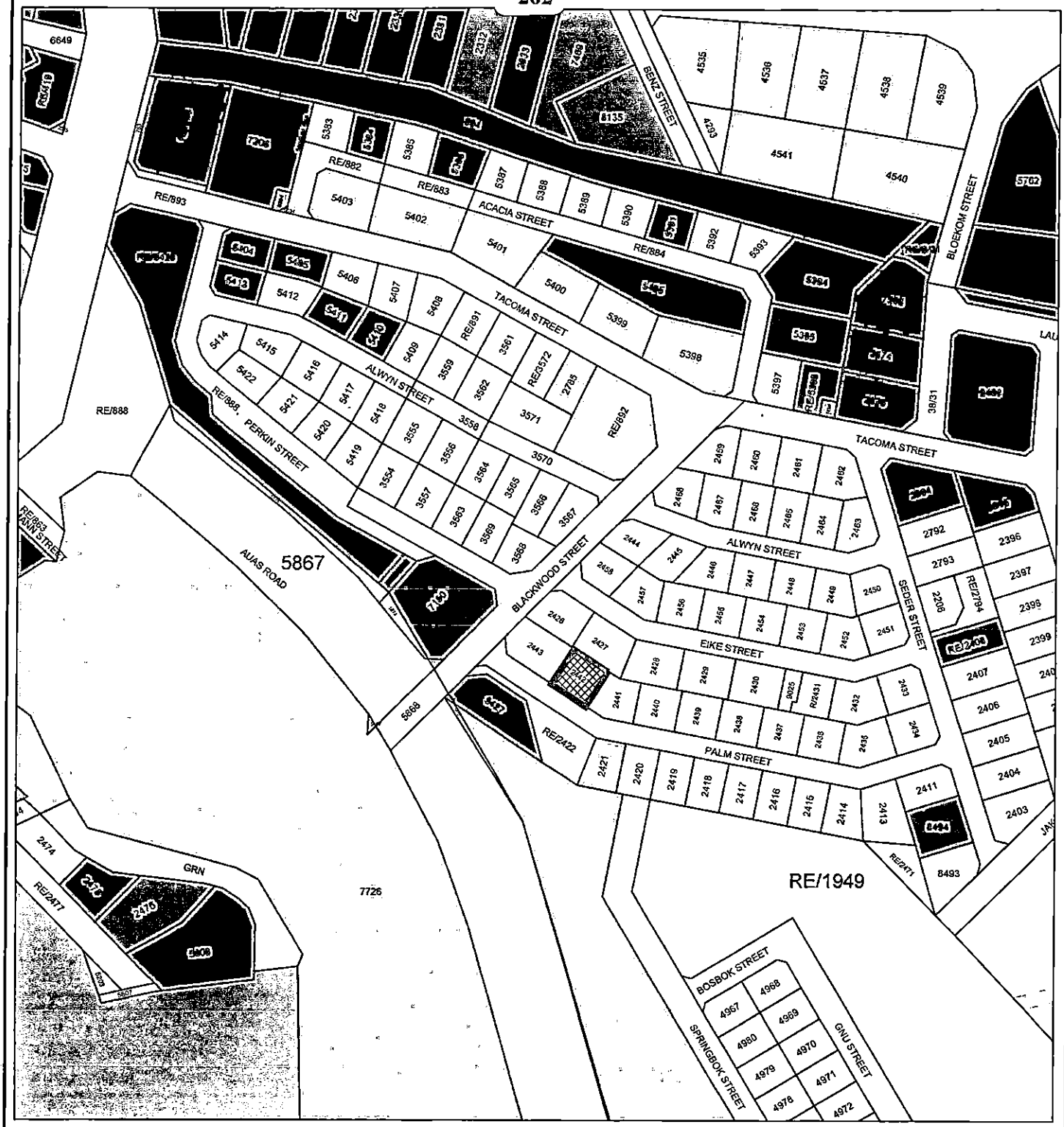


ZONING LEGEND

RESIDENTIAL	INSTITUTIONAL	HOSPITALITY	PUBLIC OPEN SPACE
GENERAL RESIDENTIAL	BUSINESS	OFFICE	SPECIAL

THE REZONING OF ERF 2442, NO.18 PALM STREET, SUIDERHOF, WINDHOEK FROM "RESIDENTIAL" WITH A DENSITY OF 1:900m² TO "HOSPITALITY" FOR A GUESTHOUSE ACCOMMODATION ESTABLISHMENT (6 ROOMS)

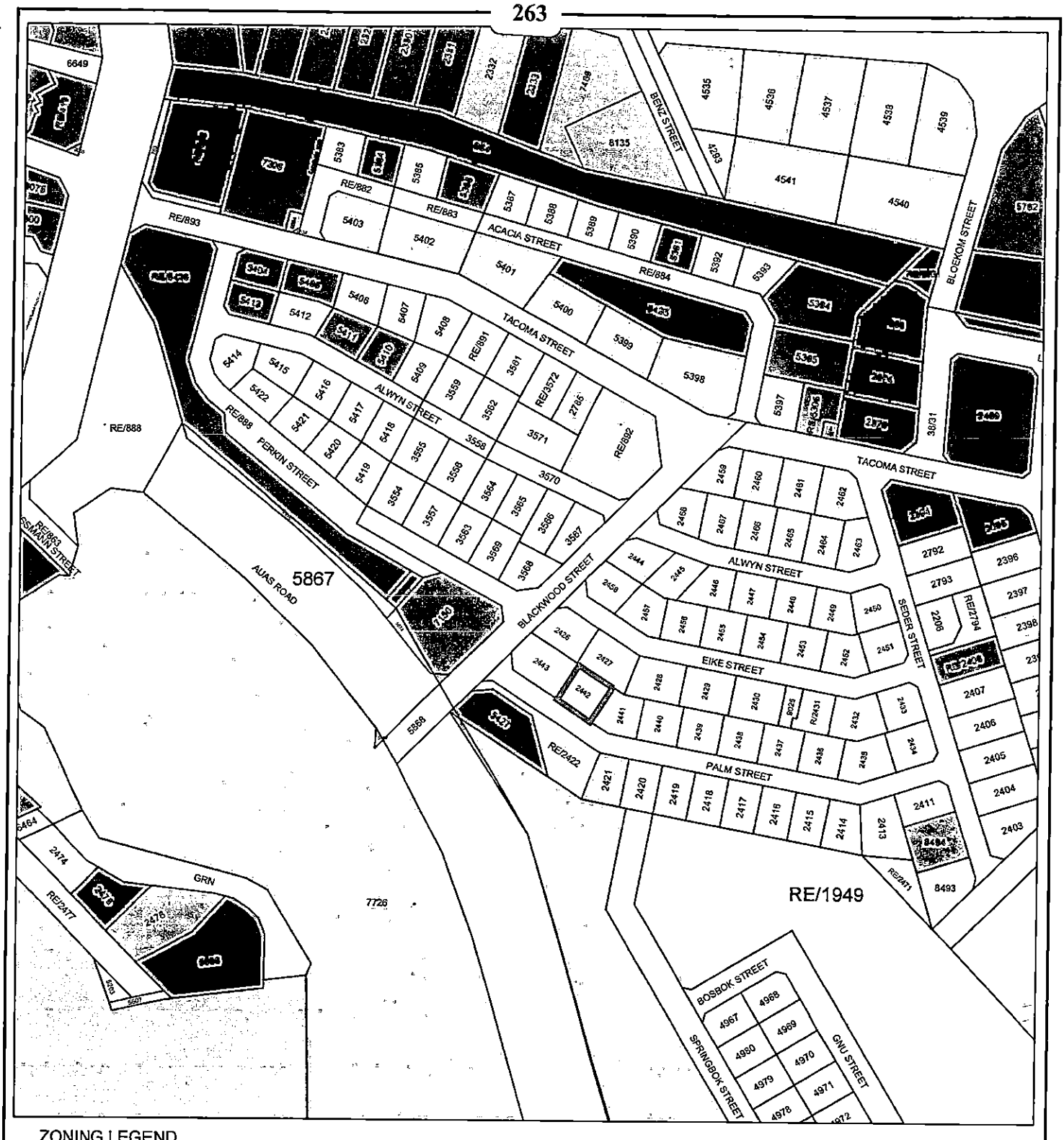
TN

DATE: MAR 2024

SCALE: 1/4000

PLAN NO. AMS

Du Toit
TOWN PLANNING CONSULTANTS
1st floor Bridgeview Offices & Apartments No. 4
Dr Kwame Nkrumah Avenue, Klein Windhoek, Namibia
PO Box 6871, Ausspannplatz, Windhoek, Phone: +264 61 248010
Fax: +264 61 248608, Email: elmarie@dutoitplan.com



ZONING LEGEND

RESIDENTIAL	INSTITUTIONAL	HOSPITALITY	PUBLIC OPEN SPACE
GENERAL RESIDENTIAL	BUSINESS	OFFICE	SPECIAL

CURRENT ZONING OF ERF 2442 PALM STREET, SUIDERHOF WINDHOEK

('RESIDENTIAL' WITH A DENSITY OF 1:900m²)

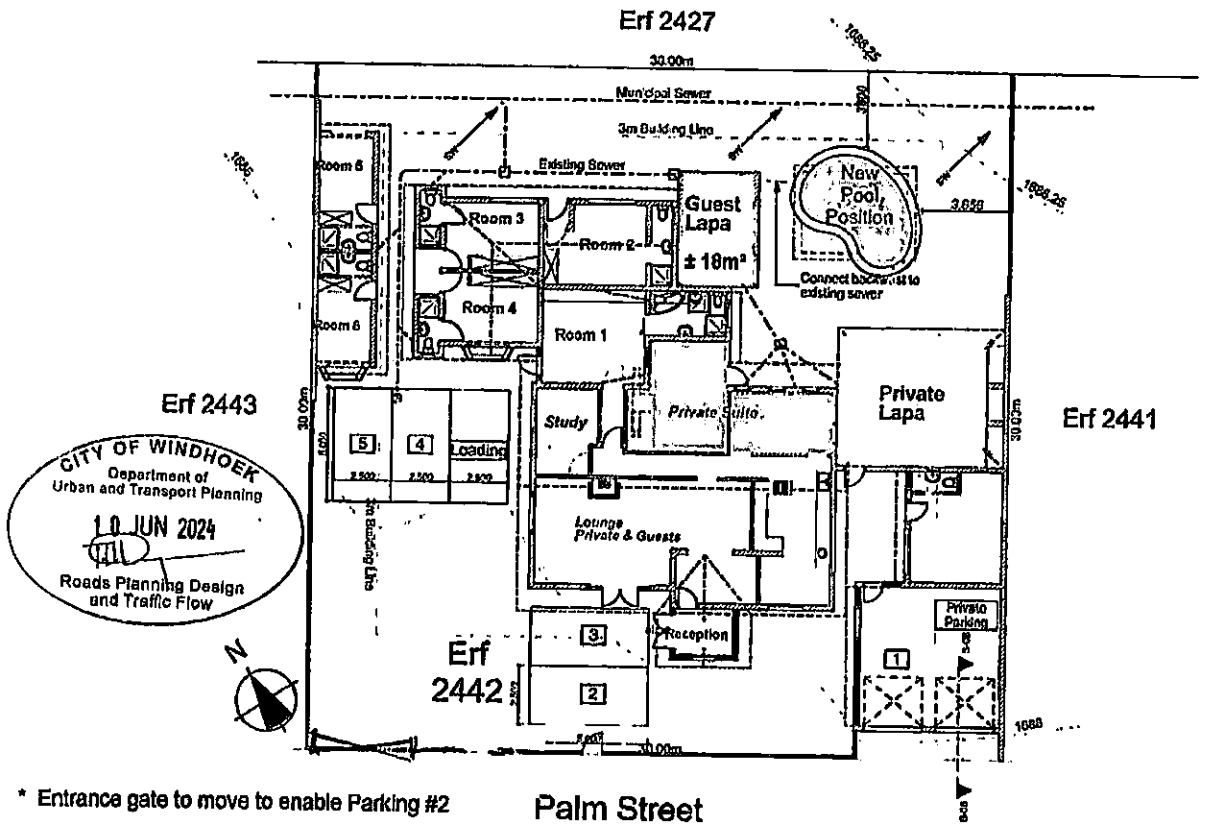
TN

DATE: MAR 2024

SCALE: 1/4000

PLAN NO. AMS

Du Toit
TOWN PLANNING CONSULTANTS
1st floor Bridgeview Offices & Apartments No. 4
Dr Kwame Nkrumah Avenue, Klein Windhoek, Namibia
PO Box 6871, Ausspannplatz, Windhoek, Phone: +264 61 248010
Fax: +264 61 248608, Email: elmare@dutoitplan.com



CITY OF WINDHOEK
Department of Urban and Transport Planning
10 JUN 2024
Roads Planning Design and Traffic Flow

* Entrance gate to move to enable Parking #2
* Two wall sections to be demolished

Site Plan — Parking Layout — 1:200

Calculations:

* 6 rooms @0.66/room	= 4 bays
* 1/20m² open area - Lapa for guests of 18m²	= 1 bay
* Parking for house	= 1 bay
* Loading bay	= 1 bay
Total needed/provided	= 7 bays

PARKA
Architectural Drafting
P.O. Box 07161
Eros
Windhoek
Cell: 081 7077877
Email: parka@posi.com
12 Bethel street Elisenheim

Client: IAN KEMP

Project title:

ADDITIONS AND ALTERATIONS TO DWELLING ON ERF 2442 WINDHOEK

Drawing title:

PARKING LAYOUT

Drawing number:	Date:
Erf 2443_W Parking	29 April 2024

Town Planning Certificate No. 1:
Town Planning Scheme Information

265

Ref :

Enq :

Tel :

Applicants Address

Telephone Number :

Sir / Madam

Erf No: 2442

Township : WINDHOEK/WINDHOEK BLOCKS

Street : PALM STR

In terms of the Windhoek Town Planning Scheme the following conditions apply to the above mentioned erf.

Jse Zone :	RESIDENTIAL	Refer to Table B.
2. Density :	1 DWELLING / 900M²	Refer to Table E.
3. Bulk Factor :	0 00	Refer to Table F.
4. Coverage :	50 %	Refer to Table G.
5. Erf Size :	900 m²	
6. Parking :		

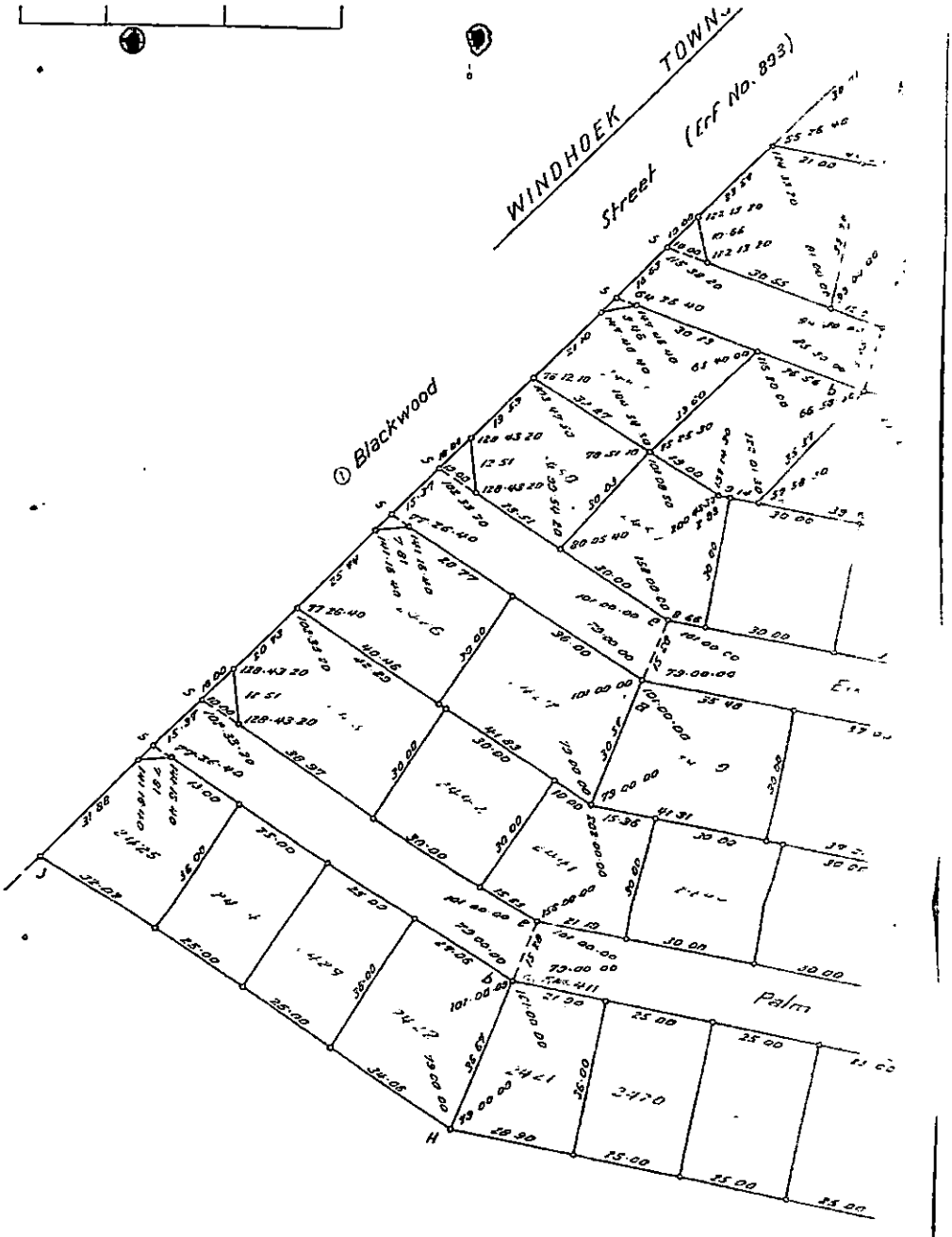
(The parking ratio should be confirmed with the Transportation Department for erven in the business zone, and for restaurants, grouped housing schemes, hotels, bed & breakfasts, resident occupations, places of amusement, social halls and churches)

7. Street Build Lines
8. Position Of Buildings :
9. Street Address : 18 PALM STR
10. Flood Line :
11. Height Restriction : Refer to Table J.
12. Street Reservation :
13. Other :

The TOWN PLANNING SCHEME and MAP are open for inspection on the passage wall of the 7th floor of the town house. The information provided herein must be verified by the applicant by inspection of the Scheme and Map.

Your attention is further directed to any condition which may be registered against your property in the title deeds. You may be required to furnish a certified copy of the title deeds conditions before any building plans are approved.

Yours Faithfully


WINDHOEK TOWN
Street (Erf No. 893)
① Blackwood
Palm
Remainder of Portion B of
Windhoek Town and Townlands
No. 31

267

Areas of Erven

Erf No.	sq. m.		Erf No.	sq. m.		Erf No.	sq. m.		Erf No.	sq. m.	
2373	2003		2398	1250		2423	900	Vide Cons. 2422	2448	900	
2374	1876		2399	1250		2424	900	do. do.	2449	900	
2375	1335		2400	1250		2425	996	do. do.	2450	892	
2376	3002		2401	1250		2426	1102		2451	917	
2377	1557		2402	1863		2427	1168		2452	898	
2378	1538		2403	1317		2428	1152		2453	900	
2379	950		2404	1250		2429	1110		2454	900	
2380	1042		2405	1250		2430	1110		2455	900	
2381	920		2406	1250		2431	1110		2456	900	
2382	920		2407	1250		2432	1131		2457	902	
2383	920		2408	1750	Now Cons 2408	2433	917		2458	910	
2384	920		2409	1900	Vide Cons 2408	2434	998		2459	994	
2385	1333		2410	1650	Vide Cons 2408	2435	1111		2460	1080	
2386	1544		2411	987		2436	900		2461	1080	
2387	910		2412	1000		2437	900		2462	1093	
2388	940		2413	1346		2438	900		2463	921	
2389	940		2414	957		2439	900		2464	900	
2390	940		2415	900		2440	900		2465	900	
2391	940		2416	900		2441	935		2466	900	
2392	1189		2417	900		2442	900		2467	959	
2393	1260		2418	900		2443	1320		2468	926	
2394	1928		2419	900		2444	928		2469	5075	
2395	1617		2420	900		2445	897		2470	4164	
2396	1250		2421	914		2446	900		2471	2600	
2397	1250		2422	1100	Now Cons. 2422	2447	900		2472	3136	
									5381	41	

31

Str

NAMIBIA REVENUE N$5

NAMIBIA REVENUE N$5

SPECIAL POWER OF ATTORNEY

We, the undersigned

IAN DOUGLAS KEMP AND DIANA KEMP

in our capacity as the owners of

ERF NO. 2442, WINDHOEK

do hereby nominate, constitute and appoint

DU TOIT TOWN PLANNING CONSULTANTS

with power of Substitution, to be my lawful Agent in my name, place and stead, to make the necessary application to the CITY OF WINDHOEK MUNICIPALITY and the URBAN AND REGIONAL PLANNING BOARD for:

- **REZONING OF ERF 2442, NO. PALM STREET, SUIDERHOF, WINDHOEK FROM 'RESIDENTIAL' WITH A DENSITY OF 1:900M² TO 'HOSPITALITY' FOR A GUESTHOUSE ACCOMMODATION ESTABLISHMENT (6 ROOMS); AND**
- **CONSENT TO USE THE ERF IN ACCORDANCE WITH THE NEW ZONING WHILE REZONING IS FORMALLY BEING COMPLETED**

at the cost of the applicant and generally for effecting the purpose aforesaid, to do or cause to be done whatsoever shall be requisite, as fully and effectually, for all intents and purposes I might or could do if personally present and acting herein – hereby ratifying, allowing and confirm all and whatsoever my said Agent shall lawfully do or cause to be done, by virtue of these present.

Signed at WINDHOEK this 20 th day of MARCH 2024, in the presence of the undersigned witnesses

WITNESSES:

1. _____

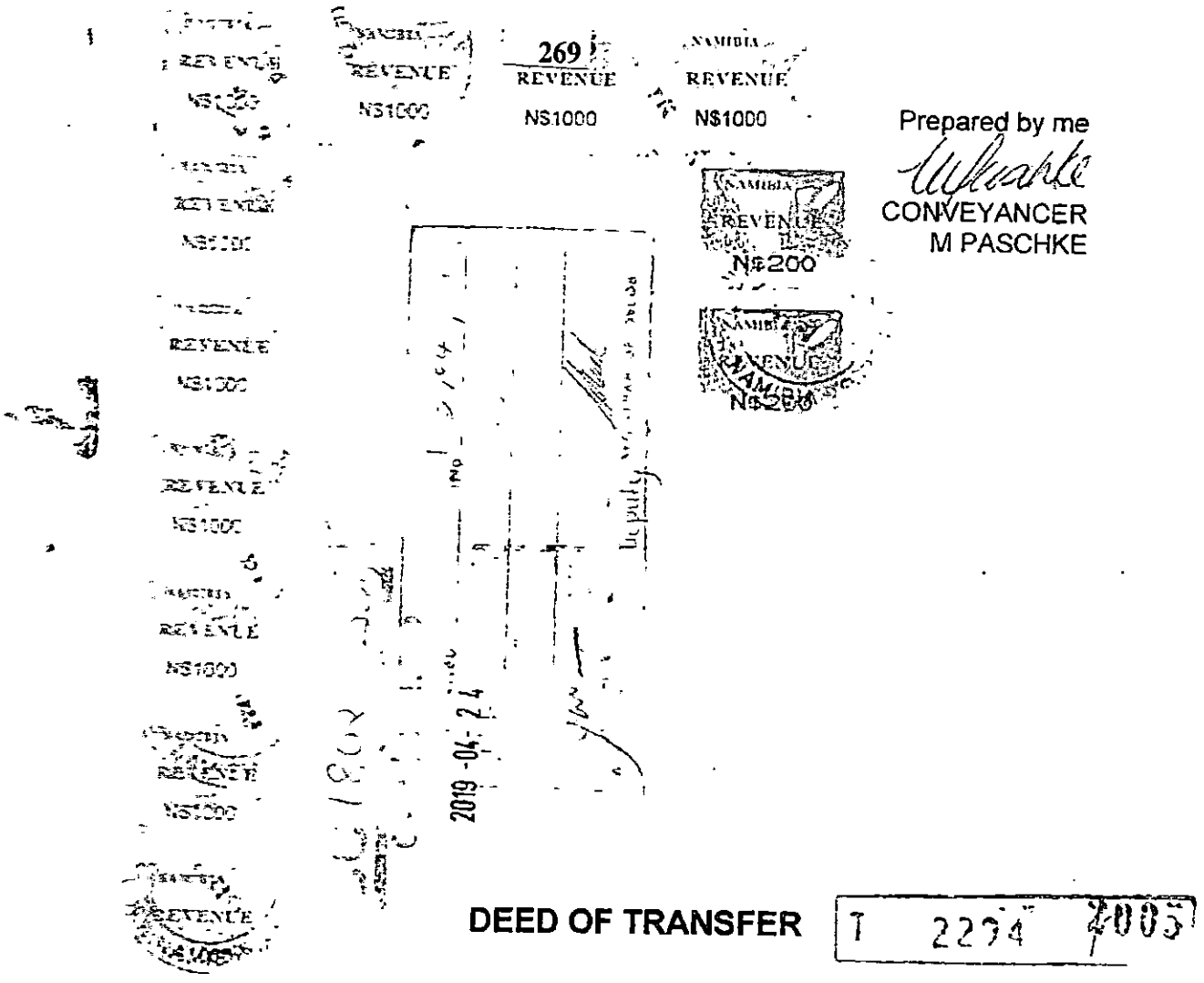
2. _____

_____
SUBSCRIBER

1. _____

2. _____

_____
SUBSCRIBER



Prepared by me
CONVEYANCER
M PASCHKE

DEED OF TRANSFER

T 2294 2005

BE IT HEREBY MADE KNOWN:

THAT MICHÈLE PASCHKE

appeared before me Registrar of Deeds at Windhoek, he/she the said appearer being duly authorised thereto by a Power of Attorney granted to him/her by

HEILA HENDRINA JANSEN VAN VUUREN
Born on 6 January 1957
Married out of community of property.

dated the 9th **March 2005** and signed at **WINDHOEK**

and the said Appearer declared that her said constituent had truly and legally sold on 9 February 2005 and that she in her capacity aforesaid, did by these presents, cede and transfer, in full and free property, to and on behalf of

IAN DOUGLAS KEMP
Born on 16 October 1952

and

DIANA KEMP
Born on 15 August 1962
Married in community of property to each other.

Their Heirs, Executors, Administrators or Assigns

CERTAIN	Erf no. 2442 WINDHOEK (Extension 1)
SITUATE	In the Municipality of Windhoek Registration Division "K" Khomas Region
MEASURING	900 (Nine Nil Nil) Square metres
FIRST	transferred by Deed of Transfer No. T.906/1957 with General Plan No. 359/56 relating thereto and held by Deed of Transfer No.T.6899/1992
A. SUBJECT	to the following conditions imposed by the Administrator for the Territory of South West Africa in terms of Proclamation 36/57, and created in the said Deed of Transfer No. T.906/1957, namely:- Provided that if in the opinion of the Administrator, acting on behalf of the Townships Board, it is expedient that the restriction in any conditions be suspended or relaxed, he may authorise the necessary suspension or relaxation subject to compliance with such conditions as he may deem fit.

(1) <u>IN FAVOUR OF THE ADMINISTRATOR</u>

(a) This erf shall not be subdivided.

2. IN FAVOUR OF THE COUNCIL OF THE MUNICIPALITY OF WINDHOEK

The owner of this erf shall be obliged without compensation, to permit the excavation and receive the excavated material on the erf as may be required to allow full use of the full width of the adjoining street and to provide a safe proper slope to its bank owing to the difference between the level of the street as finally constructed and the erf, unless he elects to build retaining walls at his own cost to the satisfaction of and within a period to be determined by the Municipality.

(iv) The owner of this erf shall not be permitted to drill or excavate for water.

(v) Except for the purpose of erecting a building on this erf neither the owner nor any other person shall have the right to make or cause to be made for any person, any bricks, tiles, earthenware, pipes or any articles of such nature on this erf.

(vi) No dairy, livery stable, cowshed, slaughterpole, piggery or any offensive trade may be established or conducted on this erf.

"Offensive trade" shall mean any of those trades referred to in paragraph 1(a) of the Government Notice No. 141/1926 dated 10 November 1926.

(vii) No cattle, pigs, sheep, goats or draught animals shall be kept on this erf.

(viii) This erf shall be used for residential purposes only.

(ix) No hotel, block of flats, semi-detached or tenement houses and not more than one dwelling, together with such outbuildings as are ordinarily required in connection therewith may be erected on this erf.

(x) No building or structure or any portion thereof, except boundary walls or fences, shall be erected nearer than 5 metres to the street line which forms a boundary of this erf nor within 3 metres of any lateral or rear boundary common to an adjoining erf.

(xi) Not more than half the area of his erf may be built upon.

- Outbuildings erected on this erf may not be occupied by anyone except the domestic servants of the owner of his tenant

- The dwelling to be erected on this erf, exclusive of outbuildings, shall have a value of not less than N$4 000,00 and shall be erected at the same time as, or prior to, the erection of the outbuildings.

E. FURTHER SUBJECT to the following conditions imposed by the Council of the Municipality of Windhoek, for its benefit, and created in the said Deed of Transfer No T 926/1957 namely

- The property may only be used for the housing of one family.

- Unless the dwelling as described under paragraph A(2)(xiii) above is erected on the said property on or before the 28th of May 1958 and thereafter maintained at the said value, the Council shall have the right at its option and in its entire discretion to demand payment from the owner annually or half-yearly of an amount equal to such Municipal rates and taxes as would be payable if a dwelling house of the said minimum value in fact built upon the said property.

- In the event that the transferee or his successors in title elects to build such retaining walls as described in paragraph A(2)(ii) above, such walls must be built in consultation with the Municipality and subject to its approval and must be erected within a period of three (3) months after written notice addressed by the Municipality to the transferee or his successors in title of his intention to construct any such street

  Should the Transferee or his or its successor in title elect to build such retaining walls and fail to complete same within the prescribed period, the Municipality shall be entitled to build any such retaining walls and to enter upon the said property for that purpose and shall be entitled to recover the cost thereof from the said Transferee or his or its successor in title.

  The Municipality shall not be liable to the Transferee or to his successor in title for compensation in case any alteration in the levels of any street or streets adjoining the said property or in any portion of such streets is effected at any time by the said Municipality.

- The Municipality reserves the right at any time, for the purposes of proper channeling and flow of stormwater as is deemed to to reasonably necessary from time to time, to build or to allow the installation of stormwater drainage canals

WHEREFORE the Appearer renouncing all the right and title which the said TRANSFEROR heretofore had to the premises, did, in consequence also acknowledge the said TRANSFEROR to be entirely dispossessed of, and disentitled to the same, and that by virtue of these presents the said TRANSFEREES their heirs, executors, administrators or assigns, now are and hereafter shall be entitled thereto, conformably to local custom, the State however reserving its rights, and finally acknowledging that the purchase price is the sum of N$1 050 000.00.

SIGNED at WINDHOEK, on , together with the Appearer and confirmed with my seal of office.

Signature of Appearer

In my presence

REGISTRAR OF DEEDS

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INV20[illegible]

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CITY OF WINDHOEK

P O Box 59, MINDHOEK NAMIBIA
Telephone No: (061) 290 2911

TAX INVOICE

VAT Reg. Number 2646057-01-5

Invoice Number	: INV2024243477	**Date Issued :**	4/29/2024
Account Number	: N/A	**Vote Number :**	5000132050048
Name	: DU TOIT TOWN PLANNING CONSULTANTS	**Reference Number :**	2442, WINDHOEK
Address	: N/A	**System Reference :**	INV394183
		Issued By :	17304 - HAIKONDA (D)
		Contact Details :	+264 61 290 3517
Description :	REZONING OF ERF 2442, WINDHOEK FROM 'RESIDENTIAL' 1:900 TO 'HOSPITALITY' FOR A GUESTHOUSE WITH 6 ROOMS		

PAYMENT DUE

Total Amount Excluding VAT	: N$ 1750.00
Total VAT Amount	: N$ 262.50
Total Amount Payable	: N$ 2012.50

INVOICE DETAILS

Department : 5000 - URBAN & TRANSPORT PLANNING

Tariff Code	: N/A
Tariff Description	: N/A
Quantity Provided	: 1
Unit Price	: N$ 1750.00
Tariff Amount Excluding VAT	: N$ 1750.00
Tariff VAT Amount	: N$ 262.50
Tariff Total Amount	: N$ 2012.50
Service Code	: N/A

[illegible] Bank First National Bank Number: 62012146115 - Branch: 281872

Standard Bank

Receipt

Standard Bank

Transaction with transaction id 46689459 submitted successfully.

NAD 2,012.50

CITY OF WINDHOEK

FIRST NATIONAL BANK NAMIBIA

62012146115

Transaction ID

46689459

From

DU TOIT

Date

Jun 12, 2024

Payment Priority

Normal

My Reference

COWAppFee Erf 2442 Whk

Their Reference

2442 Windhoek rezoning

Disclaimer

Any confirmation of a transaction must not be constructed as a confirmation of credit into a beneficiary's account
Due to the nature of the internet, transactions may be subjected to interruption, transmission blockout, delayed transmission and incorrect data transmission
The Bank is not liable for malfunctions in communication facilities not within its control that may affect the accuracy of timeliness of messages and transactions you send
All transactions are subject to our verification and our normal fraud checks

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NDHOEK

Department of Finance and Customer Service
Debt and Risk Management Division
PO Box 59, Windhoek, Namibia

DEBT MANAGEMENT CREDIT CHECK FORM

Surname: KEMP First name(s): DIANA AND IAN

Erf/stand no: 2442 Township: SUIDERHOF

If company or registered under cc;

Namibian I. D / Passport no.: 52101600498

Postal/Private Bag address: P O Box 31511 .Township of address: WINDHOEK

Physical Residential or Business address:

Tel no (H) Cell

CREDIT CONTROL

Service Accounts

Credit Control Officer Comments:

Account 10791426 CURRENT

Name of Credit Controller: Damases

Signature: Damases

CITY OF WINDHOEK
12 JUN 2024
Date Stamp
CREDIT CONTROL

SUNDRY DEBTORS - LAND SALES

Comments:

No land sales accounts

Name of Credit Controller: Shamen

Signature:

Accountant Land Sales:

CITY OF WINDHOEK
12 JUN 2024
Date Stamp
Land & Housing Administration Department

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Du Toit
TOWN PLANNING CONSULTANTS

1st floor Bridgeview Offices & Apartments, No. 4 Dr Kwame Nkrumah Avenue, Klein Windhoek, Namibia
PO Box 6871, Ausspannplatz, Windhoek, Phone: +264 61 248010, Fax: +264 61 248608, Mobile: +264 81 281 0836, Email: elmarie@dutoitplan.com

Enquiries: T. Tjitemisa
Tel: +264 81 416 6169
Ref: Erf 2442_PP Rep

Strategic Executive
Department of Urban and Transport Planning
Windhoek City Council
P O Box 59
WINDHOEK

22 JULY 2024

For Attention: Ms. Kristofina Asino

Dear Ms. Asino

PUBLIC PARTICIPATION REPORT: REZONING OF ERF 2442, NO. 18 PALM STREET, SUIDERHOF, WINDHOEK FROM 'RESIDENTIAL' WITH A DENSITY OF 1 DWELLING PER 900m² TO 'HOSPITALITY FOR A GUESTHOUSE ESTABLISHMENT (6 ROOMS); AND CONSENT TO USE THE ERF AS PER THE NEW ZONING WHILE THE REZONING IS IN PROCESS

Our application submitted 12 June 2024 for the:

- Rezoning of Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek from "residential" with a density of 1 dwelling per 900m² to "hospitality" for a guesthouse establishment (6 rooms); and
- Consent to use Erf 2442 No. 18 Palm Street, Suiderhof in accordance with the proposed zoning while the rezoning is in process.

Herewith the summary of the public participation process:

<table>
<tr><td colspan="4">Electronic copy</td><td>Sent</td></tr>
<tr><td colspan="4">Application in .doc format</td><td>12 June 2024</td></tr>
<tr><td colspan="4">All annexures (pdf)</td><td>12 June 2024</td></tr>
<tr><td colspan="4">All relevant plans and drawings (pdf)</td><td>12 June 2024</td></tr>
<tr><td>Advertisements & Notices</td><td>Dates placed</td><td colspan="2">Date published</td><td>Closing date</td></tr>
<tr><td rowspan="3">Proof of Advertisements</td><td>GG</td><td colspan="2">01 July2024</td><td rowspan="3">18 July 2024
(14 working days)</td></tr>
<tr><td>New Era</td><td>24/06/2024</td><td>01/07/2024</td></tr>
<tr><td>Namibian</td><td>24/06/2024</td><td>01/07/2024</td></tr>
<tr><td>Proof of Neighbour Notices (list of registered letters)</td><td colspan="3">Sent per registered post</td><td>18 July 2024</td></tr>
<tr><td>Proof of Notice on Site</td><td colspan="4">Done – photo attached</td></tr>
<tr><td>Proof of Notice on LA Board</td><td colspan="4">Done – photo attached</td></tr>
</table>

Copies of all objections received	No objections lodged	

Attached to this letter:

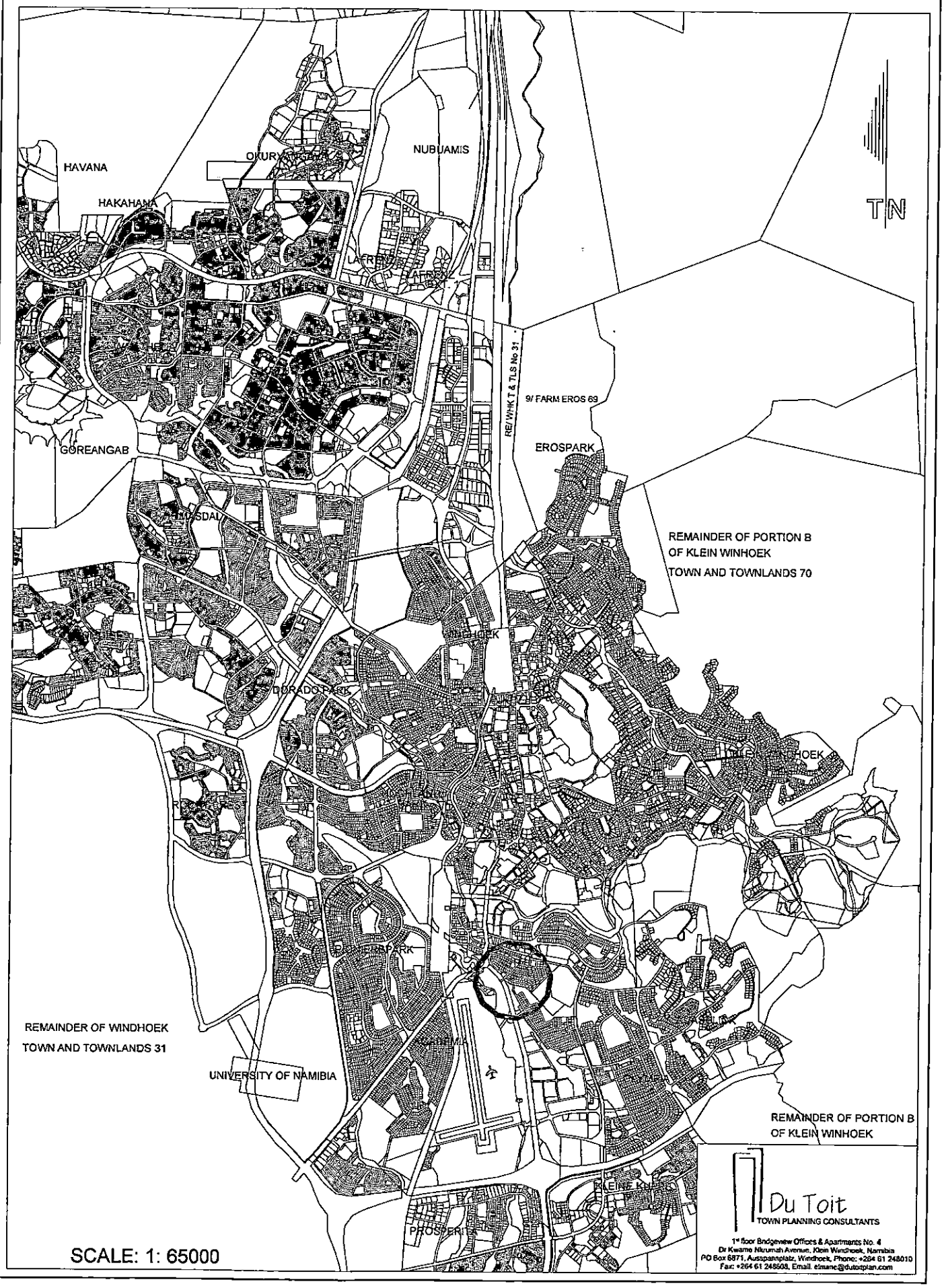
- Government Gazette notice, Newspaper notices and notices posted on site and at Council's Customer Care Centre **(Annexure A);**
- Proof of mail sent, addresses received from CoW, and example of letter sent **(Annexure B).**

Please do not hesitate to contact me should you require any further information.

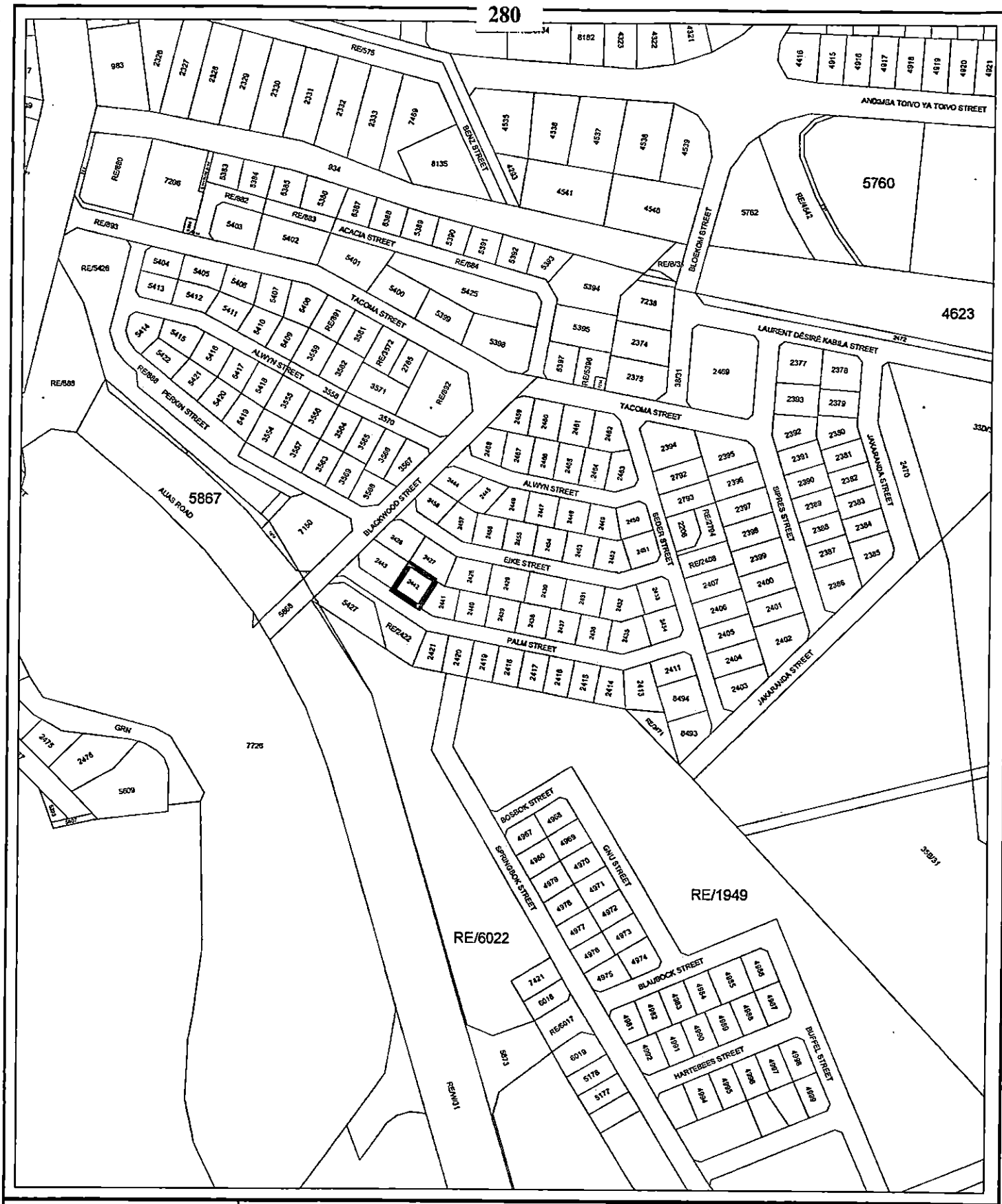
Kind Regards

Tjijama Tjitemisa

LOCALITY PLAN OF ERF 2442 PALM STREET WINDHOEK



Du Toit
TOWN PLANNING CONSULTANTS
1st floor Bridgeview Offices & Apartments No. 4
Dr Kwame Nkrumah Avenue, Klein Windhoek, Namibia
PO Box 6871, Ausspannplatz, Windhoek, Phone: +264 61 248010
Fax: +264 61 248508, Email. etmanc@dutoitplan.com



Scale: 1/5000

DATE: MARCH 2024

PLAN NO. 2442WW_L

TN

LOCALITY PLAN OF ERF 2442

PALM STREET, WINDHOEK

Du Toit
TOWN PLANNING CONSULTANTS

1st floor Bridgeview Offices & Apartments No. 4
Dr Kwame Nkrumah Avenue, Klein Windhoek, Namibia
PO Box 6871, Ausspannplatz, Windhoek, Phone: +264 61 248010
Fax: +264 61 248608, Email: dtmarie@dutortplan.com

5610 **Notices**

• Legal •

JG Investments Three (Pty) Ltd Environmental Consultant: Excel Dynamic Solutions (Pty) Ltd Public members are invited to register as Interested and Affected Parties to comment/raise concerns or receive further information on the Environmental Assessment process. Public Consultation meeting details will be communicated with all the registered I&APs. Registration requests should be forwarded to Excel Dynamic Solutions (Pty) Ltd on the contact details below, before or on 14 June 2024. Contact: Excel Dynamic Solutions Email: public@edsnamibia.com Anleonard@edsnamibia.com Tel: + 264 61 259 530

CLAO240002074

NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT (EIA) FOR A QUARRY ON FARM EPAKO SUD 39 IN THE OMARURU AREA Under the Environmental Management Act No 7 of 2007 and its 2012 EIA Regulations, the proposed stones extraction/quarrying activities require an Environmental Clearance Certificate (ECC) from the Department of Environmental Affairs (DEA) before commencement. Therefore, the public is hereby notified that an application for an Environmental Clearance Certificate (ECC) will be submitted to the Environmental Commissioner. Brief Project Description: The aggregate quarry is located on Farm Epako Sud 39 near Omaruru town (21° 19' 18" S, 15° 1' 08" E) in the Erongo Region. The total area targeted for the proposed quarrying and related activities is approximately 90 hectares. The quarry size is estimated to be about 3 Ha. The target material for extraction is Diorite. Proponent: Wilhelm Johan Frederich Sandmann Environmental Consultants: Excel Dynamic Solutions (Pty) Ltd Members of the public are invited to register as Interested and Affected Parties (I&APs) in order to comment/raise concerns or receive further information on the EIA process. Registration requests and comments should be forwarded to Excel Dynamic Solutions (Pty) Ltd on the contact details below before end of business or on 28 June 2024. The public meeting date will be communicated with the registered I&APs. Contact: Mr. S. Johannes Email: public@edsnamibia.com Tel. +264 61 259 530

CLAO240002071

NOTICE OF THE ENVIRONMENTAL IMPACT ASSESSMENT (EIA) FOR THE PROPOSED DEVELOPMENT AND CONSTRUCTION OF THE NEW HOSPITAL AND RESIDENTIAL UNITS ON ERF 875 (A PORTION OF ERF 302) IN LUDERITZ, KARAS REGION. Under the Environmental Management Act No. 7 of 2007 and its 2012 Environmental Management Assessment (EIA) Regulations, an Environmental Clearance Certificate (ECC) will be submitted to the Environmental Commissioner. The proposed project is a listed activity that cannot be undertaken without an ECC from the Department of Environmental Affairs and Forestry (DEAF). Proponent: Luderitz Private Hospital Properties (Pty) Ltd Environmental Consultant: Excel Dynamic Solutions (Pty) Ltd Project Type & Location. The proposed development and construction of a new hospital and residential units on erf 875 (a portion of erf 302), the proposed development is 13 536m² ha in size located in Luderitz, Karas Region. All interested and Affected Parties (I&APs) are hereby invited to register and submit comments in writing on or before the 12th of July 2024. Registration and Background Information Document (BID) for the proposed project can be requested from the email address below. The public meeting date will be communicated with the registered I&APs. Contact: Ms. Iyaloo Nakale Email: public@edsnamibia.com/iyaloo@edsnamibia.com Tel: + 264 (0) 61 259 530

CLAO240002072

In the matter between:
THE BODY CORPORATE OF KHOMAS APARTMENTS APPLICANT and DIANA NDAZOHONI MBAKO RESPONDENT COURT ORDER Having heard PHILIPPUS SWANEPOEL, on behalf of the Applicant and having read the pleadings and other documents filed of record under Case Number HC-MD-CIV-MOT-GEN-2024/00085, and having considered the submissions made during the hearing IT IS ORDERED THAT 1 The estate of the respondent is hereby placed under a provisional order of sequestration, 2 Mr. Helmut De Viliers Stolze is hereby appointed as the provisional trustee of the insolvent estate of the respondent with immediate effect, 3 It is sufficient service that the Rule Nisi be advertised in the Government Gazette and in one edition of the The Namibian newspaper. 4 A Rule Nisi is hereby issued calling upon the respondent to appear and show cause, if any, on Friday__ at 10h00 or as soon thereafter as counsel may be heard, providing justification why – 4 1. A final order of sequestration in respect of respondent's estate should not be granted, 4 2. The appointment of Helmut De Viliers Stolze, as provisional trustee should not be made final, 4 3. The costs of this application should not be costs from the insolvent estate of the Respondent, alternatively, that any party opposing this application be ordered, together with the respondent, to pay the costs of this application, jointly and severally, the one paying the other to be absolved. BY ORDER OF THE COURT P.S The CASE has been set down for hearing at 10.00, Friday 5 July 2024 at the High Court of Namibia.

CLAO240002171

IN THE HIGH COURT OF NAMIBIA (Main Division – Windhoek) CASE NO: HC-MD-CIV-ACT-CON-2018/01022 In the matter between: FIRST NATIONAL BANK OF NAMIBIA LIMITED EXECUTION CREDITOR and STEVEN ALBERT BEUKES 1ST EXECUTION DEBTOR ALICIA MELANCHEN BEUKES 2ND EXECUTION DEBTOR NOTICE OF SALE IN EXECUTION – IMMOVABLE PROPERTY IN EXECUTION OF COURT ORDER of THE HIGH COURT OF NAMIBIA, given on 13th of OCTOBER 2023, in the abovementioned case, a judicial sale by public auction will be held on the 10th of JULY 2024 at 10h00 at ERF NO.170, BLOCK A, REHOBOTH, of the following: CERTAIN ERF NO A 170 REHOBOTH SITUATE IN THE MUNICIPALITY OF REHOBOTH REGISTRATION DIVISION "M" HARDAP REGION MEASURING: 1187 (ONE ONE EIGHT SEVEN) SQUARE METRES HELD BY: LAND TITLE NO A 170 CONDITIONS OF SALE: 1 A refundable deposit of N$5,000.00 is payable by either cash or Eft into the auctioneer's trust account in order to participate in the auction. 2. The Purchaser shall pay a deposit of TEN PERCENT of the purchase price IN CASH ON THE DAY OF SALE, the balance against transfer to be secured by a bank or building society guarantee. 3 The complete conditions of sale may be inspected at the office of the Deputy Sheriff, Rehoboth (Tel no.062-523 192 and 0811293561) and at the Plaintiffs' Attorneys office at the undermentioned address. DATE at WINDHOEK this day of JUNE 2024. ANGULACO. INCORPORATED PER: KAUNAPAWA ANGULA Legal Practitioner for Judgement Creditor/Plaintiff 11 SCHUSTER STREET WINDHOEK (Ref. DEB 127/EPH)

CLAO240002173

IN THE HIGH COURT FOR THE DISTRICT OF WINDHOEK HELD AT WINDHOEK CASE NO: HC-MD-CIV-ACT-CON-2022/03520 In the matter between: FIRST NATIONAL BANK OF NAMIBIA LTD JUDGEMENT CREDITOR/PLAINTIFF and MARCUS THEODORE BOTHA 1ST JUDGMENT DEBTOR/DEFENDANT JENNIFER BOTHA 2ND JUDGMENT DEBTOR/DEFENDANT NOTICE OF SALE IN EXECUTION IN EXECUTION OF COURT ORDER of THE HIGH COURT FOR THE DISTRICT OF WINDHOEK, given on the 23rd SEPTEMBER 2022 in the abovementioned case, a judicial sale by public auction on 5th JULY 2024 at 10H00, at UNIT 11 FACTORY PARK ,C/O 10th STREET EAST & GRAND AVENUE , OLD INDUSTRIAL AREA, WALVIS BAY the following: GOODS: 1 x 3 PIECE LOUNGE SUITE 2 x SMALL COFFEE TABLE 1 x SMALL MIRROR 1 x DINING TABLE 1 x PIANO 1 x LG FLAT SCREEN TV 1 x DEFY GREY FRIDGE 1 x WARDROPE 1 x WHITE CHEST WITH DRAWERS 1 x DRESSING TABLE 1 x WHITE WARDROPE 1 x DEFY TWINMAID WASHING MACHINE 1 x WHITE OVEN/ STOVE 2 x WHITE DEEP-FRIDGE CONDITIONS OF SALE. 1. The sale will be held without reserve and goods will be sold to the highest bidder 2 The goods will be sold "voetstoots". 3 Payment shall be made in cash or by bank guaranteed cheque DATED AT WINDHOEK THIS day of JUNE 2024 ANGULACO INCORPORATED Legal Practitioner for Judgement Creditor/Plaintiff 11 SCHUSTER STREET WINDHOEK (Ref. DEB1931/EPH)

CLAO240002172

NOTICE
LIQUIDATION AND DISTRIBUTION ACCOUNT IN DECEASED ESTATE LYING FOR INSPECTION IN TERMS OF SECTION 35(5) OF ACT 66 OF 1965 ESTATE OF THE LATE: HENNING ASMUS SEELENBINDER ESTATE NUMBER E 2005/2022 IDENTITY NUMBER. 40123000327 Of 20 B BISHOP CLOSE STREET,LUDWIGSDORF, WINDHOEK, KHOMAS REGION, NAMIBIA NOTICE is hereby given that the First and Final Liquidation Account in the above estate will lie for inspection at the Master of the High Court, Windhoek, and the Magistrate's Court - WINDHOEK, for a period of twenty-one (21) days from the date of publication hereof. Should no objections thereto be lodged with the Master concerned during the specified period, the executor will proceed to make payments in accordance with the accounts. R. B STRAUSS AGENT OF EXECUTOR FOR THE ESTATE c/o DR. WEDER, KAUTA & HOVEKA INC 3RD FLOOR, WKH HOUSE, JAN JONKER ROAD AUSSPANNPLATZ, WINDHOEK P.O. BOX 864 WINDHOEK REF STRAUSS/MH/MAT60699

CLAO240002176

SUBDIVISION OF REMAINING EXTENT OF FARM OAMITES No 53 (WINDHOEK MUNICIPAL AREA) INTO 88 PORTIONS AND REMAINDER AND CHANGE OF CONDITIONS OF TITLE PERTAINING TO THE USE DU TOIT TOWN PLANNING CONSULTANTS, is in process to apply on behalf of the owner of the Remainder of Farm Oamites No. 53 (Oamites Tourism CC) in terms of Section 105 of the Urban and Regional Planning Act, 2018 (Act 5 of 2018) to the City of Windhoek and the Urban and Regional Planning Board for the:
• subdivision of the Remainder of Farm Oamites No. 53 into 88 portions and Remainder
• That the following conditions be included in the Title Deeds of Portions 1 to 88 and the Remainder of Farm Oamites No. 53:
A. The Portions shall only be used for "agriculture" (including sorting, packing and packaging of agricultural products produced on the property) and "residential" (including housing for domestic and farm employees) purposes.
B Uses supporting the processing or altering of agricultural products, for example large scale slaughter of livestock and the production of dairy products from milk shall only be allowed with approval from City of Windhoek.
C Farm stalls, accommodation establishments (including conference and events facilities) and residential estates shall only be allowed with the approval from City of Windhoek The Remainder of the Farm Oamites No. 53 is located to the south of Windhoek on both sides along the B1 towards Rehoboth, just to the south-west of Groot Aub, within Windhoek Municipal area. The road and the Windhoek-Rehoboth railway line, which runs parallel to each other, run through the farm, cutting it in two parts, one to the east of the road and railway line, and the other to the west.
It is the intention to develop the area and to subdivide the land into 88 portions (smallholdings) and since the Farm does not fall under the Windhoek Zoning Scheme area, assign title conditions pertaining to the use against the portions. The sizes of the new portions vary from approximately 2.7 ha to 650ha, and the Remainder of ± 2123ha. It is proposed that the smallholdings be used for micro-farming such as fruit and vegetable production, hydroponic gardening, egg production and others that require smaller space for production, as well as supportive agriculture industries to allow for the processing and packing of farm produce, farm stalls to sell their produce directly to customers and accommodation establishments (lodges camping etc.) A copy of the application together with the relevant plans lies for inspection at the City of Windhoek. Any person objecting to the proposed subdivision/conditions to be registered as set out above may lodge such objection together with the grounds thereof with the City Council (the Urban Planner-Town House, Fifth Floor, Room 516) and the applicant within 14 days of the last publication of this notice and the applicant in writing within 14 days of the last publication of this notice (final date for objections is 18 July 2024). Should you require additional information you are welcome to contact our office. Applicant DU TOIT TOWN PLANNING CONSULTANTS
P O Box 6871 AUSSPANNPLATZ
WINDHOEK Tel: 061-248010
Email: planner1@dutoitplan.com

CLAO240002167

NOTICE REZONING OF ERF 2442, NO. 18 PALM STREET, SUIDERHOF, WINDHOEK FROM "RESIDENTIAL" WITH A DENSITY OF 1 DWELLING PER 900m² TO "HOSPITALITY FOR A GUESTHOUSE ESTABLISHMENT (6 ROOMS); AND CONSENT TO USE THE ERF AS PER THE NEW ZONING WHILE THE REZONING IS IN PROCESS DU TOIT TOWN PLANNING CONSULTANTS, are applying on behalf of the owners of Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek in terms of the stipulations of the Urban and Regional Planning Act, 2018 (Act No 5 of 2018), to the Windhoek City Council and the Urban and Regional Planning Board for:
• Rezoning of Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek from "residential" with a density of 1 dwelling per 900m² to "hospitality" for a guesthouse establishment (6 rooms); and
• Consent to use Erf 2442 No. 18 Palm Street, Suiderhof in accordance with the proposed zoning while the rezoning is in process.
Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek is situated in Suiderhof. Additionally, Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek is 900m² in extent and zoned 'residential' with a density of 1 dwelling per 900m². It is the intention of the owner of the erf to continue operating the Africa Kwela guesthouse formally on the specific designated zoning of 'hospitality' instead of the tedious annual renewal of a resident occupation under the current zoning. Therefore, in order to be able to use the Erf as intended it must be rezoned to "hospitality" for a guesthouse accommodation establishment (6 rooms) in Suiderhof The locality plan of the site lies for inspection on the Town Planning Notice Board in the Customer Care Centre, Municipal Offices, Rev Michael Scott Street, Windhoek and at the offices of Du Toit Town Planning, 4 Dr. Kwame Nkrumah Avenue, Klein Windhoek. Any person objecting to the proposed use of land as set out above may lodge such objection together with the grounds thereof with the City Council (the Urban Planner-Town House, Fifth Floor, Room 516) and the applicant within 14 days of the last publication of this notice (final date for objections is 18th July 2024). Should you require additional information you are welcome to contact our office. Applicant. DU TOIT TOWN PLANNING CONSULTANTS
P O Box 6871 AUSSPANNPLATZ
WINDHOEK Tel, 061-248010
Email: planner2@dutoitplan.com

CLAO240002169

REZONING OF ERF 1267, NO 5 IRLE STREET, KLEIN WINDHOEK FROM "RESIDENTIAL" WITH A DENSITY OF 1 DWELLING PER 900m2 TO "HOSPITALITY" (FOR A GUEST HOUSE ESTABLISHMENT) AND CONSENT TO USE ERF 1267 KLEIN WINDHOEK FOR AN ACCOMMODATION ESTABLISHMENT (SEVEN ROOMS) DU TOIT TOWN PLANNING CONSULTANTS, are applying on behalf of the owners of Erf 1267, No 5 Irle Street, Klein Windhoek in terms of the stipulations of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018), to the Windhoek City Council and the Urban and Regional Planning Board for:
• Rezoning of Erf 1267, No 5 Irle Street, Klein Windhoek from "residential" with a density of 1 per 900m² to "hospitality" (for a guest house establishment); and
• Consent to use Erf 1267 Klein Windhoek for an accommodation establishment (seven rooms)
Erf 1267, No 5 Irle Street, is situated in Klein Windhoek. Additionally, the Erf is 1014m2 in extent and zoned as 'residential' with a density of 1 dwelling per 900m². It is the intention of the owner of the erf to continue operating the guesthouse formally on the specific designated zoning of 'hospitality' instead of the tedious annual renewal of a resident occupation under the current zoning. Therefore, in order to be able to use the Erf as intended it must be rezoned to "hospitality" for the operation of an accommodation establishment (seven rooms) The locality plan of the site lies for inspection on the Town Planning Notice Board in the Customer Care Centre, Municipal Offices, Rev. Michael Scott Street, Windhoek and at the offices of Du Toit Town Planning, 4 Dr. Kwame Nkrumah Avenue, Klein Windhoek. Any person objecting to the proposed use of land as set out above may lodge such objection together with the grounds thereof with the City Council (the Urban Planner-Town House, Fifth Floor, Room 516) and the applicant within 14 days of the last publication of this notice (final date for objections is 18th July 2024). Should you require additional information you are welcome to contact our office. Applicant: DU TOIT TOWN PLANNING CONSULTANTS P O Box 6871 AUSSPANNPLATZ WINDHOEK Tel: 061-248010 Email: planner2@dutoitplan.com

CLAO240002170

NOTICE
REZONING OF ERF 2533 (A PORTION OF ERF 60) SAM NUJOMA DRIVE, KLEIN WINDHOEK FROM 'RESIDENTIAL' WITH A DENSITY OF 1 DWELLING PER 900m² TO 'OFFICE' WITH A BULK OF 0.4, AND HERITAGE CONSENT TO USE THE HERITAGE BUILDING ON ERF 2533 (A PORTION OF ERF 60), KLEIN WINDHOEK FOR OFFICE PURPOSES AND EXCLUDE THE FLOOR AREA OF THE HERITAGE BUILDING FROM THE TOTAL BULK CALCULATIONS AND CONSENT FOR ADDITIONAL RESIDENTIAL FLOOR AREA ON ERF 2533, KLEIN WINDHOEK IN TERMS OF COUNCIL POLICY DU TOIT TOWN PLANNING CONSULTANTS, are applying on behalf of the owners of Erf 2533 (a portion of Erf 60), Sam Nujoma Drive, Klein Windhoek in terms of the stipulations of the Urban and Regional Planning Act, 2018 (Act No 5 of 2018), to the Windhoek City Council and the Urban and Regional Planning Board for:
• Rezoning of Erf 2533 (a portion of Erf 60), Sam Nujoma Drive, Klein Windhoek form 'residential' with a density of 1 dwelling per 900m² to 'office' with a bulk of 0.4
• Heritage consent in terms of the Windhoek Zoning Scheme to use the heritage building on Erf 2533 (a portion of Erf 60, Klein Windhoek) for office purposes and exclude the floor area of the heritage building from the total bulk calculations
• Consent in terms of Council's Policy to allow for additional floor area over Erf 2533 (a portion of Erf 60), Klein Windhoek which shall be devoted solely for residential use
Erf 2533, Klein Windhoek is located on the northern side of Sam Nujoma Drive, opposite the St Paul's School and east of the Klein Windhoek Shopping Complex. It is zoned 'residential' with a density of 1 dwelling per 900m² and is 1949m² in extent. The erf is currently being used for the office purposes by Rössing Uranium, since 2002 (22 years) for which approval was granted by the Municipality per Resolution 308/10/2002 under their Heritage Consent Policy. The purpose of this application is to submit a renewed application for the rezoning of Erf 2533, Klein Windhoek from 'residential' with a density of 1:900 to 'office' with a bulk of 0.4 and consent to use the heritage building for office purposes. For purpose of completeness, the application for consent for free residential bulk is also included, even though there is not currently a residential function nor one planned. Access to the erf will remain from Sam Nujoma Drive, and all required parking is provided on site. The locality plan of the site lies for inspection on the Town Planning Notice Board in the Customer Care Centre, Municipal Offices, Rev. Michael Scott Street, Windhoek and at the offices of Du Toit Town Planning, 4 Dr Kwame Nkrumah Avenue, Klein Windhoek. Any person objecting to the proposed use of land as set out above may lodge such objection together with the grounds thereof with the City Council (the Urban Planner-Town House, Fifth Floor, Room 516) and the applicant within 14 days of the last publication of this notice (final date for objections is 18th July 2024). Should you require additional information you are welcome to contact our office. Applicant: DU TOIT TOWN PLANNING CONSULTANTS P O Box 6871 AUSSPANNPLATZ WINDHOEK, Tel. 061-248010. Email. planner2@dutoitplan.com

CLAO240002168

5620 **Notices**

• Public •

NOTICE OF THE REVIEW OF THE DRAFT URBAN STRUCTURE PLAN OF KEETMANSHOOP OF 2015 AND THE PREPARATION OF THE 2023-2033 KEETMANSHOOP URBAN STRUCTRURE PLAN (KUSP) AND THE ZONING SCHEMEFOR THE MUNICIPALITY OF KEETMANSHOOP

RITTA KHIBA Planning Consultants

INTRODUCTION

The Keetmanshoop Municipal Council has commissioned an Urban Structure Plan and Zoning Scheme (i.r.o. Section 31 (1) and 44 of the Urban and Regional Planning Act, No. 5 of 2018) to guide the spatial distribution of land use within the municipality. The Urban Structure Plan aims to align the vision, goals, and objectives of the development plan with the local environment. The Zoning Scheme promotes orderly development, public health, safety, and well-being, while determining land use rights and controlling land use. Once approved by the Council and the Minister, the KUSP and Zoning Scheme will enable sustainable growth and development within the municipality's jurisdiction. Ritta Khiba Planning Consultants will review the draft urban Structure Plan of 2015, prepare the KUSP, and review the existing Zoning Scheme.

PUBLIC MEETINGS

The Municipality of Keetmanshoop is inviting residents and the public to attend public information meetings to discuss the strategic aims of a plan. The meetings will take place from June 24 to 27, 2024. A second round of meetings will share draft provisions of the urban structure plan and zoning scheme. The meetings are open to all, regardless of personal schedules. The consultant is inviting everyone to participate in these meetings, allowing them to influence the plan provisions. The meetings will be held at various venues and are open to all stakeholders.

REGISTRATION AND SUBMISSION

Requests for background information, registration, and input can be made electronically via email to info@rkpc.com.na or rkhiba@rkpc.com.na, or through the project owners' website (www.khpmun.com) or by hard copy to Ritta Khiba, Ritta Khiba Planning Consultants, 1509 Virgo Street, Windhoek or the Acting CEO, Mr. Andries, 37 Hampie Plichta Ave, Keetmanshoop, Private Bag 2125, Keetmanshoop, Namibia Tel: +264 812505559 / 0817336536.

Date.	Time.	Venue	Stakeholder Group
24 June 2024 (3 Sessions)	09:00 – 13:00 14:00 – 16:00 18:00 – 19:30 (Presentation)	W.K Rover Hall, Tseiblaagte Community Hall Residents of	Residents of Keetmanshoop, Westdene, Noordhoek and all settlements within this consituency
25 June 2024 (2 Sessions)	09:00 – 12:00 18:00 – 19:30 (Presentation)	Council Chambers	SOE's, Government Ministries, Regional Council, Business Communities, Academia
26 June 2024 (2 Session)	09:00 – 13:00 16:00 – 19:30 (Presentation)	Council Chambers	NGOs, CBOs Religious Groups, Farmers, Youth representatives and interest groups, political parties, trade unions media
27 June 2024 (2 Session)	09:00 – 13:00 16:00 – 19:30 (Presentation)	Moth Hall, Westdene	Residents of Keetmanshoop, Westdene, Noordhoek and all settlements within this consituency

NOTICE
ENVIRONMENTAL IMPACT ASSESSMENT AND PUBLIC PARTICIPATION PROCESS

Cuvepalm Consulting cc hereby gives notice to all potential Interested and Affected Parties (I&APs) that an application for an environmental clearance certificate (application no.240603003924) has been registered with the Environmental Commissioner in terms of the Environmental Management Act (No. 7 of 2007) and the Environmental Impact Assessment Regulations (GN 30 of 6 February 2012) for the following

Project: Development of the Okohongo copper-silver mine within the proposed mineral license area of EPL 7071 (Opuwo Rural Constituency, Kunene Region, Namibia)

Project Description: Open cast mining - extraction of base, rare and precious metals

Project Location: Approximately 80 km South of Opuwo Town, near the Ombombo Village - Kunene Region-Namibia

Project Proponent: Aloe 238 Investments (PTY) LTD

Registration of (I&APs): I&APs are kindly requested to register and submit written comments and queries via e-mail. The participation and commenting period is effective until 30 July 2024

Public Meetings: Meetings will take place to engage diverse groups of stakeholders for them to express their opinions on the proposed project

Meeting no.	Date	Venue	Time
1 [illegible]	[illegible] 01 July 2024	[illegible]	[illegible]
2 [illegible]	Thursday 04 July 2024	[illegible]	[illegible]



For further information, or to register as an I&APs, please contact the Office of the Environmental Assessment Practitioner (EAP). Background Information Document (BID) will be shared with all registered I&APs

Cuvepalm Consulting Cc (EAP)
Tel: +264 814905518
Email: projects@cuvepalm.info

Classifieds

282

Tel: +264-61-279 632 / 279 646 • Fax: +264-61-22 9206 • email: classifieds@namibian.com.na

DEADLINE 12H00 - 2 WORKING DAYS PRIOR TO PLACEMENT

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Rates and Deadlines

DEADLINES 2024

- To avoid disappointment of an advertisement not appearing on the day you want, please book timeously
- Classified grade and notices 12H00 two working days prior to placement
- Condolences and obituaries 12H00 two days before date of publication in working days only

RATES:

Visit www.namibian.com.na

Please note ID card / Passport required for advertisement placement

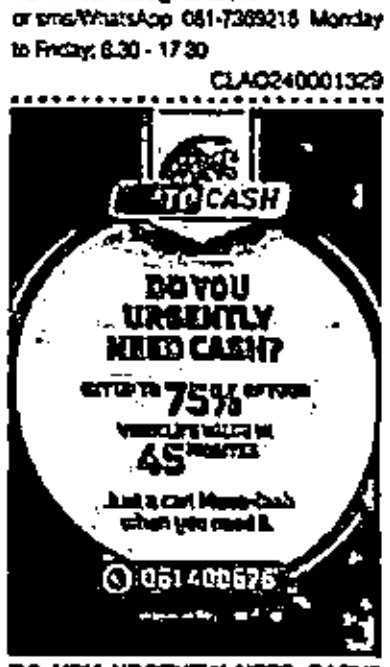
1410

Business & Finance

• Opportunities •

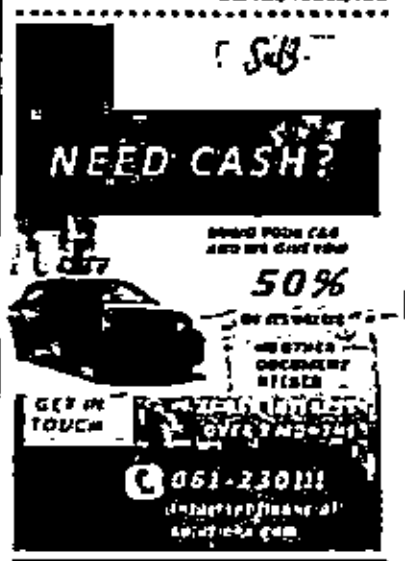
Conveniently situated in the heart of Windhoek, The office suites boasts a prime location with easy access to Government OfficePark, restaurants, and other amenities. Immerse yourself in a thriving business district that fosters collaboration and networking opportunities. Affordable and transparent pricing offers competitive rates with no hidden fees. Contact us now at frontoffice@ika@gmail.com or sms/WhatsApp 081-7369215 Monday to Friday: 8.30 - 17.30

CLAO240001329



DO YOU URGENTLY NEED CASH? Get up to 75% of your vehicle's value in 45 min! Just a call Mood-lash when you need it! Autocash 061 400 676.

CLAO240002158



2720

Employment

• Offered •

Softqubes Technologies has vacancy for Business development and Sales. Must be multi-lingual, ICT skills with experience. Send CV to robert@softqubes.com

CLAO240002228

Employment

• Wanted •

A 34 year old male looking for cleaner, security guard or farm work in Namibia. Call 0814857537

CLAO240002214

Looking for cleaning job for 5 days per week. Call 0814848165

CLAO240002218

Sober habit man looking for taxi to drive, ready to start G/P available Call 0812036331

CLAO240002217

A 43 year old woman looking for washing & ironing work, for 4 days per week Call 0818027602

CLAO240002216

Looking for a job as cleaner or waiter. Call 0814857537

CLAO240002213

Looking for domestic (gardener) or security guard work anywhere in Namibia. Call 0814857537

CLAO240002212

4010

Hospitality

• Hospitality •

Hochland Guesthouse: Clean & spacious rooms. Air-conditioned, DStv, Wi-Fi, en suite bathrooms. Secure parking, ideal for private functions Call 0811288100

CLAO240002097

4110

Housing & Property

• Wanted •

Kapeli Properties: Looking for 2/3 bedroom house to buy in Katutura under N$1 million Call 0811247249

CLAO240002260

4210

Housing & Property

• For Rent •

SOWETO LUXURY HILL Erf 3559 Caesar street: One bedroom flat, shower/toilet. Water included, prepaid electricity. Safe parking, interlocks N$3000 p/m, no deposit. Call 0812346844 / 0814344103

CLAO240002253

4310

Housing & Property

• For Sale •

PROPERTIES FOR SALE IN NORTHERN NAMIBIA. RANGE FROM N$500 000 FOR A 2 BEDROOM. PHOTIZO AGENCY CONTACT 0818332722 / 0816888125

CLAO240001808

4310

Housing & Property

• For Sale •

Orgtree Property Rentals cc. Contact 0852313003 50, 000m2 business (bulk 0.5) for sale Windhoek Brakwater. Ongwediva business erf for sale extension 12. Oshakati plot and plan available price range for pre-approved clients N$750,000 - N$1,300 000.00.

CLAO240002164

Soweto: Modern 4 bedroom family house, main bedroom en-suite, aircon, dressing room, kitchen, BIC, BIS, lounge, air-con, dining, braai lapa, electric gate, fence alarm, parking N$1.2 million. costs included. Contact 0812309039

CLAO240002249

Twahafa Real Estate:
Katutura Cen: 5 Bedroom house N$950, 000.
Wanaheda: 4 Bedroom house N$990, 000.
MarientalTwn: 3 Bedroom house N$1,260 million.
WHK West: Business zoned house N$3,680 million
WHK Nortb: Flat 2 bedroom N$750, 000.
Khomasdal: Flat 2 bedroom N$760, 000.
Rocky Crest: Apartment 3 bedroom N$1,280 million.
Otjomise: Cat 2 bedroom N$530, 000.
Ongwediva: 3 Bedroom house N$1,170 million
Otjomuise: Flat 2 bedroom N$659, 000.
Otjomise: Flat 2 bedroom N$580, 000.
Katima Town: Plot 22300sqm N$1.6 million cash.
B1 CITY: Shops 55sqm 1.650m²/343sqm N$5 million. 0816534437 / twahafasms@gmail.com

CLAO240002268

5610

Notices

• Legal •

PUBLIC NOTICE
ESTABLISHMENT OF URBAN AGRICULTURAL PLOTS IN KARIBIB, ERONGO REGION Take note that Stubenrauch Planning Consultants cc herewith informs you in terms of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018) that we have been appointed by the registered owner of the Remainder of Portion B of Karibib Town and Townlands No. 57 to apply on their behalf to the Karibib Town Council and to the Urban and Regional Planning Board for the following. A. Subdivision of the Remainder of Portion B of Karibib Town and Townlands No 57 into Portion A and the Remainder, B. Subdivision of Portion A of the Remainder of Portion B of Karibib Town and Townlands No. 57 into 35 Portions and the Remainder; C. Rezoning of Portions A/1 to A/28 and A/30 to A/35 of the Remainder of Portion B of Karibib Town and Townlands No 57 from "Undetermined" to "Agriculture"; D.Rezoning of Portion A/29 of the Remainder of Portion B of Karibib Town and Townlands No. 57 from "Undetermined" to "Special" for Hospitality and a nature lodge purpose; E Reservation of the Remainder of Portion A of the Remainder of Portion B of the Karibib Town and Townlands No. 57 as a "Street", F The inclusion of the Rezonings in the next Zoning Scheme to be prepared for Karibib. The Karibib Urban Agricultural Plots will be established on the Remainder of Portion B of Karibib Town and Townlands No 57. The Remainder of Portion B of Karibib Town and Townlands No 57 is zoned "Undetermined" according to the Karibib Zoning Scheme. The purpose of the application as set out above, is to enable the establishment of agricultural plots for the benefits of the residents of Karibib. Please take note that the plan of the erf lies for inspection on the town planning notice board of the Karibib Town Council while the application and its supporting documents also lie open for inspection during normal office hours at the Karibib Town Council (Town Planning Offices) and SPC Office, 45 Feld Street Windhoek. Further take note that any person objecting to the proposed application as set out above may lodge such objection together with their grounds thereof, with the Acting Chief Executive Officer of the Karibib Town Council and the applicant (SPC) in writing within 14 days of the last publication of this notice The last date for any objections is on or before Monday, 22 July 2024. Applicant: Stubenrauch Planning Consultants The Acting Chief Executive Officer PO Box 41404 Karibib Town Council Windhoek PO Box 19 Email: office5@spc.com.na Karibib Tel: (061) 251189 Ref. W/10122

PUBLIC NOTICE
ERVEN 9 AND 10, VINETA SWAKOPMUND Take note that Stubenrauch Planning Consultants cc herewith informs you in terms of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018) and the Local Authorities Act, 1992 (Act No. 23 of 1992) that we have been appointed by the registered owner of Erven 9 and 10, Vineta Swakopmund to apply on their behalf to the Swakopmund Municipal Council and to the Urban and Regional Planning Board for the following:
A. Subdivision of the Remainder of Portion 4 (A Portion of Portion B) Swakopmund Town & Townlands No.41 into Portion A/Ptn 4 and Remainder;
B. Permanent Closure of Portion A/Ptn 4 of the Swakopmund Town and Townlands No. 41 as a Street;
C. Consolidation of Erven 9, 10 & A/Ptn 4 Vineta, Swakopmund into Consolidated Erf X;
D. Rezoning of Consolidated Erf X, Vineta, Swakopmund from "Single Residential" to "General Business" with a bulk of 1.2.
Erven 9 and 10, are located along the beach, in the neighbourhood of Vineta, Swakopmund. Erf 9, Vineta measures approximately 845m² in extent and is currently zoned Single Residential. Erf 10 Vineta Swakopmund measures approximately 835m² in extend and is zoned Single Residential Remainder of Portion 4 (A Portion of Portion B) Swakopmund Town & Townlands No.41 (Street) is located in the neighbourhood of Vineta. Ownership of the Remainder of Portion 4 (A Portion of Portion B) Swakopmund Town & Townlands No.41 vests with the Municipality of Swakopmund. An application to purchase a portion of the Remainder of Portion 4 (A portion of Portion B) of the Swakopmund Town and Townlands No. 41 has been conditionally approved by the Municipality of Swakopmund. The Municipality is still in the process of advertising the purchase in terms of the Section 63 (2) of the Local Authorities Act, 1992 (Act No. 23 of 1992) as amended. Once the purchase application has been fully approved, Proposed A/Ptn 4 will be consolidated with Erven 9 and 10, Vineta. The purpose of the application as set out above, is to enable the development of a 5-star exclusive Beach Lodge/Luxury Boutique Hotel with approximately 15 Suites on "Consolidated Erf X". The envisioned upmarket Boutique Hotel will not disturb the skyline as emphasis is set to architectural coherence and design integrity that will not block the neighborhood's view. It should further be noted that the building design and height will be sensitive to the surrounding properties The proposed development aligns with the Swakopmund Structure Plan 2020-2040, as approved by the Ministry of Urban and Rural Development (MURD) and as gazetted in the Government Gazette No. 7869 on 01 August 2022, vide Figure 86 (pg. 101), specifically with the Shoreline Precinct, which emphasizes the integration of a hotel or mixed-use buildings along the coastal line. Parking for the proposed development will be provided in accordance with Municipality of Swakopmund parking requirements. Please take note that the plan of the erf lies for inspection on the town planning notice board of the Municipality of Swakopmund while the application and its supporting documents also be open for inspection during normal office hours at the Municipality of Swakopmund (Town Planning Offices) and SPC Office, 45 Feld Street Windhoek. Further take note that any person objecting to the proposed application as set out above may lodge such objection together with their grounds thereof, with the Chief Executive Officer of the Municipality of Swakopmund and the applicant (SPC) in writing within 14 days of the last publication of this notice The last date for any objections is on or before Monday 22 July 2024. Applicant: Stubenrauch Planning Consultants The Chief Executive Officer PO Box 41404 Municipality of Swakopmund Windhoek PO Box 53 Email office5@spc.com.na Swakopmund Tel. (061) 251189 Ref W/23009

CLAO240002185

CASE NO: 12919/2012 IN THE HIGH COURT OF NAMIBIA In the matter between: DEVELOPMENT BANK OF NAMIBIA PLAINTIFF and SHANGHAI PROPERTIES CC 1ST DEFENDANT DANNY RODNEY SHANINGWA 2ND DEFENDANT NOTICE OF SALE IN EXECUTION OF IMMOVABLE PROPERTY In execution of a Judgment granted by the High Court of Namibia signed by the Registrar of the above Honourable Court on the 19th of February 2021 in the abovementioned suit, a sale in execution of Immovable Property will be held on the 15th of JULY 2024 at 15H00 at ERF NO. 1856, (A PORTION OF ERF 1820), HOCHLANDPARK, WINDHOEK of the under-mentioned Immovable property of the Defendant: CERTAIN ERF 1856, (A PORTION OF ERF 1820), HOCHLANDPARK SITUATED IN THE MUNICIPALITY OF WINDHOEK IN THE REGISTRATION DIVISION "K" KHOMAS REGION MEASURING: 618 (SIX HUNDRED AND EIGHTEEN) SQUARE METERS DETAILS OF PROPERTY: Locality: ERF 1856, (A Portion of ERF 1820), Hochlandpark, Windhoek. Which property shall be sold by the Deputy Sheriff of Windhoek, subject to the Conditions of Sale that may be inspected by the Offices of the Deputy Sheriff, to the highest bidder at the auction subject to a reserve price, if any. 10% of the purchase price to be paid in cash on the date of the sale, the balance to be paid against transfer, to be secured by a Bank or Building Society or other acceptable guarantee to be furnished to the Deputy Sheriff within 14 days after the date sale. The full conditions of the sale will be read out by the Deputy Sheriff on the date of the sale but may be inspected at any time prior to the sale at the offices of the Deputy Sheriff or at the offices of the Plaintiff's Attorneys. DATED at WINDHOEK this 21st day of MAY 2024. ELLIS SHILENGUDWA INC. (E S I) LEGAL PRACTITIONERS FOR PLAINTIFF 1st Floor, 10Steps Offices, c/o Gove and Chasie Streets, Kleine Kuppe WINDHOEK REF: MJV/MAT1547

CLAO240002197

CASE NO: 3035/2022
IN THE MAGISTRATE COURT FOR THE DISTRICT OF WINDHOEK HELD IN WINDHOEK In the matter between: M TRADING CC T/A QUICK COLLECTIONS EXECUTION CREDITOR And MUTONGA ANTON LUTOMBI EXECUTION DEBTOR And CEPM CONSULTING ENGINEERING GARNISHEE NOTICE OF SALE IN EXECUTION PURSUANT TO A JUDGEMENT BY THE MAGISTRATE WINDHOEK GIVEN ON 08 DECEMBER 2022. THE UNDERMENTIONED GOODS WILL BE SOLD AT WINDHOEK ON 03 AUGUST 2024 AT MESSENGER OF THE COURT, 422 INDEPENDENCE AVENUE, WINDHOEK AT 09H00 BY THE SHERIFF FOR THE MAGISTRATES COURT, THE HIGHEST BIDDER FOR CASH, NAMELY: GOODS: 1X HP PRINTER 1X OFFICE DESK 1X COMPUTER + KEY BOARD + SCREEN 2X OFFICE CHAIRS FOR AND ON BEHALF OF M TRADING CC T/A QUICK COLLECTIONS A PISCHAZEK FOR JUDGEMENT CREDITOR TEL NO 061 301752/3 FAX NO: 061-225482 REF: GN23061/CA

CLAO240002250

SUMMERDOWN TRADING CC (IN LIQUIDATION) MASTERS REFERENCE NUMBER: W15/2024 Notice is hereby given that the first meeting of creditors in the above matter will be held before the Master of the High Court on 10 July 2024 at 10h00 for the following purposes: • Proof of claims; • Final appointment of Liquidator. Liquidators. W.D.V. SCHICKERLING 14 Perkin Street PO Box 32098 Windhoek Tel: 061-258438 Fax: 061-258453

CLAO240002165

NOTICE
REZONING OF ERF 2533 (A PORTION OF ERF 60) SAM NUJOMA DRIVE, KLEIN WINDHOEK FROM 'RESIDENTIAL' WITH A DENSITY OF 1 DWELLING PER 900m² TO 'OFFICE' WITH A BULK OF 0.4, AND HERITAGE CONSENT TO USE THE HERITAGE BUILDING ON ERF 2533 (A PORTION OF ERF 60), KLEIN WINDHOEK FOR OFFICE PURPOSES AND EXCLUDE THE FLOOR AREA OF THE HERITAGE BUILDING FROM THE TOTAL BULK CALCULATIONS AND CONSENT FOR ADDITIONAL RESIDENTIAL FLOOR AREA ON ERF 2533, KLEIN WINDHOEK IN TERMS OF COUNCIL POLICY DU TOIT TOWN PLANNING CONSULTANTS, are applying on behalf of the owners of Erf 2533 (a portion of Erf 60), Sam Nujoma Drive, Klein Windhoek in terms of the stipulations of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018), to the Windhoek City Council and the Urban and Regional Planning Board for:
• Rezoning of Erf 2533 (a portion of Erf 60), Sam Nujoma Drive, Klein Windhoek form 'residential' with a density of 1 dwelling per 900m² to 'office' with a bulk of 0.4
• Heritage consent in terms of the Windhoek Zoning Scheme to use the heritage building on Erf 2533 (a portion of Erf 60, Klein Windhoek) for office purposes and exclude the floor area of the heritage building from the total bulk calculations
• Consent in terms of Council's Policy to allow for additional floor area over Erf 2533 (a portion of Erf 60), Klein Windhoek which shall be devoted solely for residential use
Erf 2533, Klein Windhoek is located on the northern side of Sam Nujoma Drive, opposite the St Paul's School and east of the Klein Windhoek Shopping Complex. It is zoned 'residential' with a density of 1 dwelling per 900m² and is 1949m² in extent. The erf is currently being used for the office purposes by Rössing Uranium, since 2002 (22 years) for which approval was granted by the Municipality per Resolution 309/10/2002 under their Heritage Consent Policy. The purpose of this application is to submit a renewed application for the rezoning of Erf 2533, Klein Windhoek from 'residential' with a density of 1:900 to 'office' with a bulk of 0.4 and consent to use the heritage building for office purposes. For purpose of completeness, the application for consent for free residential bulk is also included, even though there is not currently a residential function nor one planned. Access to the erf will remain from Sam Nujoma Drive, and all required parking is provided on site. The locality plan of the site lies for inspection on the Town Planning Notice Board in the Customer Care Centre, Municipal Offices, Rev. Michael Scott Street, Windhoek and at the offices of Du Toit Town Planning, 4 Dr. Kwame Nkrumah Avenue, Klein Windhoek. Any person objecting to the proposed use of land as set out above may lodge such objection together with the grounds thereof with the City Council (the Urban Planner-Town House, Fifth Floor, Room 516) and the applicant within 14 days of the last publication of this notice (final date for objections is 18th July 2024). Should you require additional information you are welcome to contact our office. Applicant: DU TOIT TOWN PLANNING CONSULTANTS P O Box 6371 AUSSPANNPLATZ WINDHOEK Tel: 061-248010 Email: planner2@dutoitplan.com

CLAO240002168

NOTICE REZONING OF ERF 2442, NO. 18 PALM STREET, SUIDERHOF, WINDHOEK FROM "RESIDENTIAL" WITH A DENSITY OF 1 DWELLING PER 900m² TO "HOSPITALITY FOR A GUESTHOUSE ESTABLISHMENT (6 ROOMS); AND CONSENT TO USE THE ERF AS PER THE NEW ZONING WHILE THE REZONING IS IN PROCESS DU TOIT TOWN PLANNING CONSULTANTS, are applying on behalf of the owners of Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek in terms of the stipulations of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018), to the Windhoek City Council and the Urban and Regional Planning Board for:
• Rezoning of Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek from "residential" with a density of 1 dwelling per 900m² to "hospitality" for a guesthouse establishment (6 rooms); and
• Consent to use Erf 2442 No. 18 Palm Street, Suiderhof in accordance with the proposed zoning while the rezoning is in process.
Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek is situated in Suiderhof. Additionally, Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek is 900m² in extent and zoned "residential" with a density of 1 dwelling per 900m². It is the intention of the owner of the erf to continue operating the Africa Karela guesthouse formally on the specific designated zoning of "hospitality" instead of the tedious annual renewal of a resident occupation under the current zoning. Therefore, in order to be able to use the Erf as intended it must be rezoned to "hospitality" for a guesthouse accommodation establishment (6 rooms) in Suiderhof The locality plan of the site lies for inspection on the Town Planning Notice Board in the Customer Care Centre, Municipal Offices, Rev. Michael Scott Street, Windhoek and at the offices of Du Toit Town Planning, 4 Dr Kwame Nkrumah Avenue, Klein Windhoek Any person objecting to the proposed use of land as set out above may lodge such objection together with the grounds thereof with the City Council (the Urban Planner-Town House, Fifth Floor, Room 516) and the applicant within 14 days of the last publication of this notice (final date for objections is 18th July 2024) Should you require additional information you are welcome to contact our office Applicant: DU TOIT TOWN PLANNING CONSULTANTS P O Box 6871 AUSSPANNPLATZ WINDHOEK Tel 061-248010 Email planner2@dutoitplan.com

CLAO240002169

REZONING OF ERF 1257, NO 5 IRLE STREET, KLEIN WINDHOEK FROM "RESIDENTIAL" WITH A DENSITY OF 1 DWELLING PER 900m2 TO "HOSPITALITY" [FOR A GUEST HOUSE ESTABLISHMENT] AND CONSENT TO USE ERF 1257 KLEIN WINDHOEK FOR AN ACCOMMODATION ESTABLISHMENT (SEVEN ROOMS) DU TOIT TOWN PLANNING CONSULTANTS, are applying on behalf of the owners of Erf 1257, No 5 Irle Street, Klein Windhoek in terms of the stipulations of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018), to the Windhoek City Council and the Urban and Regional Planning Board for:
• Rezoning of Erf 1257, No 5 Irle Street, Klein Windhoek from "residential" with a density of 1 per 900m² to "hospitality" (for a guest house establishment); and
• Consent to use Erf 1257 Klein Windhoek for an accommodation establishment (seven rooms)
Erf 1257, No 5 Irle Street, is situated in Klein Windhoek. Additionally, the Erf is 1014m2 in extent and zoned as "residential" with a density of 1 dwelling per 900m². It is the intention of the owner of the erf to continue operating the guesthouse formally on the specific designated zoning of "hospitality" instead of the tedious annual renewal of a resident occupation under the current zoning. Therefore, in order to be able to use the Erf as intended it must be rezoned to "hospitality" for the operation of an accommodation establishment (seven rooms) The locality plan of the site lies for inspection on the Town Planning Notice Board in the Customer Care Centre, Municipal Offices, Rev. Michael Scott Street, Windhoek and at the offices of Du Toit Town Planning, 4 Dr. Kwame Nkrumah Avenue, Klein Windhoek. Any person objecting to the proposed use of land as set out above may lodge such objection together with the grounds thereof with the City Council (the Urban Planner-Town House, Fifth Floor, Room 516) and the applicant within 14 days of the last publication of this notice (final date for objections is 18th July 2024). Should you require additional information you are welcome to contact our office. Applicant: DU TOIT TOWN PLANNING CONSULTANTS P O Box 6871 AUSSPANNPLATZ WINDHOEK Tel: 061-248010 Email: planner2@dutoitplan.com

CLAO240002170

SUBDIVISION OF REMAINING EXTENT OF FARM OAMITES No 53 (WINDHOEK MUNICIPAL AREA) INTO 66 PORTIONS AND REMAINDER AND CHANGE OF CONDITIONS OF TITLE PERTAINING TO THE USE DU TOIT TOWN PLANNING CONSULTANTS, is in process to apply on behalf of the owner of the Remainder of Farm Oamites No. 53 (Oamites Tourism CC) in terms of Section 105 of the Urban and Regional Planning Act, 2018 (Act 5 of 2018) to the City of Windhoek and the Urban and Regional Planning Board for the.
• subdivision of the Remainder of Farm Oamites No. 53 into 66 portions and Remainder
• That the following conditions be included in the Title Deeds of Portions 1 to 66 and the Remainder of Farm Oamites No. 53:
A. The Portions shall only be used for "agriculture" (including sorting, packing and packaging of agricultural products produced on the property) and "residential" (including housing for domestic and farm employees) purposes. B. Uses supporting the processing or altering of agricultural products, for example large scale slaughter of livestock and the production of dairy products from milk shall only be allowed with approval from City of Windhoek. C. Farm stalls, accommodation establishments (including conference and events facilities) and residential estates shall only be allowed with the approval from City of Windhoek The Remainder of the Farm Oamites No. 53 is located to the south of Windhoek on both sides along the B1 towards Rehoboth, just to the south-west of Groot Aub, within Windhoek Municipal area. The road and the Windhoek-Rehoboth railway line, which runs parallel to each other, run through the farm, cutting it in two parts, one to the east of the road and railway line, and the other to the west. It is the intention to develop the area and to subdivide the land into 66 portions (smallholdings) and since the Farm does not fall under the Windhoek Zoning Scheme area, assign title conditions pertaining to the use against the portions. The sizes of the new portions [illegible] from approximately 2.7 ha to 6[illegible] the Remainder of ± 2123ha [illegible] posed that the smallholding [illegible] for micro-farming such as [illegible] vegetable production, [illegible] gardening, egg production [illegible] that require smaller space [illegible] tion, as well as supportive [illegible] industries to allow for the p[illegible] and packing of farm prod[illegible] stalls to sell their produce directly to customers and accommodation establishments (lodges camping etc copy of the application together [illegible] the relevant plans lies for inspection at the City of Windhoek. Any p[illegible] objecting to the proposed subdivision conditions to be registered as set above may lodge such objection together with the grounds thereof with the City Council (the Urban Planner-Town House, Fifth Floor, Room 516) and the applicant within 14 days of the last publication of this notice and the applicant in writing within

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Terms and Conditions Apply.

REZONING OF ERF 301 OUTAPI PROPER FROM "SINGLE RESIDENTIAL" WITH A DENSITY OF 1:500 m2 TO "SINGLE RESIDENTIAL" WITH A DENSITY OF 1:300 m2 AND SUBSEQUENT SUBDIVISION OF *ERF 301 OUTAPI PROPER, INTO ERF "A" AND THE REMAINDER.*

Take notice that Toya Urban Planning Consultants cc intends applying to Outapi Town Council and to Urban and Regional Planning Board in terms of Section 105(1)(a) &(e) of the Urban & Regional Planning Act, (Act No. 5 of 2018) for a Rezoning of Erf 301, Outapi measuring 710m2 from "Single Residential" with a density of 1:500 to "Single Residential" with a density of 1:300 in order to permit the subdivision of this Erf into two portions each measuring above 300m2. The development intention of the registered owner of Erf 301 Outapi Proper is to create two properties which can be registered separately. Hence the proposed rezoning from the current use of Residential density of 1:500 to 1:300 will make the subdivision of this Erf possible.

The full application, locality, subdivision and rezoning plans lies open for inspection during normal office hours at the Outapi Town Council (Town Planning Notice Board) and with Toya Urban Planning Consultants cc.

Any person objecting to the proposed application as set out above may lodge written objection together with their grounds thereof on or before Friday, 26th July 2024.

Toya Urban Planning Consultants cc
P.O. Box 99294, Windhoek
Mr. Simon Shingute Cell: 081 3099039
Email: sshingute@gmail.com
Mr. Tobias Nawaya
Cell: 081 1243221
Email: tobias.nawaya@gmail.com

NOTICE OF LOST LAND TITLE NO. B 191

Notice is hereby given that I, **GERT ENGELBRECHT**, intend to apply for a certified copy of:

CERTAIN: Erf No. Rehoboth B 191
MEASURING: 2054 (Two Zero Five Four) Square Metres
SITUATE:
In the Town of Rehoboth
Registration Division "M"
Hardap Region
DATED: 18 January 1978
THE PROPERTY OF:
Maria Engelbrecht

All persons who object to the issue of such copy are hereby required to lodge their objections with the Registrar within three (3) weeks from the last publication of this notice.

Dated at Rehoboth on this 27th day of June 2024

PUBLIC NOTICE

Please take note that Kamau Town Planning and Development Specialists has been appointed by the owner of **Erf 1413 and Erf 1414, Oranjemund, Extension 4**, to apply to the Oranjemund Town Council and the Urban and Regional Planning Board for the:

1. **CONSOLIDATION OF ERF 1413 WITH ERF 1414 ORANJEMUND EXTENSION 4 IN TO CONSOLIDATED ERF X**
2. **THE SUBSEQUENT REZONING OF THE CONSOLIDATED ERF X FROM SINGLE RESIDENTIAL WITH A DENSITY OF 1:450 TO GENERAL RESIDENTIAL WITH A DENSITY OF 1:100**

In terms of the Oranjemund Zoning Scheme and Part 2, Section 105 of the Urban and Regional Planning Act 5 of 2018.

Erf 1413 and Erf 1413 are located in Oranjemund Extension 4, approximately 1328m, west of the Oranjemund Town Council. Erf 1413 measures 951sqm, and Erf 1414 measures 892sqm. Currently, both Erven are zoned 'Single Residential' with a density of 1:450

In order to maximise the development potential of both properties, the owner of Erf 1413 and Erf 1414, Oranjemund, Extension 4, would like to consolidate Erf 1413 and Erf 1414 into Erf X and to subsequently rezone the consolidated Erf X from Single Residential with a density of 1:450 to General Residential with a density of 1:100.

Please further take note that-

For more enquiries regarding the consolidation and the rezoning application, visit the Oranjemund Town Council's Department of Planning.

any person having objections to the consolidation and the rezoning concerned or who wants to comment, may in writing lodge such objections and comments, together with the grounds, with the Chief Executive Officer of the Oranjemund Town Council, and with the applicant within 14 days of the last publication of this notice, i.e. no later than 04 July 2024.

FOR MORE INFORMATION AND QUERIES, KINDLY CONTACT:

Applicant
No.04 Wagnerstreet| Windhoek west|
c:+26481653238 9 | c:+26461251975|
f:+26461304219|
P.O.Box22296(Windhoek|
hope@kamauipds.com|
www.kamau-architects.com

KAMAU

Local Authority
Oranjemund Town Council P.o Box 178
c/o8th & 12th Avenue, Oranjemund
+26463233500
abner.imene@ormdtc.com.na

PUBLIC NOTICE

Kamau Town Planning and Development Specialist has been appointed by the owner of **Erf 128, Oranjemund Proper** to apply to the Oranjemund Town Council and the Urban and Regional Planning Board for the.

1. **REZONING OF ERF 128, ORANJEMUND PROPER FROM "SINGLE RESIDENTIAL" WITH A DENSITY OF 1:750 TO "GENERAL RESIDENTIAL" WITH A DENSITY OF 1:100**

The application was lodged in terms of the Oranjemund Zoning Scheme and the Urban and Regional Planning Act 5 of 2018.

Erf 128, Oranjemund Proper is located to wards the Eastern edge of the developed urban area of Oranjemund. The property is zoned for "Single Residential" purposes with a density of 1:750 and it measures 1036sq m in extent.

The purpose of the application as set out above is to enable the owner of Erf 128, Oranjemund to operate a guesthouse on there zoned property. This guesthouse will contain a maximum of 10 rooms, and all operations will be in line with stipulations of the Oranjemund Zoning Scheme, and the by-laws of the Oranjemund Town Council.

Please further take note that-

For more enquires regarding the rezoning application, visit the Oranjemund Town Council's Department of Planning.
Any person having objections to there zoning concerned or who wants to comment, may in writing lodge such objections and comments, together with the grounds, with the Chief Executive Officer of the Oranjemund Town Council and with the applicant within 14 days of the last publication of this notice, i.e. no later than 04 July 2024.

FOR MORE INFORMATION AND QUERIES, KINDLY CONTACT:

Applicant
No.04 Wagner street| Windhoek west|
c:+26481443263|c:+26461251975|
f:+26461304219|
P.O.Box22296(Windhoek|
victoria.kamauipds.com|
www.kamau-architects.com

KAMAU

Local Authority
Oranjemund Town Council P o Box 178
c/o8th & 12th Avenue, Oranjemund
+26463233500
abner.imene@ormdtc.com.na

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REZONING OF ERF 1267, NO 5 IRLE STREET, KLEIN WINDHOEK FROM "RESIDENTIAL" WITH A DENSITY OF 1 DWELLING PER 900m² TO "HOSPITALITY" (FOR A GUEST HOUSE ESTABLISHMENT) AND CONSENT TO USE ERF 1267 KLEIN WINDHOEK FOR AN ACCOMMODATION ESTABLISHMENT (SEVEN ROOMS)

DU TOIT TOWN PLANNING CONSULTANTS, are applying on behalf of the owners of Erf 1267, No 5 Irle Street, Klein Windhoek in terms of the stipulations of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018), to the Windhoek City Council and the Urban and Regional Planning Board for:

- **Rezoning of Erf 1257, No 5 Irle Street, Klein Windhoek from "residential" with a density of 1 per 900m² to "hospitality" (for a guest house establishment); and**
- **Consent to use Erf 1267 Klein Windhoek for an accommodation establishment (seven rooms)**

Erf 1267, No 5 Irle Street, is situated in Klein Windhoek. Additionally, the Erf is 1014m² in extent and zoned as "residential" with a density of 1 dwelling per 900m². It is the intention of the owner of the erf to continue operating the guesthouse formally on the specific designated zoning of "hospitality" instead of the tedious annual renewal of a resident occupation under the current zoning. Therefore, in order to be able to use the Erf as intended it must be rezoned to "hospitality" for the operation of an accommodation establishment (seven rooms)

The locality plan of the site lies for inspection on the Town Planning Notice Board in the Customer Care Centre, Municipal Offices, Rev. Michael Scott Street, Windhoek and at the offices of Du Toit Town Planning, 4 Dr. Kwame Nkrumah Avenue, Klein Windhoek.

Any person objecting to the proposed use of land as set out above may lodge such objection together with the grounds thereof with the City Council (the Urban Planner-Town House, Fifth Floor, Room 516) and the applicant within 14 days of the last publication of this notice (final date for objections is 18th July 2024).

Should you require additional information you are welcome to contact our office.

Applicant:
DU TOIT TOWN PLANNING CONSULTANTS
P O Box 6871
AUSSPANNPLATZ
WINDHOEK
Tel: 061-248010
Email: planner2@dutoitplan.com

Du Toit

SUBDIVISION OF REMAINING EXTENT OF FARM OAMITES No 53 (WINDHOEK MUNICIPAL AREA) INTO 86 PORTIONS AND REMAINDER AND CHANGE OF CONDITIONS OF TITLE PERTAINING TO THE USE

DU TOIT TOWN PLANNING CONSULTANTS, is in process to apply on behalf of the owner of the Remainder of Farm Oamites No. 53 (Oamites Tourism CC) in terms of Section 105 of the Urban and Regional Planning Act, 2018 (Act 5 of 2018) to the City of Windhoek and the Urban and Regional Planning Board for the:

- **subdivision of the Remainder of Farm Oamites No. 53 into 86 portions and Remainder**
- **That the following conditions be included in the Title Deeds of Portions 1 to 86 and the Remainder of Farm Oamites No. 53 :**

A. **The Portions shall only be used for 'agriculture' (including sorting, packing and packaging of agricultural products produced on the property) and 'residential' (including housing for domestic and farm employees) purposes.**

B. **Uses supporting the processing or altering of agricultural products, for example large scale slaughter of livestock and the production of dairy products from milk shall only be allowed with approval from City of Windhoek.**

C. **Farm stalls, accommodation establishments (including conference and events facilities) and residential estates shall only be allowed with the approval from City of Windhoek**

The Remainder of the Farm Oamites No. 53 is located to the south of Windhoek on both sides along the B1 towards Rehoboth, just to the south-west of Groot Aub, within Windhoek Municipal area. The road and the Windhoek-Rehoboth railway line, which runs parallel to each other, run through the farm, cutting it in two parts, one to the east of the road and railway line, and the other to the west.

It is the intention to develop the area and to subdivide the land into 86 portions (smallholdings) and since the Farm does not fall under the Windhoek Zoning Scheme area, assign title conditions pertaining to the use against the portions. The sizes of the new portions vary from approximately 2.7 ha to 660ha, and the Remainder of ± 2123ha.

It is proposed that the smallholdings be used for micro-farming such as fruit and vegetable production, hydroponic gardening, egg production and others that require smaller space for production, as well as supportive agriculture industries to allow for the processing and packing of farm produce, farm stalls to sell their produce directly to customers and accommodation establishments (lodges camping etc.).

A copy of the application together with the relevant plans lies for inspection at the City of Windhoek. Any person objecting to the proposed subdivision/conditions to be registered as set out above may lodge such objection together with the grounds thereof with the City Council (the Urban Planner-Town House, Fifth Floor, Room 516) and the applicant within 14 days of the last publication of this notice and the applicant in writing within 14 days of the last publication of this notice (final date for objections is 18 July 2024).

Should you require additional information you are welcome to contact our office.

Applicant:
DU TOIT TOWN PLANNING CONSULTANTS
P O Box 6871
AUSSPANNPLATZ
WINDHOEK
Tel: 061-248010
Email: planner1@dutoitplan.com

Du Toit

REZONING OF ERF 2533 (A PORTION OF ERF 60) SAM NUJOMA DRIVE, KLEIN WINDHOEK FROM "RESIDENTIAL" WITH A DENSITY OF 1 DWELLING PER 900m² TO "OFFICE" WITH A BULK OF 0.4, AND HERITAGE CONSENT TO USE THE HERITAGE BUILDING ON ERF 2533 (A PORTION OF ERF 60), KLEIN WINDHOEK FOR OFFICE PURPOSES AND EXCLUDE THE FLOOR AREA OF THE HERITAGE BUILDING FROM THE TOTAL BULK CALCULATIONS AND CONSENT FOR ADDITIONAL RESIDENTIAL FLOOR AREA ON ERF 2533, KLEIN WINDHOEK IN TERMS OF COUNCIL POLICY

DU TOIT TOWN PLANNING CONSULTANTS, are applying on behalf of the owners of Erf 2533 (a portion of Erf 60), Sam Nujoma Drive, Klein Windhoek in terms of the stipulations of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018), to the Windhoek City Council and the Urban and Regional Planning Board for:

- **Rezoning of Erf 2533 (a portion of Erf 60), Sam Nujoma Drive, Klein Windhoek form "residential" with a density of 1 dwelling per 900m² to "office" with a bulk of 0.4**
- **Heritage consent in terms of the Windhoek Zoning Scheme to use the heritage building on Erf 2533 (a portion of Erf 60, Klein Windhoek) for office purposes and exclude the floor area of the heritage building from the total bulk calculations**
- **Consent in terms of Council's Policy to allow for additional floor area over Erf 2533 (a portion of Erf 60), Klein Windhoek which shall be devoted solely for residential use**

Erf 2533, Klein Windhoek is located on the northern side of Sam Nujoma Drive, opposite the St Paul's School and east of the Klein Windhoek Shopping Complex. It is zoned "residential" with a density of 1 dwelling per 900m² and is 1949m² in extent. The erf is currently being used for the office purposes by Rossing Uranium, since 2002 (22 years) for which approval was granted by the Municipality per Resolution 309/10/2002 under their Heritage Consent Policy.

The purpose of this application is to submit a renewed application for the rezoning of *Erf 2533*, Klein Windhoek from "residential" with a density of 1:900 to "office" with a bulk of 0.4 and consent to use the heritage building for office purposes. For purpose of completeness, the application for consent for free residential bulk is also included, even though there is not currently a residential function nor one planned. Access to the erf will remain from Sam Nujoma Drive, and all required parking is provided on site. The locality plan of the site lies for inspection on the Town Planning Notice Board in the Customer Care Centre, Municipal Offices, Rev. Michael Scott Street, Windhoek and at the offices of Du Toit Town Planning, 4 Dr. Kwame Nkrumah Avenue, Klein Windhoek.

Any person objecting to the proposed use of land as set out above may lodge such objection together with the grounds thereof with the City Council (the Urban Planner-Town House, Fifth Floor, Room 516) and the applicant within 14 days of the last publication of this notice (final date for objections is 18th July 2024).

Should you require additional information you are welcome to contact our office.

Applicant:
DU TOIT TOWN PLANNING CONSULTANTS
P O Box 6871
AUSSPANNPLATZ
WINDHOEK
Tel: 061-248010
Email: planner2@dutoitplan.com

Du Toit

REZONING OF ERF 2442, NO. 18 PALM STREET, SUIDERHOF, WINDHOEK FROM "RESIDENTIAL" WITH A DENSITY OF 1 DWELLING PER 900m² TO "HOSPITALITY FOR A GUESTHOUSE ESTABLISHMENT (6 ROOMS); AND CONSENT TO USE THE ERF AS PER THE NEW ZONING WHILE THE REZONING IS IN PROCESS

DU TOIT TOWN PLANNING CONSULTANTS, are applying on behalf of the owners of Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek in terms of the stipulations of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018), to the Windhoek City Council and the Urban and Regional Planning Board for:

- **Rezoning of Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek from "residential" with a density of 1 dwelling per 900m² to "hospitality" for a guesthouse establishment (6 rooms); and**
- **Consent to use Erf 2442 No. 18 Palm Street, Suiderhof in accordance with the proposed zoning while the rezoning is in process.**

Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek is situated in Suiderhof. Additionally, Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek is 900m² in extent and zoned "residential" with a density of 1 dwelling per 900m². It is the intention of the owner of the erf to continue operating the Africa Kweta guesthouse formally on the specific designated zoning of "hospitality" instead of the tedious annual renewal of a resident occupation under the current zoning. Therefore, in order to be able to use the Erf as intended it must be rezoned to "hospitality" for a guesthouse accommodation establishment (6 rooms) in Suiderhof

The locality plan of the site lies for inspection on the Town Planning Notice Board in the Customer Care Centre, Municipal Offices, Rev. Michael Scott Street, Windhoek and at the offices of Du Toit Town Planning, 4 Dr. Kwame Nkrumah Avenue, Klein Windhoek.

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Du Toit

CLASSIFIEDS

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CLASSIFIEDS

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- To avoid disappointment of an advertisement not appearing on the date you wish, please book timeously
- Classifieds smalls and notices: 12:00, two working days prior to placing
- Cancellations and alterations: 16:00, two days before date of publication in writing only

Notices (VAT inclusive)
Legal Notice N$460.00
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Name Change N$460.00
Birthdays from N$200.00
Death Notices from N$200.00
Tombstone Unveiling from N$200.00
Thank You Messages from N$200.00

Terms and Conditions Apply.



Employment

St. John Medical Group – Available Vacancies

Position: Medical Practitioner
Location: Luderitz
Requirement:
- Registered with the Health Professions Council of Namibia as a medical practitioner and the ability to work independently.
- Knowledge of Obstetric or Anesthesia is an advantage

Position: Receptionist
Location: Luderitz and Ondangwa
Requirement:
- Namibian citizen
- Grade12
- Minimum of 2 years' admin experience
- Proven work ethics
- ability to work under pressure and the knowledge of Eminence

Interested candidates to kindly send their documents to:
admin@stjohnmedicalcentre.com


FOR Classifieds
061-2080800

REZONING OF ERF 1267, NO 5 IRLE STREET, KLEIN WINDHOEK FROM "RESIDENTIAL" WITH A DENSITY OF 1 DWELLING PER 900m² TO "HOSPITALITY" (FOR A GUEST HOUSE ESTABLISHMENT) AND CONSENT TO USE ERF 1267 KLEIN WINDHOEK FOR AN ACCOMMODATION ESTABLISHMENT (SEVEN ROOMS)

DU TOIT TOWN PLANNING CONSULTANTS, are applying on behalf of the owners of Erf 1267, No 5 Irle Street, Klein Windhoek in terms of the stipulations of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018), to the Windhoek City Council and the Urban and Regional Planning Board for:

- **Rezoning of Erf 1267, No 5 Irle Street, Klein Windhoek from "residential" with a density of 1 per 900m² to "hospitality" (for a guest house establishment); and**
- **Consent to use Erf 1267 Klein Windhoek for an accommodation establishment (seven rooms)**

Erf 1267, No 5 Irle Street, is situated in Klein Windhoek. Additionally, the Erf is 1014m² in extent and zoned as 'residential' with a density of 1 dwelling per 900m². It is the intention of the owner of the erf to continue operating the guesthouse formally on the specific designated zoning of 'hospitality' instead of the tedious annual renewal of a resident occupation under the current zoning. Therefore, in order to be able to use the Erf as intended it must be rezoned to "hospitality" for the operation of an accommodation establishment (seven rooms)

The locality plan of the site lies for inspection on the Town Planning Notice Board in the Customer Care Centre, Municipal Offices, Rev. Michael Scott Street, Windhoek and at the offices of Du Toit Town Planning, 4 Dr. Kwame Nkrumah Avenue, Klein Windhoek.

Any person objecting to the proposed use of land as set out above may lodge such objection together with the grounds thereof with the City Council (the Urban Planner-Town House, Fifth Floor, Room 516) and the applicant within 14 days of the last publication of this notice (final date for objections is 18th July 2024).

Should you require additional information you are welcome to contact our office.

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WINDHOEK TOWN PLANNING SCHEME

Take notice that **WSTRPC** Town Planning Consultants on behalf of Andre Swanepoel as the Executor of the Estate of the late Manuel I Gomes, intends to apply to the City of Windhoek for:

- **REZONING OF ERF 295 PIONIERS PARK FROM "RESIDENTIAL" WITH A DENSITY OF 1:900 TO "HOSPITALITY" FOR AN ACCOMMODATION ESTABLISHMENT (GUESTHOUSE OF 10 ROOMS)**
- **CONSENT TO OPERATE WHILE THE REZONING IS IN PROGRESS**

Erf 295 Pioniers Park is located in Mostert Street No 14. It is close to the business center in Coetzee Street and the Pioniers Park Primary School. The erf is zoned "Residential" with a density of 1:900 m² and is 1669 m² in extent.

The purpose of the application is to formalise an existing accommodation establishment and to ensure that the structures on Erf 295 Pioniers Park are in line with the use and zoning to allow the qualification for compliance. Compliance is needed to transfer the erf to beneficiaries as the owner Mr. MI Gomes passed away and the property is part of the estate. Parking will be provided in accordance with the Windhoek Town Planning Scheme.

Further take notice that the plan of the proposed development lies for inspection on the Town Planning Notice Board at the Customer Care Center, Main Municipal Offices, Rev. Michael Scott Street, Windhoek.

Any person objecting to the proposed use of the erf as set out above, may lodge such objection, together with grounds thereof, with the City and with the applicant in writing within 14 days of the last publication of this notice. The final date for objections is 17 July 2024.

APPLICANT:
WSTRP (Town and Regional Planning Consultant)
P.O. Box 31761
WINDHOEK
wstrpc@gmail.com

Malakia Neromba, date of birth 09/01/1946 of Kavango west, Namibia who died on 01/06/2017, married, Master's Ref NO: 1420/2021
Creditors and Debtors in the above estate are hereby called upon to submit their claims and pay their debts within 30 days from the date of this Advertisement.
NDUMBA SHIKUSHO LEGAL PRACTITIONERS
P.O BOX 1225
RUNDU
CELL: 08121155994
EMAIL: ndumbapaulus@ymail.com

CHANGE OF SURNAME • THE ALIENS ACT, 1937 NOTICE OF INTENTION OF CHANGE OF SURNAME

I, (1) **BENITO BONGANI MOTINGA** residing at **ERF 1375 LUCHTENSTEIN STREET, KEETMANSHOOP, NAMIBIA** and carrying on business / employed a (2) **STUDENT** intend applying to the Minister of Home Affairs for authority under section 9 of the Aliens Act, 1937, to assume **BIWA** for the reasons that (3) **CHANGE OF SURNAME FROM MOTHER'S SURNAME TO FATHER'S SURNAME BIWA BECAUSE ALL MY SCHOOL DOCUMENTS ARE ON BIWA.** I previously bore the name(s) (4) **BENITO BONGANI MOTINGA.**
I intend also applying for authority to change the surname of my wife N/A and minor child(ren) (5) N/A.
Any person who objects to my/our assumption of the said surname of **BIWA** should as soon as my be lodge his/her objection, in writing, with a statement of his/her reasons therefore, with the magistrate of **WINDHOEK MAGISTRATE COURT, 01 JUNE 2024**

REZONING OF ERF 2533 (A PORTION OF ERF 60) SAM NUJOMA DRIVE, KLEIN WINDHOEK FROM 'RESIDENTIAL' WITH A DENSITY OF 1 DWELLING PER 900m² TO 'OFFICE' WITH A BULK OF 0.4, AND HERITAGE CONSENT TO USE THE HERITAGE BUILDING ON ERF 2533 (A PORTION OF ERF 60), KLEIN WINDHOEK FOR OFFICE PURPOSES AND EXCLUDE THE FLOOR AREA OF THE HERITAGE BUILDING FROM THE TOTAL BULK CALCULATIONS AND CONSENT FOR ADDITIONAL RESIDENTIAL FLOOR AREA ON ERF 2533, KLEIN WINDHOEK IN TERMS OF COUNCIL POLICY

DU TOIT TOWN PLANNING CONSULTANTS, are applying on behalf of the owners of Erf 2533 (a portion of Erf 60), Sam Nujoma Drive, Klein Windhoek in terms of the stipulations of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018), to the Windhoek City Council and the Urban and Regional Planning Board for:

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Erf 2533, Klein Windhoek is located on the northern side of Sam Nujoma Drive, opposite the St Paul's School and east of the Klein Windhoek Shopping Complex. It is zoned 'residential' with a density of 1 dwelling per 900m² and is 1949m² in extent. The erf is currently being used for the office purposes by Rossing Uranium, since 2002 (22 years) for which approval was granted by the Municipality per Resolution 309/10/2002 under their Heritage Consent Policy.

The purpose of this application is to submit a renewed application for the rezoning of Erf 2533, Klein Windhoek from 'residential' with a density of 1:900 to 'office' with a bulk of 0.4 and consent to use the heritage building for office purposes. For purpose of completeness, the application for consent for free residential bulk is also included, even though there is not currently a residential function nor one planned. Access to the erf will remain from Sam Nujoma Drive, and all required parking is provided on site. The locality plan of the site lies for inspection on the Town Planning Notice Board in the Customer Care Centre, Municipal Offices, Rev. Michael Scott Street, Windhoek and at the offices of Du Toit Town Planning, 4 Dr. Kwame Nkrumah Avenue, Klein Windhoek.

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REZONING OF ERF 2442, NO. 18 PALM STREET, SUIDERHOF, WINDHOEK FROM 'RESIDENTIAL' WITH A DENSITY OF 1 DWELLING PER 900m² TO 'HOSPITALITY FOR A GUESTHOUSE ESTABLISHMENT (6 ROOMS); AND CONSENT TO USE THE ERF AS PER THE NEW ZONING WHILE THE REZONING IS IN PROCESS

DU TOIT TOWN PLANNING CONSULTANTS, are applying on behalf of the owners of Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek in terms of the stipulations of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018), to the Windhoek City Council and the Urban and Regional Planning Board for:

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- **Consent to use Erf 2442 No. 18 Palm Street, Suiderhof in accordance with the proposed zoning while the rezoning is in process.**

Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek is situated in Suiderhof. Additionally, Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek is 900m² in extent and zoned 'residential' with a density of 1 dwelling per 900m². It is the intention of the owner of the erf to continue operating the Africa Kweia guesthouse formally on the specific designated zoning of 'hospitality' instead of the tedious annual renewal of a resident occupation under the current zoning. Therefore, in order to be able to use the Erf as intended it must be rezoned to "hospitality" for a guesthouse accommodation establishment (6 rooms) in Suiderhof

The locality plan of the site lies for inspection on the Town Planning Notice Board in the Customer Care Centre, Municipal Offices, Rev. Michael Scott Street, Windhoek and at the offices of Du Toit Town Planning, 4 Dr. Kwame Nkrumah Avenue, Klein Windhoek.

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SUBDIVISION OF REMAINING EXTENT OF FARM OAMITES No 53 (WINDHOEK MUNICIPAL AREA) INTO 86 PORTIONS AND REMAINDER AND CHANGE OF CONDITIONS OF TITLE PERTAINING TO THE USE

DU TOIT TOWN PLANNING CONSULTANTS, is in process to apply on behalf of the owner of the Remainder of Farm Oamites No. 53 (Oamites Tourism CC) in terms of Section 105 of the Urban and Regional Planning Act, 2018 (Act 5 of 2018) to the City of Windhoek and the Urban and Regional Planning Board for the:

- **subdivision of the Remainder of Farm Oamites No. 53 into 86 portions and Remainder**
- **That the following conditions be included in the Title Deeds of Portions 1 to 86 and the Remainder of Farm Oamites No. 53 :**

A. **The Portions shall only be used for 'agriculture' (including sorting, packing and packaging of agricultural products produced on the property) and 'residential' (including housing for domestic and farm employees) purposes.**
B. **Uses supporting the processing or altering of agricultural products, for example large scale slaughter of livestock and the production of dairy products from milk shall only be allowed with approval from City of Windhoek.**
C. **Farm stalls, accommodation establishments (including conference and events facilities) and residential estates shall only be allowed with the approval from City of Windhoek**

The Remainder of the Farm Oamites No. 53 is located to the south of Windhoek on both sides along the B1 towards Rehoboth, just to the south-west of Groot Aub, within Windhoek Municipal area. The road and the Windhoek-Rehoboth railway line, which runs parallel to each other, run through the farm, cutting it in two parts, one to the east of the road and railway line, and the other to the west.

It is the intention to develop the area and to subdivide the land into 86 portions (smallholdings) and since the Farm does not fall under the Windhoek Zoning Scheme area, assign title conditions pertaining to the use against the portions. The sizes of the new portions vary from approximately 2.7 ha to 660ha, and the Remainder of ± 2123ha.

It is proposed that the smallholdings be used for micro-farming such as fruit and vegetable production, hydroponic gardening, egg production and others that require smaller space for production, as well as supportive agriculture industries to allow for the processing and packing of farm produce, farm stalls to sell their produce directly to customers and accommodation establishments (lodges camping etc.).

A copy of the application together with the relevant plans lies for inspection at the City of Windhoek. Any person objecting to the proposed subdivision/conditions to be registered as set out above may lodge such objection together with the grounds thereof with the City Council (the Urban Planner-Town House, Fifth Floor, Room 516) and the applicant within 14 days of the last publication of this notice and the applicant in writing within 14 days of the last publication of this notice (final date for objections is 18 July 2024).

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REPUBLIC OF NAMIBIA MINISTRY OF INDUSTRIALISATION AND TRADE, LIQUOR ACT, 1998 NOTICE OF APPLICATION TO A COMMITTEE IN TERMS OF THE LIQUOR ACT, 1998 (REGULATIONS 14, 25 & 33)

Notice is given that an application in terms of the Liquor Act, 1998, particulars of which appear below, will be made to the Regional Liquor Licensing Committee, Region:
OSHANA

1. Name and postal address of applicant,
CHOPPIES SUPERMARKET NAMIBIA (PTY) LTD
PO BOX 21491, WINDHOEK, NAMIBIA
2. Name of business or proposed business to which applicant relates:
CHOPPIES SUPERMARKETS NAMIBIA (PTY) LTD T/A CHOPPIES SANTORINI
3. Address/Location of premises to which Application relates:
ERF 1612, OSHAKATI-EAST, OSHAKATI, NAMIBIA
4. Nature and details of application:
GROCER STORE LIQUOR LICENCE
5. Clerk of the court with whom Application will be lodged:
OSHAKATI MAGISTRATE COURT
6. Date on which application will be Lodged: **03 JULY 2024**
7. Date of meeting of Committee at which application will be heard:
14 AUGUST 2024

Any objection or written submission in terms of section 28 of the Act in relation to the applicant must be sent or delivered to the Secretary of the Committee to reach the Secretary not less than 21 days before the date of the meeting of the Committee at which the application will be heard

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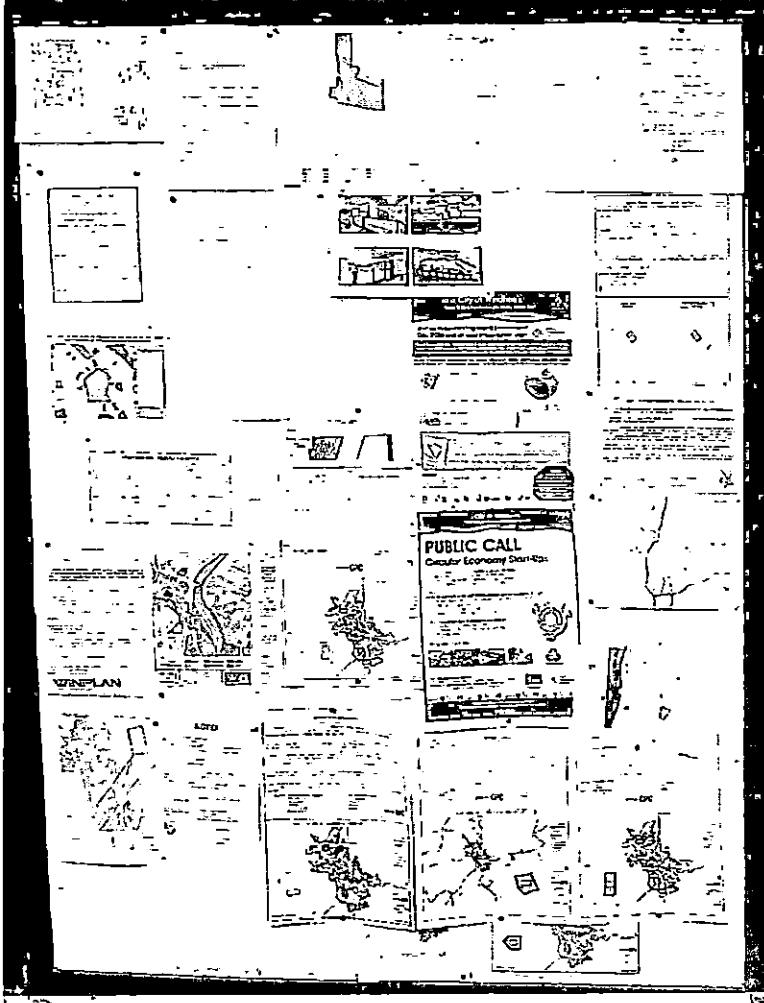
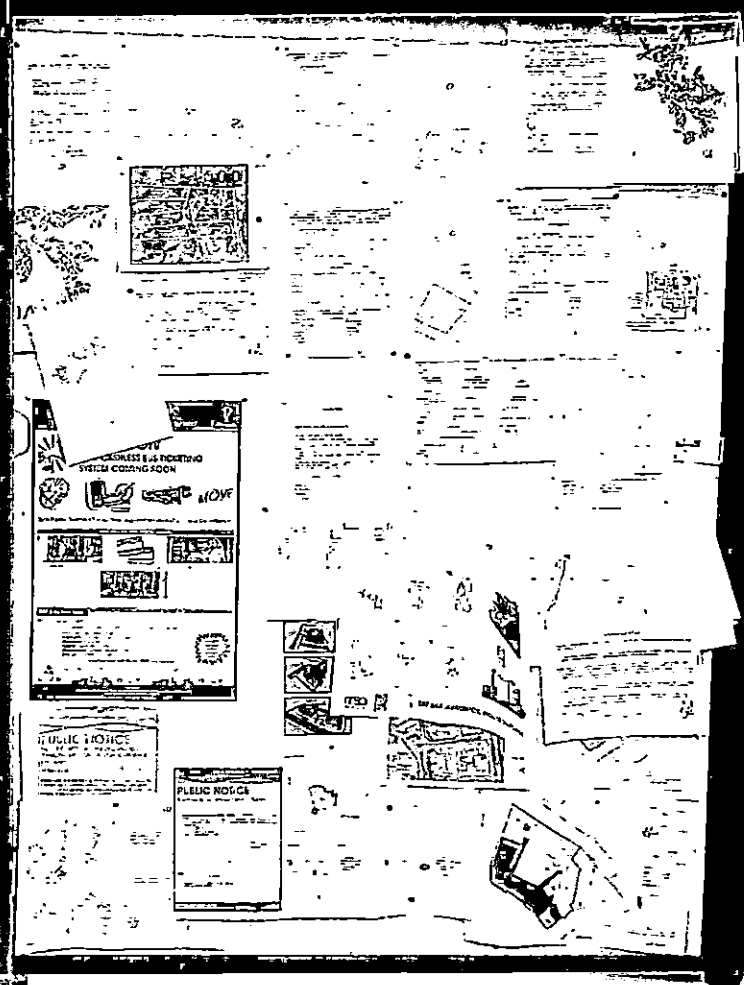
TOWN PLANNING
ZC 285 MAPS





NOTICE

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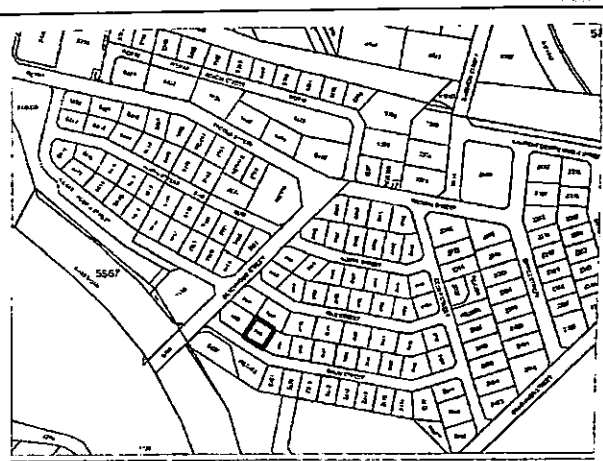
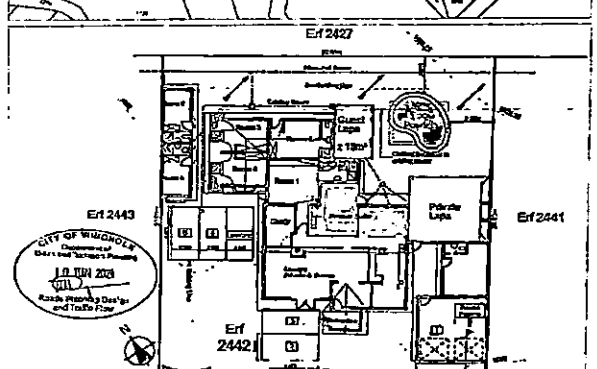
City of Windhoek:
The Urban Planner
(Town House, 5th Floor, Room 516)
City of Windhoek
P.O. Box 59
WINDHOEK

CITY OF WINDHOEK
24 JUN 2024
URBAN PLANNING



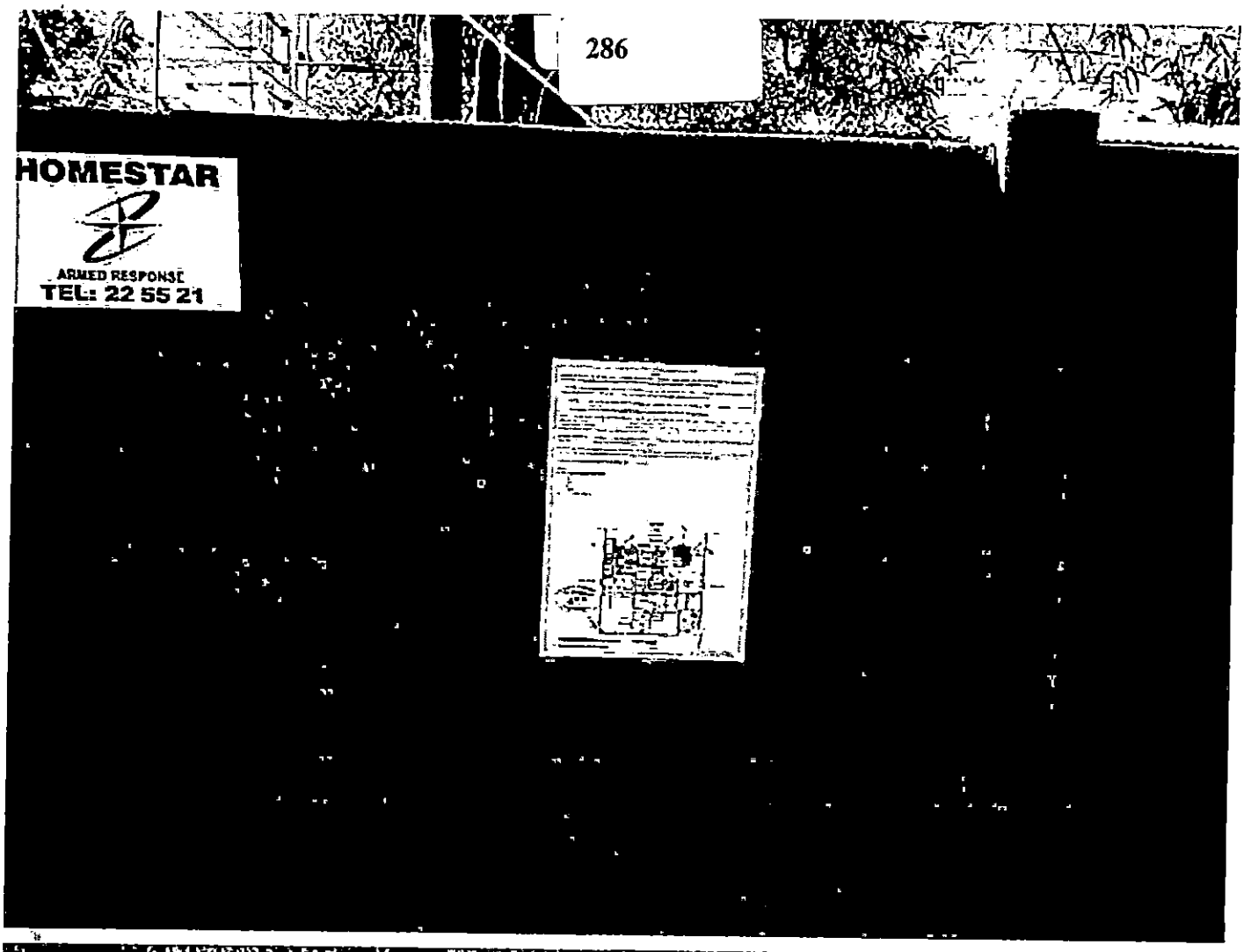


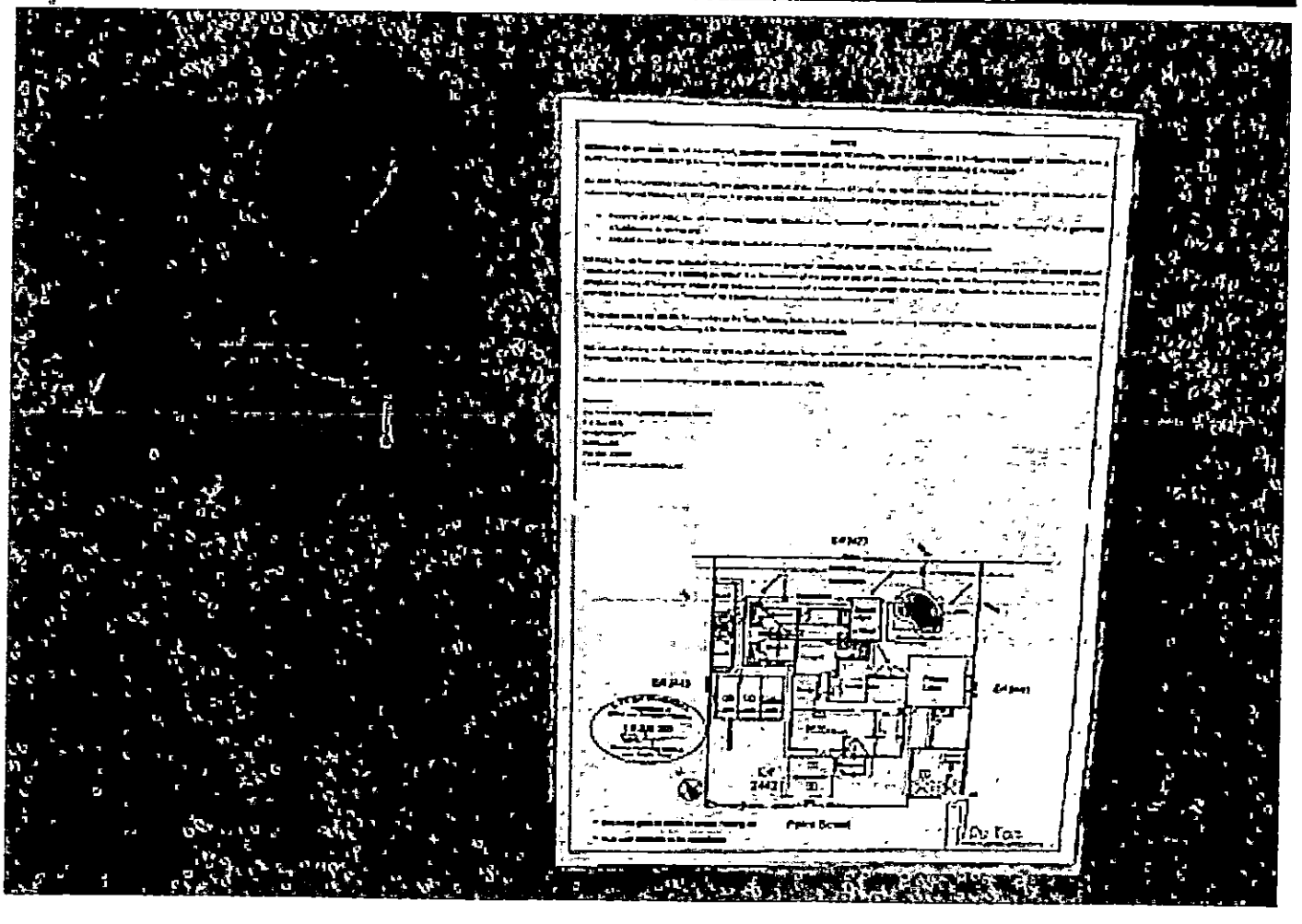
* Entrance gate to move to enable Parking #2
* Two wall sections to be demolished

Site Plan — Parking Layout — 1:200

CITY OF WINDHOEK
24 JUN 2024
URBAN PLANNING

Du Toit
TOWN PLANNING CONSULTANTS


HOMESTAR
ARMED RESPONSE
TEL: 22 55 21



ERF 2442
SUIDERHOF

287

LIST OF REGISTERED ITEMS POSTED

NAM POST

by DU TOIT TOWN PLANNING CONSULTANTS

Sender's reference no.	Addressee's name and address	Registration no.
ERF 2440	BLATTER BARABARA P O BOX 939 WINDHOEK	BA 002 115 160 NA
ERF 2441	ALFEUS HILENI AND NESIAS HAMUKOTO P O BOX 51133 WINDHOEK	BA 002 115 173 NA
ERF 2443	JOHANNES ABRAHAM AND NICOLEEN VAN ZYL P O BOX 388 WINDHOEK	BA 002 115 187 NA

studio print 13647

Number of items 3 Received by John

Date-stamp

WINDHOEK 2024.05.25 NAMIBIA

No compensation will be considered unless enquiry regarding this postal article is made within one year after the date of posting.

P1 / 185

Annexure B

288

Du Toit
TOWN PLANNING CONSULTANTS

1st floor Bridgeview Offices & Apartments, No. 4 Dr Kwame Nkrumah Avenue, Klein Windhoek, Namibia
PO Box 6871, Ausspannplatz, Windhoek, Phone: +264 61 248010, Fax: +264 61 248608, Mobile: +264 81 281 0836, Email: elmarie@dutoitplan.com

Enquiries: T. Tjitemisa
Tel: +264 81 416 6169
Ref: Erf_letters

The Windhoek City Council
P O Box 59
WINDHOEK

Dear Ms Stella

24 June 2024

ERF OWNERS AND ADDRESSES: ERF 2442, NO. 18 PALM STREET, SUIDERHOF, WINDHOEK

Good day ma'am,

Could you kindly provide me with the names and addresses (and phone numbers/email addresses where available) of the owners of the following properties, please:

ERF NO	NAME & ADDRESS	TEL/EMAIL
Erf 2443 Palm Street	Van Zyl Johannes Abraham & Nicoleen POBox 3138 Pionierspark Namibia	0812400980
Erf 2441 Palm Street	Alfeus Hileni & Mesias (A) Hamukoto (B) POBox 51133 Bachbrecht Namibia	0817876625
Erf 2440 Palm Street	Blattler Barabara Po Box 939 WINDHOEK	
Erf 2420 Palm Street	City of WINDHOEK POBox 59 WINDHOEK NAMIBIA	
Erf 2421 Palm Street	City OF WINDHOEK POBox 59 WINDHOEK NAMIBIA	
Erf Re/2422 Palm Street	City of WINDHOEK Po Box 59 WINDHOEK NAMIBIA	

Erf 5427 **Palm Street**	City of Windhoek PO Box 59 Windhoek Namibia	

Thank you
Tjijama Tjitemisa

290

Du Toit
TOWN PLANNING CONSULTANTS

1st floor Bridgeview Offices & Apartments, No. 4 Dr Kwame Nkrumah Avenue, Klein Windhoek, Namibia
PO Box 6871, Ausspannplatz, Windhoek, Phone: +264 61 248010, Fax: +264 61 248608, Mobile: +264 81 281 0836, Email: elmarie@dutoitplan.com

Enquiries: T. Tjitemisa
Tel: +264 81 416 6169
Ref: Erf Letters

ERF 2440, PALM STREET
BLATTER BARABARA
P O BOX 939
WINDHOEK
NAMIBIA

24 June 2024

Dear Sir/ Madam

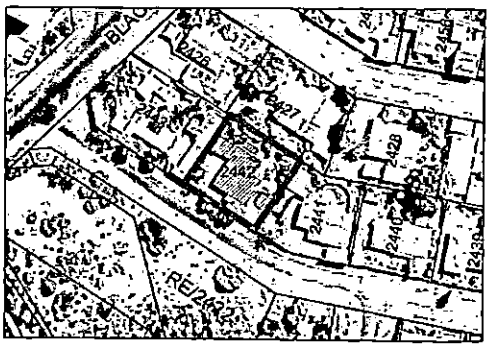
REZONING OF ERF 2442, NO. 18 PALM STREET, SUIDERHOF, WINDHOEK FROM 'RESIDENTIAL' WITH A DENSITY OF 1 DWELLING PER 900m² TO 'HOSPITALITY FOR A GUESTHOUSE ESTABLISHMENT (6 ROOMS); AND CONSENT TO USE THE ERF AS PER THE NEW ZONING WHILE THE REZONING IS IN PROCESS

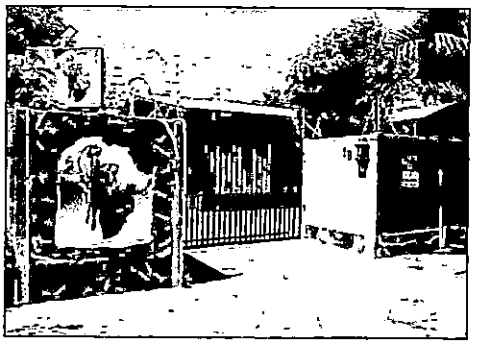
Take notice that DU TOIT TOWN PLANNING CONSULTANTS, are applying on behalf of the owner of Erf 2442, Suiderhof (Diana and Ian Kemp), in terms of the stipulations of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018), to the Windhoek City Council for:

- Rezoning of Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek from "residential" with a density of 1 dwelling per 900m² to "hospitality" for a guesthouse establishment (6 rooms); and
- Consent to use Erf 2442 No. 18 Palm Street, Suiderhof in accordance with the proposed zoning while the rezoning is in process.

In terms of the new Urban and Regional Planning Act, 2018 (Act 5 of 2018) and the Windhoek Town Planning Scheme, you as the owner of a neighbouring property are hereby granted the opportunity to comment on the proposal. We kindly request that you provide us with your comments no later than **18th July 2024.**

Erf 2442 located within Palm Street in Suiderhof, Windhoek and is 900m² in extent. Erf 2442 is currently zoned as "residential" with a density of 1:900m². It currently accommodates the African Kwela Guest House which has been in operation for several years. See the images below illustrating the extent of development on the Erf.

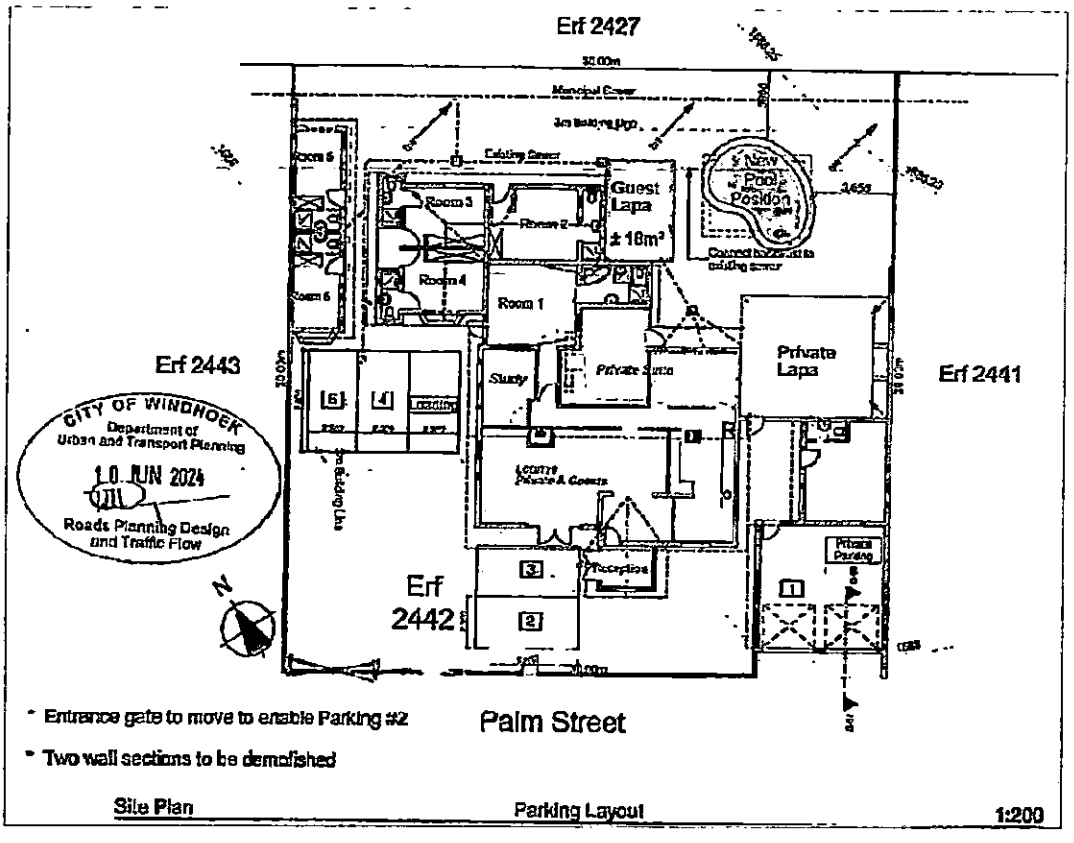




For several years, Erf 2442, Suiderhof has be 291 e to African Kwela Guest House, operating under the annual approval of resident occupation, the owners have diligently navigated bureaucratic processes to ensure the seamless operation of their guesthouse. However, the repetitive and cumbersome nature of the approval process has prompted the client to seek a more sustainable solution. By pursuing rezoning of the erf to hospitality, the client aims to alleviate the administrative burden associated with obtaining resident occupation approval.

The owner's intention is to continue operating the guesthouse formally under the designated zoning of 'hospitality,' thereby eliminating the need for annual renewal of resident occupation under the current zoning. This rezoning will not alter the existing land use of the erf; rather, it will streamline operations and ensure continuity for African Kwela Guest House. Rest assured, the guesthouse will continue to operate seamlessly as it has been.

Access to Erf 2442, Suiderhof is obtained from No.18 Palm Street.is obtained from Irle Street, this will remain as such. In accordance with the City of Windhoek's requirements sufficient parking is provided on the Erf. See parking plan below.



In light of the above, your comments on the intended application will be highly appreciated. Kindly note that should we not receive any comments by the closing date of **18th July 2024,** we would assume you do not have any objection.

Kind regards

DOpperman

Dorette Opperman

REZONING OF ERF 2442, NO. 18 PALM STREET, SUIDERHOF, WINDHOEK FROM 'RESIDENTIAL' WITH A DENSITY OF 1 DWELLING PER 900m² TO 'HOSPITALITY FOR A GUESTHOUSE ESTABLISHMENT (6 ROOMS); AND CONSENT TO USE THE ERF AS PER THE NEW ZONING WHILE THE REZONING IS IN PROCESS

Name:.....

Address:.....

.....

Telephone :..... Email: .....

I, the owner of Erf....., Palm Street, Suiderhof

(Please indicated with "x" in appropriate box)

☐ **Do not object** ☐ **Do Object**

- Rezoning of Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek from "residential" with a density of 1 dwelling per 900m² to "hospitality" for a guesthouse establishment (6 rooms); and
- Consent to use Erf 2442 No. 18 Palm Street, Suiderhof in accordance with the proposed zoning while the rezoning is in process.

If objecting, please state the reasons:

.....

.....

.....

.....

.....

.....

Signature **Date**

Kindly take note that comments should reach our office by 18 July 2024
You can return the form to the following email address: planner1@dutoitplan.com

LIST OF REGISTERED ITEMS POSTED

NAMPOST

by DU TOIT TOWN PLANNING CONSULTANTS

Sender's reference no.	Addressee's name and address	Registration no.
ERF 2427	D ARLOVE P O BOX 28106 WINDHOEK	BA 003 221 385 NA

REZONING OF ERF 2442, NO. 18 PALM STREET, SUIDERHOF, WINDHOEK FROM 'RESIDENTIAL' WITH A DENSITY OF 1 DWELLING PER 900m² TO 'HOSPITALITY FOR A GUESTHOUSE ESTABLISHMENT (6 ROOMS); AND CONSENT TO USE THE ERF AS PER THE NEW ZONING WHILE THE REZONING IS IN PROCESS

Name: Diane Ardave

Address: Box 28106
Auas Valley - Windhoek

Telephone 081 2304948 Email: diane@iway.na

I, the owner of Erf 2427, Eike Street, Suiderhof

(Please indicated with "x" in appropriate box)

☒ **Do not object** ☐ **Do Object**

- Rezoning of Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek from "residential" with a density of 1 dwelling per 900m² to "hospitality" for a guesthouse establishment (6 rooms); and
- Consent to use Erf 2442 No. 18 Palm Street, Suiderhof in accordance with the proposed zoning while the rezoning is in process.

If objecting, please state the reasons:

.....

.....

.....

.....

.....

.....

Signature

03/10/2024
Date

Kindly take note that comments should reach our office by 17 October 2024
You can return the form to the following email address: planner1@dutoitplan.com

Annexure A

No. 318 2024

REZONING OF ERF 1267, NO. 5 IRLE STREET, KLEIN WINDHOEK

Du Toit Town Planning Consultants, are applying on behalf of the owners of Erf 1267, No. 5 Irle Street, Klein Windhoek in terms of the stipulations of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018), to the Windhoek City Council and the Urban and Regional Planning Board for:

- **Rezoning of Erf 1267, No. 5 Irle Street, Klein Windhoek from "residential" with a density of 1 dwelling per 900m² to "hospitality" (for a guest house establishment); and**
- **Consent to use Erf 1267, Klein Windhoek for an accommodation establishment (seven rooms).**

Erf 1267, No. 5 Irle Street, is situated in Klein Windhoek. Additionally, the erf is 1014m² in extent and zoned 'residential' with a density of 1 dwelling per 900m². It is the intention of the owner of the erf to continue operating the guesthouse formally on the specific designated zoning of 'hospitality' instead of the tedious annual renewal of a resident occupation under the current zoning. Therefore, in order to be able to use the erf as intended it must be rezoned to "hospitality" for the operation of an accommodation establishment (seven rooms).

The locality plan of the site lies for inspection on the Town Planning Notice Board in the Customer Care Centre, Municipal Offices, Rev. Michael Scott Street, Windhoek and at the offices of Du Toit Town Planning, 4 Dr. Kwame Nkrumah Avenue, Klein Windhoek.

Any person objecting to the proposed use of land as set out above may lodge such objection together with the grounds thereof with the City Council (the Urban Planner-Town House, Fifth Floor, Room 516) and the applicant within 14 days of the last publication of this notice (final date for objections is **18 July 2024**).

Should you require additional information you are welcome to contact our office.

Applicant:
Du Toit Town Planning Consultants
P. O. Box 6871, Ausspannplatz
Windhoek
Tel: 061-248010
Email: planner1@dutoitplan.com

No. 319 2024

REZONING OF ERF 2442, NO. 18 PALM STREET, SUIDERHOF, WINDHOEK

Du Toit Town Planning Consultants, are applying on behalf of the owners of Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek in terms of the stipulations of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018), to the Windhoek City Council and the Urban and Regional Planning Board for:

- **Rezoning of Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek from "residential" with a density of 1 dwelling per 900m² to "hospitality" for a guesthouse establishment (6 rooms); and**
- **Consent to use Erf 2442, No. 18 Palm Street, Suiderhof in accordance with the proposed zoning while the rezoning is in process.**

Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek is situated in Suiderhof. Additionally, Erf 2442, No. 18 Palm Street, Suiderhof, Windhoek is 900m² in extent and zoned 'residential' with a density of 1 dwelling per 900m². It is the intention of the owner of the erf to continue operating the Africa

Kwela guesthouse formally on the specific designated zoning of 'hospitality' instead of the tedious annual renewal of a resident occupation under the current zoning. Therefore, in order to be able to use the erf as intended it must be rezoned to "hospitality" for a guesthouse accommodation establishment (6 rooms).

The locality plan of the site lies for inspection on the Town Planning Notice Board in the Customer Care Centre, Municipal Offices, Rev. Michael Scott Street, Windhoek and at the offices of Du Toit Town Planning, 4 Dr. Kwame Nkrumah Avenue, Klein Windhoek.

Any person objecting to the proposed use of land as set out above may lodge such objection together with the grounds thereof with the City Council (the Urban Planner-Town House, Fifth Floor, Room 516) and the applicant within 14 days of the last publication of this notice (final date for objections is **18 July 2024**).

Should you require additional information you are welcome to contact our office.

Applicant:
Du Toit Town Planning Consultants
P. O. Box 6871, Ausspannplatz
Windhoek
Tel: 061-248010
Email: planner2@dutoitplan.com

No. 320 2024

ERVEN 9 AND 10, VINETA, SWAKOPMUND

Stubenrauch Planning Consultants cc herewith informs you in terms of the Urban and Regional Planning Act, 2018 (Act No. 5 of 2018) and the Local Authorities Act, 1992 (Act No. 23 of 1992) that we have been appointed by the registered owner of Erven 9 and 10, Vineta Swakopmund to apply on their behalf to the Swakopmund Municipal Council and to the Urban and Regional Planning Board for:

- **Subdivision of the Remainder of Portion 4 (a portion of Portion B) Swakopmund Town and Townlands No. 41 into Portion A/Ptn 4 and Remainder;**
- **Permanent Closure of Portion A/Ptn 4 of the Swakopmund Town and Townlands No. 41 as a Street;**
- **Consolidation of Erven 9, 10 and A/Ptn 4 Vineta, Swakopmund into Consolidated Erf X; and**
- **Rezoning of Consolidated Erf X, Vineta, Swakopmund from "single residential" to "general business" with a bulk of 1.2.**

Erven 9 and 10, are located along the beach, in the neighbourhood of Vineta, Swakopmund. Erf 9, Vineta measures approximately 645m² in extent and is currently zoned Single Residential. Erf 10 Vineta Swakopmund measures approximately 635m² in extend and is zoned Single Residential.

Remainder of Portion 4 (a portion of Portion B) Swakopmund Town and Townlands No. 41 (Street) is located in the neighbourhood of Vineta. Ownership of the Remainder of Portion 4 (a portion of Portion B) Swakopmund Town and Townlands No. 41 vests with the Municipality of Swakopmund. An application to purchase a portion of the Remainder of Portion 4 (a portion of Portion B) of the Swakopmund Town and Townlands No. 41 has been conditionally approved by the Municipality of Swakopmund. The Municipality is still in the process of advertising the purchase in terms of the section 63(2) of the Local Authorities Act, 1992 (Act No. 23 of 1992) as amended. Once the purchase application has been fully approved, Proposed A/Ptn 4 will be consolidated with Erven 9 and 10, Vineta.

The Gateway to Endless Opportunities

City of Windhoek

Vision: To be a Sustainable and Caring City by 2027

FORM 1 : REZONING OF ERF 3448 WINDHOEK
CHECKLIST FOR TOWN PLANNING APPLICATIONS

Please submit the application and supporting documents in the sequence indicated below:

NO.	REQUIRED DOCUMENT	ANNEXURE	ATTACHED (YES or NO or N/A)
1.	**Full Application with motivation by Consultant or Owner of the Erf / Portion/ Farm including the prescribed Urban and Regional Planning Board Form(s).**	ANNEXURE A	YES
2.	**Previous Council's Approval** (if applicable)	ANNEXURE B	N/A
3.	A. **Locality and Detailed Plans** (Illustrating the whole boundary of the Local Authority area under which the application is made)	ANNEXURE C	YES
	B. **Portion Number (s) or Erf number (s) from Surveyor General's Office** (if applicable)		N/A
	C. **Existing Zoning Plan**		YES
	D. **Intended Zoning Plan**		YES
	E. **Subdivision / Consolidation Plan** (with contours)		N/A
	F. **Approved Parking Layout** (stamped and signed by the City of Windhoek's Planning, Design & Traffic Flow Division Staff)		Existing building is to be demolished – See Annexure O
	G. **Copy of the Diagram or Extract of the General Plan Approved by the Surveyor General**		YES
4.	**Conditions to be registered** (if applicable – this is mandatory for all subdivision applications)	ANNEXURE D	YES
5.	**Special Power of Attorney** including Revenue Stamps with relevant initials	ANNEXURE E	YES
6.	**Closure Certificate** (if applicable)	ANNEXURE F	N/A
	Environmental Clearance Certificate (if applicable)		N/A
7.	**Previous approvals of the Minister of Urban and Rural Development** (including the recommendations of the Urban and Regional Planning Board, Townships Board or NAMPAB, if applicable)	ANNEXURE G	N/A
8.	**Roads Authority approval together with the sketch plan indicating the access point(s)** (if applicable)	ANNEXURE H	N/A
9.	1. **Copy of Founding Statement (CC 1/2) or Business Registration** (if registered in the name of Close Corporation, Company or Organisation Name)	ANNEXURE I	YES
	2. **Copy of Resolution** (if registered in the name of a Company or Organisation)		N/A
10.	**Copy of Title Deed, Deed of Transfer or Certificate of Registered Title**	ANNEXURE J	YES
11.	**Conditions of Establishment** (if applicable)	ANNEXURE K	N/A
12.	**Proof of Payment of the City of Windhoek Application Fee**	ANNEXURE L	YES
13.	**Credit Clearance Certificate & Municipal Zoning Certificate**	ANNEXURE M	YES
14.	**Proofs of NUST Association**	ANNEXURE N	YES
15.	**Future Access & Parking: Illustrative draft proposals**	ANNEXURE O	YES

FORM 1 OF ANNEXURE 4

MINISTRY OF URBAN AND RURAL DEVELOPMENT

NOTICE OF INTENTION TO APPLY FOR REZONING
TO WHOM IT MAY CONCERN

Please take note that Barrie Watson acting on behalf Chizu Investments Close Corporation owner of Erf 3448 Windhoek, intends to apply to the local authority of Windhoek and the Board* to for:

THE REZONING OF ERF 3448,WINDHOEK FROM "RESIDENTIAL" WITH A DENSITY OF 1/900 M² TO "INSTITUTIONAL" WITH A BULK OF 1.0

.....
(details of the amendment concerned)

Please further take note that -

(a) the plan of the erf or land lies for inspection on the town planning notice board in the Customer Care Centre of the offices of the Windhoek Municipality, and the offices of Telios Namibia (Pty) Ltd, 24 Dr. K. Riruako Street, Windhoek.

(b) any person having objections to the rezoning concerned or who wants to comment, may in writing lodge such objections and comments, together with the grounds, with the authorised planning authority or other local authority or the Board* ,and with the applicant within 14 days of the last publication of this notice.

The recommendation of the authorised planning authority or other local authority or Board*, if any, and any conditions determined by it with regard to the rezoning concerned are as follows:

.....
.....

.....
Signature of applicant

10th October, 2024
.....
Date

Address of applicant: PO Box 9993, Windhoek.

Barrie P. Watson
Town and Regional Planner
Operating as Telios Namibia Consulting Engineers (Pty) Ltd.

Cell: +264 811402457
Email: bpw@iafrica.com.na
P.O. Box 9993
Windhoek

Tel: +264 61 223004
Fax: +264 61 400328
24 Dr. Kuaima Riruako Str
Windhoek, Namibia

10th October, 2024

The Strategic Executive
Department of Urban and Transport Planning
Box 59
Windhoek

Attention: Mr. H. Rust

Dear Sir,

REZONING OF ERF 3448, BRAHMS STREET NO 4, WINDHOEK, FROM "RESIDENTIAL" WITH A DENSITY OF 1/900 M² TO "INSTITUTIONAL" WITH A BULK OF 1.0 AND CONSENT FOR A "PLACE OF INSTRUCTION" WHILE THE REZONING IS IN PROCESS.

1 APPLICATION

Barrie Watson has been appointed by Chizu Investments Close Corporation for the rezoning of Erf 3448, Windhoek, from "residential" with a density of 1/900 m² to "institutional" with a bulk of 1.0, and for consent for a "place of instruction" to be applicable while the rezoning is in process. Approval is also sought for the replacement of existing title conditions with its standard version.

The sole owner of Chizu Investments Close Corporation, Dr. Frederick Chizu Simpungwe, is the Executive Director of the National Institute of Technology (NIT) situated at 5 Johann Albrecht Street (Erf 3455 Windhoek). Erf 3448 at 2 Johan Albrecht Street, Windhoek West was acquired by Dr. Simpungwe as future premises for NIT as will be explained later in this submission. A photograph of the Brahms Street frontage appears in Figure1.

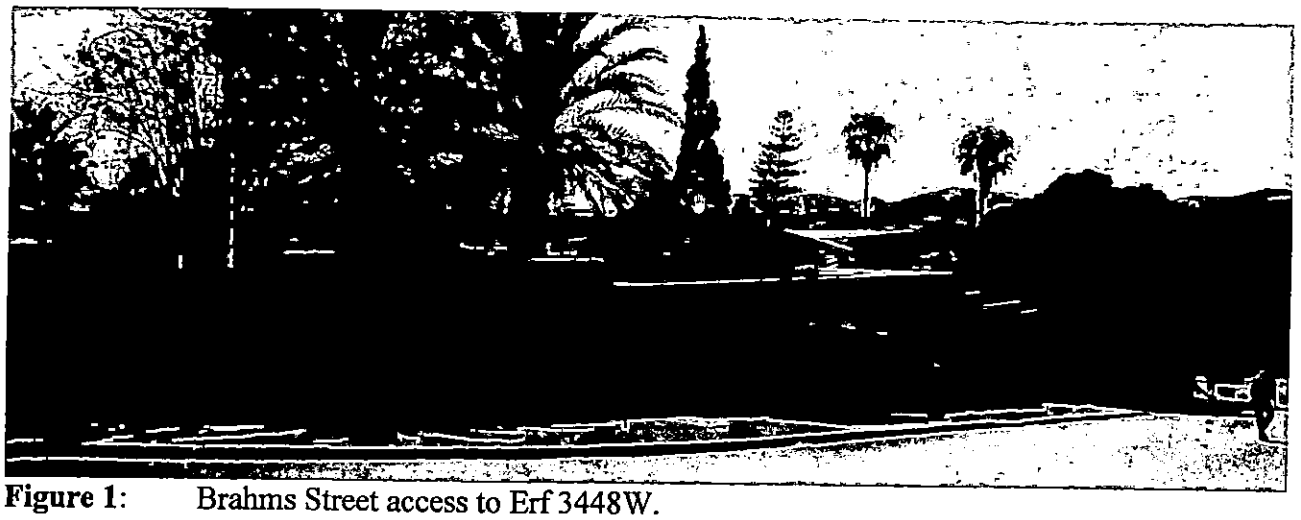


Figure 1: Brahms Street access to Erf 3448W.

Copies of the title deed for Erf 3448, Windhoek, a power of attorney signed by the sole owner of Chizu Investments CC appointing Barrie Watson, copy of the amended founding statement for the CC, proof of payment of application fee and the City's credit check are attached as Annexures J, E, I, L and M respectively.

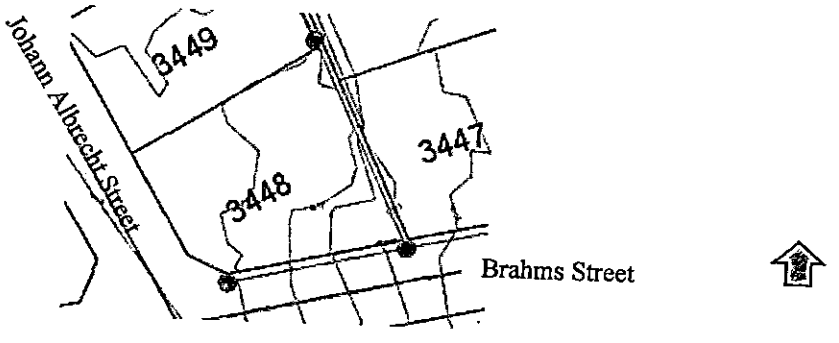
2 PORTION INFORMATION

- **LOCATION:**

Erf 3448, Windhoek, is situated at 4 Brahms Street adjacent to the main university campus on Erf 7941 of the Namibia University of Science and Technology. It lies 1,000 metres due west of the Windhoek City Centre, accessible via the Frans Indongo Street bridge. Locality plans are attached in Annexures C.

- **TOPOGRAPHY:**

Erf 3448 has a 4 metre fall across its east to west axis from Johann Albrecht Street on its western boundary at 1,619 metres down to 1,615 metre in elevation on Brahms Street.



Scale: approx.. 1/1500 **1-metre contours** **North**

- **CURRENT ZONING:**

Erf 3448 Windhoek is zoned "residential" with a density of one dwelling per 900m². Copy of the Municipal Zoning Certificate is attached in Annexure M.

- **SIZE:**

Erf 3448 W is 1,251 m² as per the attached Title Deed in Annexure J with an extract from the General Plan which may be found in Annexure C.

- **EXISTING LAND USE OF PROPERTY:**

Erf 3448 Windhoek is fully occupied by a single storey house, outbuildings and swimming pool as shown in Figure 2. It was acquired for the establishment of NIT classrooms and laboratories, to supplement and replace the current usage of premises at the Namibia University of Science and Technology (NUST). Currently a few students meet at the place to organise their laboratory sessions which they do at NUST. The association with NUST is further explained under the heading of "development proposal" below.

According to the owner, Dr. Frederick Chizu Simpungwe, NIT recently relocated its tutorials and instructions for technical courses to 4 Florence Nightingale Street in anticipation of the rezoning.



Figure 2: Aerial view of the house on Erf 3448W and its surroundings.

- **ACCESS:**

The current vehicle access is from Brahms Street as shown in Figure 1.

- **EXISTING INFRASTRUCTURE:**

Erf 3448, Windhoek, is fully serviced with water and electricity connections.

- **TITLE DEED CONDITIONS:**

The following are the title deed conditions in favour of the Municipality. These conditions will be in conflict with the proposed new zoning and will need to be amended and replaced by the Municipality's standard conditions.

II. **IN FAVOUR OF THE MUNICIPALITY:**

1. No new buildings or structures or any portions thereof except boundary walls or fences shall be erected nearer than 5 metres to the street line which forms a boundary of this erf nor within 3 metres of any lateral or rear boundary common to an adjoining erf.

2. In the event of the Municipality laying out and constructing the street at a level differing from the average level of any of the erven, the owners or their successors in title, shall construct at their own cost, a retaining wall at any street boundary of sufficient height and strength to prevent any portion of the erven falling into the streets or vice versa. All such retaining walls shall be built in consultation with the Municipality and shall be subject to its approval.

3. Outbuildings to be erected on this erf may not be occupied by any one except the domestic servants of the owner or his tenant.

4. This erf shall be used for residential purposes only and not more than one dwelling house for one family together with the necessary outbuildings and appurtenances shall be erected thereon.

5. The minimum building value of the main building to be erected on this erf, exclusive of outbuildings shall be N$10 000,00.

B. FURTHER SUBJECT to the following conditions imposed by and in favour of the Municipality of Windhoek and created in said Deed of Transfer No. 1276/1960, namely:-

1. The said property shall be used for residential purposes only for the housing of one family and not more than one dwelling house with the necessary outbuildings and appurtenances shall be erected thereon.

2. Unless a dwelling house, as described in paragraph 1 hereof, of a building value of at least N$10 000,00 shall be erected on the said property on or before the 1st October 1961 and thereafter maintained at the said value, the Council shall have the right at its own option and in its entire discretion to demand payment from the owner annually or half-yearly of an amount equal to such Municipal rates and taxes as would be payable if a dwelling house of the said minimum value were in fact upon the said property.

3. The said Council shall not be liable to the said Transferee or to his or its successor in title for compensation in case any alteration in the levels of any street or streets adjoining the said property or in any portion of such streets is effected at any time by the said Council.

FOR INFORMATION ONLY

In the event of the said Council at any time laying out and constructing such streets at a level differing from the average level of the said property at the boundary line between it and the said street or streets, then the transferee or his or its successor in title shall within three months after written notice of intention so to lay out and construct any such street having been addressed to him or it by the said Council at his own cost construct a retaining wall on the said property at any such boundary line of sufficient height and strength so as effectually to prevent any portion of the said property falling into the street or vice versa.

FOR INFORMATION ONLY

All such retaining walls shall be built in consultation with the said Council and shall be subject to its approval. Should the said transferee or his or its successor in title fail to comply with the provisions of this clause, the said Council shall be entitled to build any such retaining walls and to enter upon the said property for that purpose and shall be entitled to recover the cost thereof from the said transferee or his or its successor in title.

The conditions proposed to replace the existing conditions of title.

IN FAVOUR OF THE IOCAL AUTHORITY

(a) The erf shall only be used or occupied for purposes which are in accordance with, and the use or occupation of the erf shall at all times be subject to, the provisions of the Windhoek Zoning Scheme prepared and approved in terms of the Urban and Regional Planning Act, Act 5 of 2018, as amended.

(b) The building value of the main building, excluding the outbuilding to be Erected on the erf shall be at least four times the municipal valuation of The erf.

3. DEVELOPMENT PROPOSAL

- **BACKGROUND HISTORY**

After NUST converted from a polytechnic, to a university in 2015, its developmental profile moved increasingly towards academic subjects leaving a gap in the market for more technically focussed institutions. The Namibia Institute of Technology was one of those organisations that picked up where NUST left off. It has proved of immense service to students who have a more technical bent. It is however very closely tied to the mother organisation. NUST and NIT both offer technical training; NUST at degree level. Both share in the usage of technical facilities such as laboratories and have similarly qualified lecturers and lecture material. This association is demonstrated by the variety MOUs between NUST and NIT copied in Annexure N.

NUST is expanding and its facilities cannot indefinitely be available. The NIT wishes to improve on its own facilities and for this reason it has, through Dr. Simpungwe, acquired Erf 3448, Windhoek.

- **INTENDED DEVELOPMENT**

The proposed development is to provide for some of the classrooms and laboratories that it presently leases from NUST. The proposal is to construct three above ground floors with classrooms and laboratories on each floor. The building will take advantage of the difference in ground level between Brahms Street and Johann Albrecht Street to erect two vehicle parking floors with taxi ranks as required by the Municipality.

The activities comprise a "Place of instruction" as defined in the Windhoek Zoning Scheme to mean "*a building designed and/or used for educational and cultural purposes, administrative activities related therewith, and board and lodging*".

The proposed new usage therefore falls logically under the zoning of "institutional" as shown in the following extract from the table in the Windhoek Zoning Scheme.

USE ZONE (1)	PRIMARY USES (2)	CONSENT USES (3)	PROHIBITED USES (4)
IX Institutional	**Places of instruction,** social halls and places of public worship	Dwelling units, Residential buildings, institutions, special buildings, shops, industrial buildings and business buildings	Other uses not under columns 2 and 3

A bulk of 1.0 is considered a conservative proposal and NIT would be willing to accept a higher bulk should the City believe it would better achieve City objectives for Windhoek West.

The application from the point of view of NIT is urgent. The construction of the new building should commence within the first quarter of 2025. For this reason a Consent Use is requested while the rezoning is in process.

- **FUTURE ACCESS & PARKING**

Access and parking will be designed in compliance with Municipal requirements, namely 1 bay per class room or office, plus 1 bay per 5 students; 25% of student parking to be allocated to taxis. Some provisional plans as to how the parking will be designed are attached in Annexure O.

As a preliminary step, the owner of Erf 3448 Windhoek is prepared to demolish the existing buildings should that be a condition of the Municipal Consent for a "Place of Instruction". Once the consent is issued, the owner will be able to finalise building plans and apply for a loan to erect the new building.

The proposed taxi ranks that form part of the new building will improve transport movements and vehicle accessibility for students.

Material in respect of parking is attached as Annexure O.

- **FUTURE INFRASTRUCTURE**

Erf 3448, Windhoek is fully serviced with a water connection, sewer and electricity. No changes are proposed.

4. MOTIVATION

- **NEED AND DESIRABILITY OF THE PROPOSED USE SPECIFIC TO THE IMMEDIATE AREA.**

The City of Windhoek is the central focus of higher education and training in Namibia. With the establishment of NUST in Windhoek West, this area has seen continuous growth as an educational and office area supportive of the City's central business area. The movements of student and their accommodation in Windhoek West has given the neighbourhood a unique role in City development.

The proposed NIT building adds to the established higher educational profile. The building will be in keeping with the trend of other developments in this neighbourhood.

- **CITY POLICIES AND DEVELOPMENT FRAMEWORK**

The neighbourhood in which Erf 3448 stands is part of the City's office policy area. Numerous erven in the vicinity have been rezoned to "office" including the offices of NIT on Erf 3455 Windhoek, and there are only a few remaining residential erven of which Erf 3448 is one.

- **USE OF EXISTING AND NEW BUILDINGS**

NIT wish to proceed as soon as possible with the intended development. The existing building is to be demolished as soon as approval has been granted by the City. For this reason the request is also made for Council consent for a "place of instruction" which Council may grant as a consent use on an erf zoned "residential". An extract from Table B in the Zoning Scheme is copied below.

USE ZONE (1)	PRIMARY USES (2)	CONSENT USES (3)	PROHIBITED USES (4)
I **Residential**	Dwelling units	Residential buildings, Places of public worship, **Places of instruction**, Social halls, Institutions, Special buildings, Bed-and-breakfasts, Resident occupations and Heritage buildings (For details refer to Table H)	Other uses not under columns 2 and 3

5. CONCLUDING REMARKS

The application is for the following:

- REZONING OF ERF 3448, WINDHOEK, FROM "RESIDENTIAL" WITH A DENSITY OF 1/900 M² TO "INSTITUTIONAL" WITH A BULK OF 1.0.
- CONSENT FOR A "PLACE OF INSTRUCTION" WHILE THE REZONING IS IN PROCESS.
- SUPPORT FOR THE REPLACEMENT OF THE EXISTING TITLE CONDITIONS IN FAVOUR OF THE LOCAL AUTHORITY WITH THE FOLLOWING:

  IN FAVOUR OF THE IOCAL AUTHORITY

  (a) The erf shall only be used or occupied for purposes which are in accordance with, and the use or occupation of the erf shall at all times be subject to, the provisions of the Windhoek Zoning Scheme prepared and approved in terms of the Urban and Regional Planning Act, Act 5 of 2018, as amended.

  (b) The building value of the main building, excluding the outbuilding to be Erected on the erf shall be at least four times the municipal valuation of The erf.

The proposed new "place of instruction" will be a valuable asset to the educational facilities concentrating in Windhoek West and will have a positive environmental improvement for the students who are already drawn to the neighbourhood.

The owner of Erf 3448, Windhoek, requests a conditional consent use that will give him the security to demolish the existing building and acquire a loan for the proposed construction.

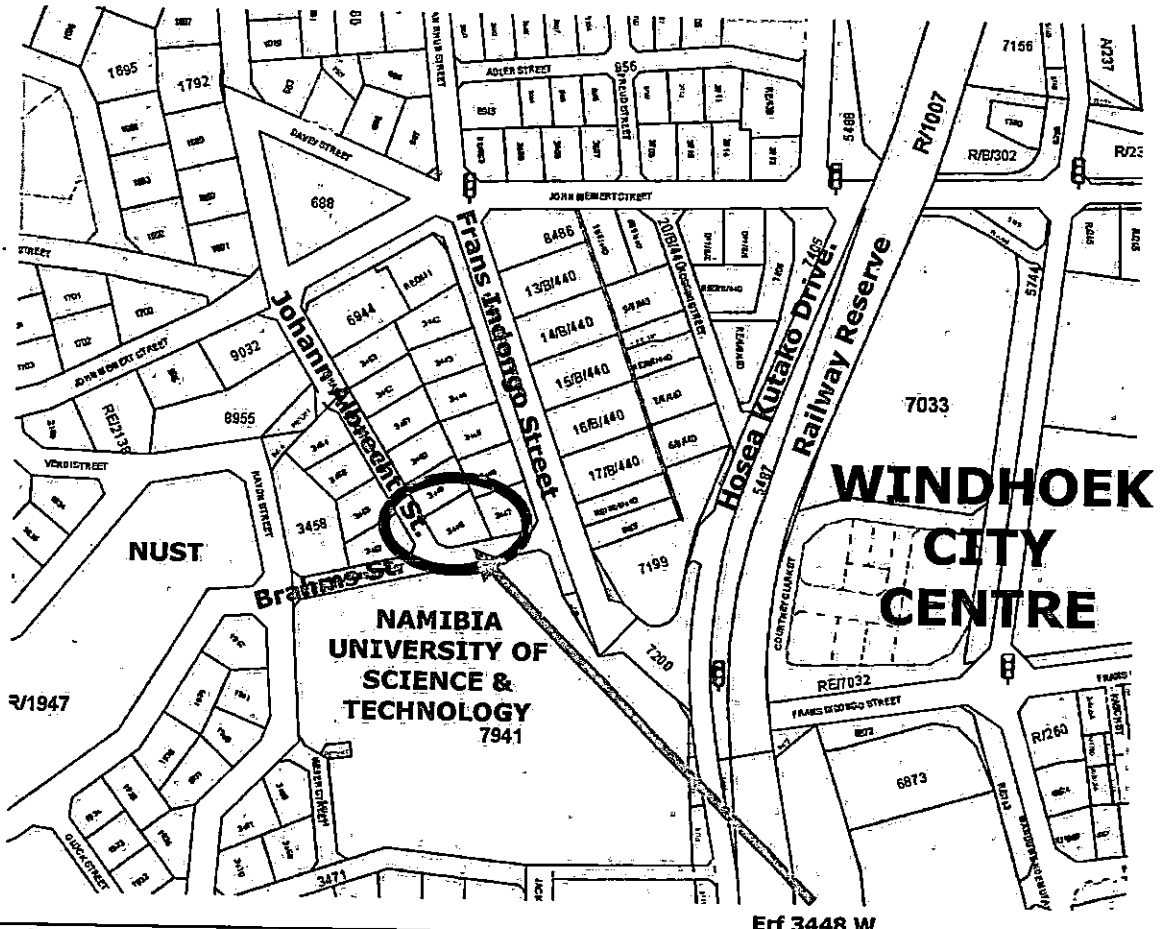
The applicant is therefore awaiting the instruction to give notice as prescribed in Clause 107 of the Urban and Regional Planning Act, Act 5 of 2018.

Please inform my office of any questions that should be addressed. I will be happy to assist with any matter connected with this development as should be required by the City.

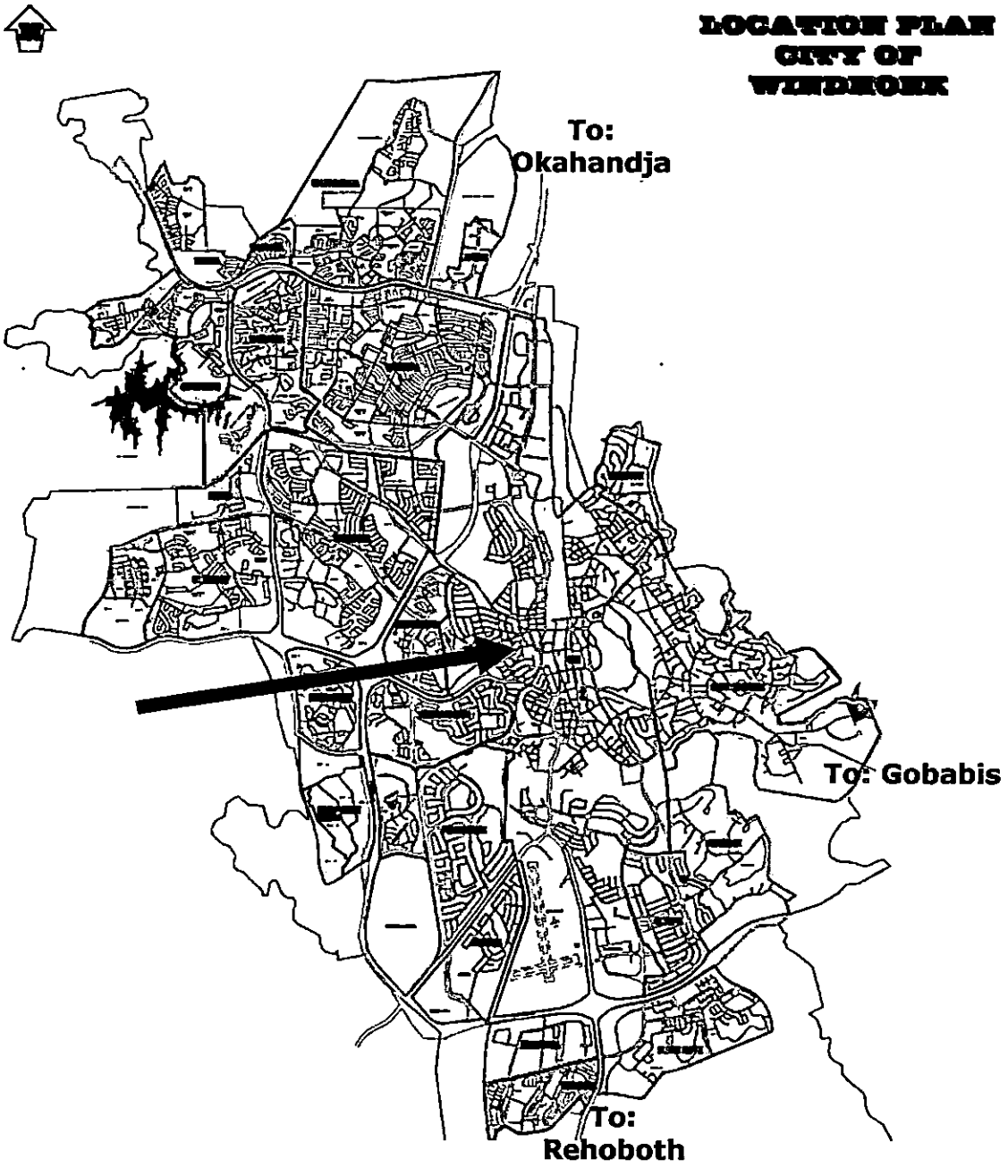
Yours Faithfully,

.....
Barrie Watson
Town & Regional Planner.

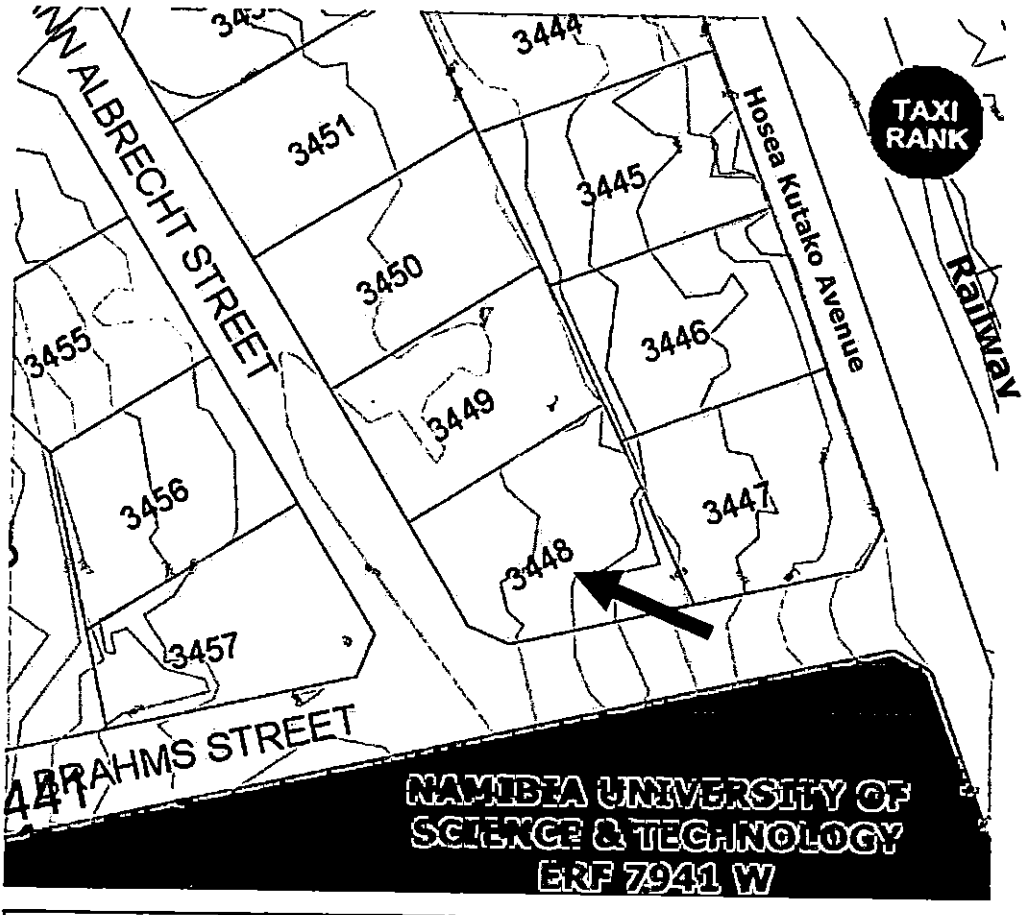
ANNEXURE C: LOCALITY PLANS



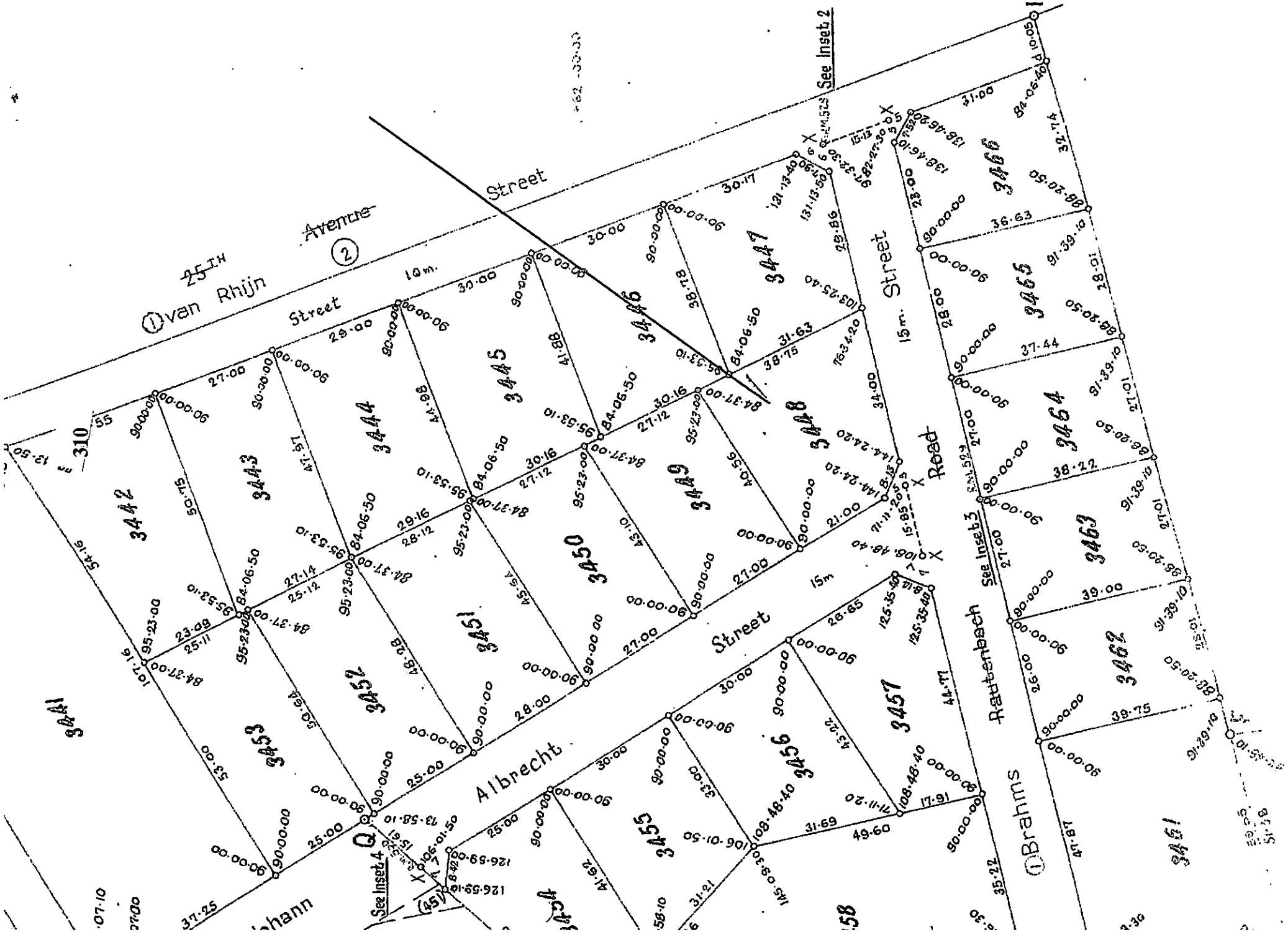
Reference: 3448 W	Scale: 1/ 2000	North:
Revision:	Author: BPW	Date: 240911
Tellos Namibia Consulting Engineers (Pty) Ltd PO Box 9993, 24 Dr K. Riruako Street, Windhoek; 061 223004	Legend: Locality indicated by	Title: **LOCALITY OF ERF 3448 BRAHMS STREET WINDHOEK, WITHIN SUBURB**



Reference: 3448 W	Scale: 1/100,000	North:
Revision:	Author:	Date: 240911
Telios Namibia Consulting Engineers (Pty) Ltd PO Box 9993, 24 Dr K. Riruako Street, Windhoek; 061 223004	Legend: Locality shown by arrow	Title: **LOCALITY OF ERF 3448 WINDHOEK WITHIN THE URBAN AREA OF CITY WINDHOEK**



Reference:	Scale: 1/1000	North:
Revision:	Author:	Date: 240911
Tellos Namibia Consulting Engineers (Pty) Ltd PO Box 9993, 24 Dr K. Riruako Street, Windhoek; 061 223004	Legend: Locality shown by arrow	Title: **LOCALITY OF ERF 3448 WINDHOEK WITHIN IMMEDIATE NEIGHBOURHOOD**



25TH Avenue
(2)
(1) van Rhijn Street
Street
Street
Street
Road
Rautenbach
(1) Brahms
Albrecht
See Inset 2
See Inset 3
See Inset 4
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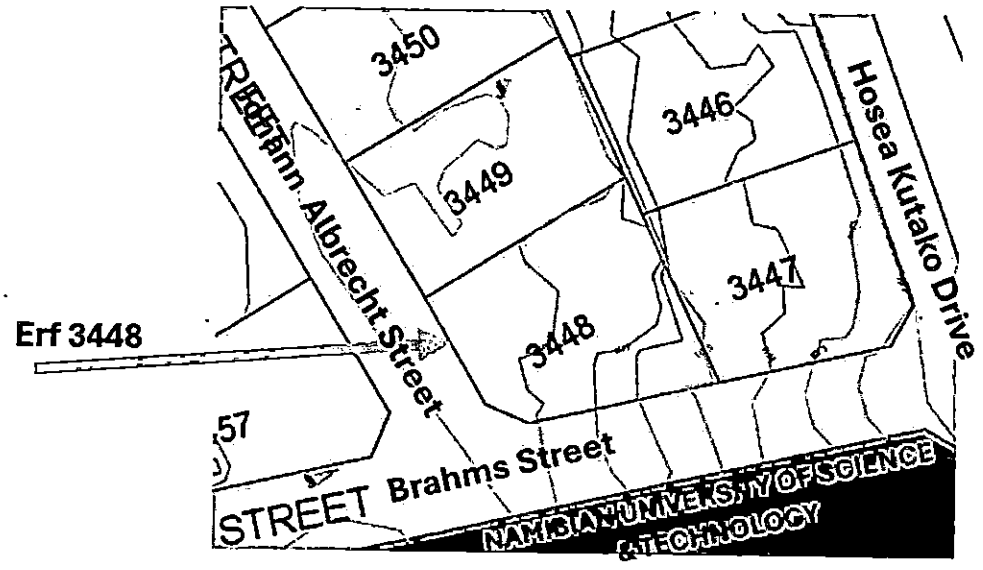
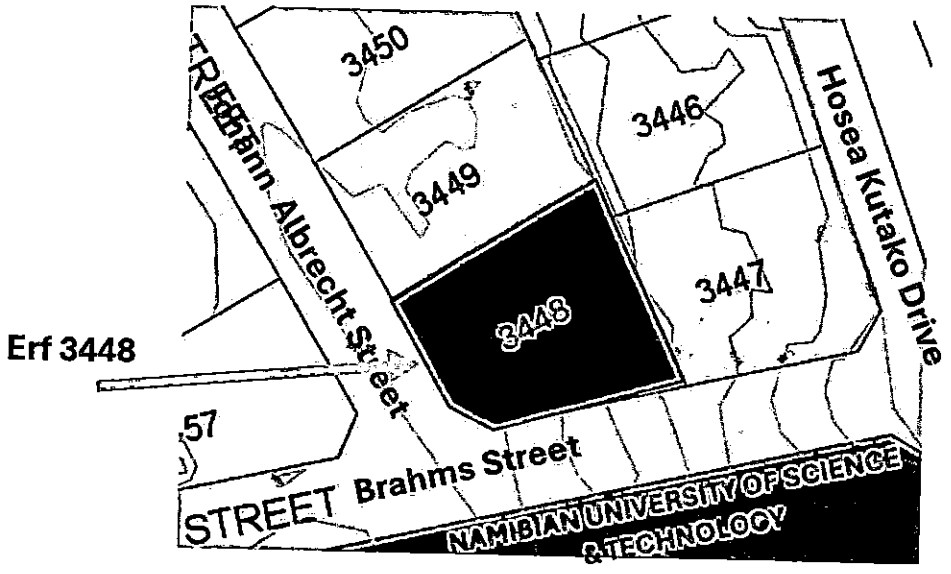
ANNEXURE C: EXISTING ZONING PLAN



Reference: 3448 W	Scale: 1/ 1,500	North:
Revision:	Author: BPW	Date: 240911
Tellos Namibia Consulting Engineers (Pty) Ltd PO Box 9993, 24 Dr K. Riruako Street, Windhoek; 061 223004	Legend: LAND-USE Creamy Yellow = Residential Reddish purple = Institutional Light blue = Office	Title: **EXISTING LAND-USE ZONING OF ERF 3448 WINDHOEK**

ANNEXURE C: INTENDED ZONING PLAN



Reference: 3448 W	Scale: 1/ 1,500	North:
Revision:	Author: BPW	Date: 240911
Tellos Namibia Consulting Engineers (Pty) Ltd PO Box 9993, 24 Dr K. Riruako Street, Windhoek; 061 223004	Legend: LAND-USE Creamy Yellow = Residential Reddish purple = Institutional Light blue = Office	Title: **INTENDED LAND-USE ZONING OF ERF 3448 WINDHOEK**

ANNEXURE D

The conditions proposed to replace the existing conditions of title.

IN FAVOUR OF THE IOCAL AUTHORITY

(a) The erf shall only be used or occupied for purposes which are in accordance with, and the use or occupation of the erf shall at all times be subject to, the provisions of the Windhoek Zoning Scheme prepared and approved in terms of the Urban and Regional Planning Act, Act 5 of 2018, as amended.

(b) The building value of the main building, excluding the outbuilding to be erected on the erf shall be at least four times the municipal valuation of the erf.

ANNEXURE E

SPECIAL POWER OF ATTORNEY

We, the undersigned, **Dr. Frederick Chizu Simpungwe**

In my capacity as the sole member of **CHIZU INVESTMENTS CLOSE CORPORATION**
Registration Number: CC/2003/0254

as the owner of the

Erf 3448, Windhoek

do hereby nominate, constitute and appoint

Barrie Watson, Town and Regional Planner
PO Box 9993
Windhoek

with power of Substitution, to be my lawful Attorney and Agent in my name, place and stead, to make the necessary application to the Windhoek Municipal Council, Ministry of Urban and Rural Development and the Urban and Regional Planning Board for:

Rezoning of Erf 3448, Windhoek

at the cost of the applicant and generally for effecting the purposes aforesaid, to do or cause to be done whatsoever shall be requisite as fully and effectually, for all intents and purposes I might or could do if personally present and acting herein - hereby ratifying, allowing and confirm all and whatsoever my said Attorney and agent shall lawfully do, or cause to be done, by virtue of these present.

.....
NAME Dr. Frederick Chizu Simpungwe
SIGNED at *Windhoek* this 16th day of September 2024
in the presence of the undersigned witnesses.

.....
NAME .....
SIGNED at *Windhoek* this .....*XX* day of 2024
in the presence of the undersigned witnesses.

WITNESSESS:

1. .....

2. .....

REP F NAMIBIA
CLOSE C(315 TIONS ACT, 1988
(Sections 12, 13, 14, 24, 27, 29, 47 and 60)
(Regulations 2, 3 and 13)

I

CC 2

MINISTRY OF TRADE AND INDUSTRY
P.O. Box 21214, Windhoek
2009 -06- 0 9
REPUBLIC OF NAMIBIA
REGISTRAR OF COMPANIES
CLOSE CORPORATIONS, DES ...HS

Amended Founding Statement

Before filling in the form, first see notes on page 2.

REGISTRATION NUMBER OF CORPORATION	DATE OF RECEIPT
CC/2003/0254	

PART A

	Dates of commencement of change
Full name of corporation CHIZU INVESTMENTS CC	*
Previous name of corporation (if applicable)* N/A	*
Literal translation of name (if applicable)* N/A	*
Shortened form of name (if applicable)* N/A	*
Description of principal business* BUSINESS CONSULTANTS, IMPORT AND EXPORT (INTERNATIONAL TRADE), FINANCING, MANUFACTURING SHOES AND ANY OTHER PRODUCTS, SUPPLYING PHARMACEUTICAL PRODUCTS ETC.	*
Date of end of financial year* END OF MARCH EACH YEAR	*

PART B

Postal address* P O BOX 2812, WINDHOEK NAMIBIA	*
Address of registered office (not post office box)* 8 KASCH STREET, WINDHOEK	*
Name and address of accounting officer* GRAND NAMIBIA, 38 CHURCH STREET, P O BOX 24308, WINDHOEK, NAMIBIA	*

(Attach written consent to appointment)

Full name of association or body of which accounting officer is a member INSTITUTE OF CHARTERED ACCOUNTANTS OF NAMIBIA

Membership/Practice No. 9424

* See note 2 on page 2

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NOTES

1. Form CC 2 must be written in block capitals or be typewritten, lithographed or printed in legible characters with deep permanent black ink, and lodged in triplicate.

2. Change(s) effective from date of registration or upon a later date mentioned

3. Where a person signs on behalf of a member, a power of attorney must be attached.

4. Minor children and other persons under legal disability must be assisted by their parents, guardians or representatives, as the case may be, and the capacity must be stated.

5. If no identity document has been issued, a written statement to this effect must be attached.

6. Particulars which do not change should also be furnished.

7. No fee is payable in respect of any changes in particulars under Part B and C.

8. New members must personally sign the form.

9. Form CC 2 which does not comply with the requirements of the Act, regulations or these notes, will be rejected.

10. Particulars to be furnished under PART C.

    (a) Full names and surname. (if juristic person, mention name and capacity and if trustee, also mention name and particulars of testamentary trust).

    (b) Identity number ((i) if no identity document has been issued, state date of birth and see par. 4 above.) ((ii) If juristic person, mention registration number).

    (c) Size of interest expressed as a percentage.

    (d) Particulars of interest and fair value thereof.

    (e) Residential address

    (f) Postal address.

    (g) Signature of member or representative (where applicable).

NAME OF CORPORATION CHIZU INVESTMENTS CC

REGISTRATION NUMBER	CC 2003/0254

PART C

		Date of Change
MEMBERS 1 (ONE)		
Full names and surname FREDERICK CHIZU SIMPUNGWE		
Identity number or date of birth (i)	Year 65 Month 06 Day 28 2703	
Registration number (ii)		
Percentage of interest 100%		11 JUN 2009
Particulars of contribution N$100.00		11 JUN 2009
Residential address NO. 14, WHYDAH COURT, HOCHLANDPARK WINDHOEK		
Postal address P O BOX 2812, WINDHOEK, NAMIBIA		
Signature of member or representative		

Full names and surname		
Identity number or date of birth (i)	Year Month Day	
Registration number (ii)		
Percentage of interest		
Particulars of contribution		
Residential address		
Postal address		
Signature of member or representative		

Witness Signature Date of signature 5 JUNE 2009

Full names ANGELINA SORITTA SCHROEDER

Residential address ERF NO. 678, KINGPALM STREET, DORADOPARK, WINDHOEK

Business address ERF NO. 678, KINGPALM STREET, DORADOPARK, WINDHOEK

Postal address P O BOX 96403, WINDHOEK

NAME OF CORPORATION **CHIZU INVESTMENTS CC**

REGISTRATION NUMBER	CC 2005/1542

PART C

MEMBERS — Date of Change

Full names and surname

Identity number or date of birth (i) — Year Month Day

Registration number (ii)

Percentage of interest

Particulars of contribution

Residential address

Postal address

Signature of member or representative

Full names and surname

Identity number or date of birth (i) — Year Month Day

Registration number (ii)

Percentage of interest

Particulars of contribution

Residential address

Postal address

Signature of member or representative

Witness Signature — Date of signature

Full names

Residential address

Business address

Postal address

NAME OF CORPORATION CHIZU INVESTMENTS CC

REGISTRATION NUMBER	CC 2005/1542

PART C

MEMBERS	Date of Change
Full names and surname	
Identity number or date of birth (i) Year Month Day	
Registration number (ii)	
Percentage of interest	
Particulars of contribution	
Residential address	
Postal address	
Signature of member or representative	

Full names and surname	
Identity number or date of birth (i) Year Month Day	
Registration number (ii)	
Percentage of interest	
Particulars of contribution	
Residential address	
Postal address	
Signature of member or representative	

Witness Signature _____ Date of signature _____

Full names _____

Residential address _____

_____

Business address _____

_____

Postal address _____

_____

NAME OF CORPORATION CHIZU INVESTMENTS CC

REGISTRATION NUMBER	CC 2005/1542

PART C

	Date of Change
MEMBERS	
Full names and surname	
Identity number or date of birth (i) Year Month Day	
Registration number (ii)	
Percentage of interest	
Particulars of contribution	
Residential address	
Postal address	
Signature of member or representative	

Full names and surname	
Identity number or date of birth (i) Year Month Day	
Registration number (ii)	
Percentage of interest	
Particulars of contribution	
Residential address	
Postal address	
Signature of member or representative	

Witness Signature _____ Date of signature _____

Full names _____

Residential address _____

_____

Business address _____

_____

Postal address _____

_____

NAME OF CORPORATION CHIZU INVESTMENTS CC

REGISTRATION NUMBER	CC 2005/1542

PART C

	Date of Change
MEMBERS	
Full names and surname	
Identity number or date of birth (i) Year Month Day	
Registration number (ii)	
Percentage of interest	
Particulars of contribution	
Residential address	
Postal address	
Signature of member or representative	

Full names and surname	
Identity number or date of birth (i) Year Month Day	
Registration number (ii)	
Percentage of interest	
Particulars of contribution	
Residential address	
Postal address	
Signature of member or representative	

Witness Signature _____ Date of signature _____

Full names _____

Residential address _____

_____

Business address _____

_____

Postal address _____

_____

CC 2

NAME OF CORPORATION **CHIZU INVESTMENTS CC**

REGISTRATION NUMBER	CC 2003/0254

MEMBERS WHO CEASE TO BE MEMBERS

Full name and surname of member	Identity number	Signature
SHADERICK SIMPUNGWE	**8 8 0 1 2 3**	

Membership ceases on the date of registration of the Amended Founding Statement.

Witness Signature _____ Date of signature **5 JUNE 2009**

Full names **ANGELINA SORITTA SCHROEDER**

Residential address **ERF NO. 678, KINGPALM STREET, DORADOPARK, WINDHOEK**

Business address **ERF NO. 678, KINGPALM STREET, DORADOPARK, WINDHOEK**

Postal address **P O BOX 96403, WINDHOEK**

FOR OFFICE USE

Amended Founding Statement registered

_____

Registrar of Close Corporations

11/06/09

Date

REPUBLIC OF NAMIBIA REGISTRATION OF CLOSE CORPORATION

Data Processing

Classification

Recorded

Initials and date

MINISTRY OF TRADE AND INDUSTRY P.O. Box 21214, Windhoek 2009-06-09

Paste revenue receipt or affix revenue stamp or impress revenue franking machine impression here

NAMIBIA REVENUE N$5

SPECIAL POWER OF ATTORNEY

I, the undersigned, **Dr. Frederick Chizu Simpungwe**

In my capacity as the sole members of **CHIZU INVESTMENTS CLOSE CORPORATION Registration Number: CC/2003/0254**

owner of

Erf 3448, Windhoek

do hereby nominate, constitute and appoint

Barrie Watson, Town and Regional Planner
PO Box 9993
Windhoek

with power of Substitution, to be my lawful Attorney and Agent in my name, place and stead, to make the necessary application to the Windhoek Municipal Council, Ministry of Urban and Rural Development and the Urban and Regional Planning Board for:

- **Rezoning of Erf 3448, Windhoek, from "residential" with a density of 1/900 m² to "institutional" with a bulk of 1.0,**
- **Consent for a "place of instruction" on Erf 3448, Windhoek,**
- **Support for the replacement of the existing title conditions registered against Erf 34448, Windhoek, in favour of the local authority,**

at the cost of the applicant and generally for effecting the purposes aforesaid, to do or cause to be done whatsoever shall be requisite as fully and effectually, for all intents and purposes I might or could do if personally present and acting herein - hereby ratifying, allowing and confirm all and whatsoever my said Attorney and agent shall lawfully do, or cause to be done, by virtue of these present.

.....
NAME Dr. Frederick Chizu Simpungwe
SIGNED at *Windhoek* this10th day of October 2024
in the presence of the undersigned witnesses.

WITNESSESS:

1. .....

2. .....

80000000759

324

ANNEXURE: J

ORIGINAL
STAMPED
DUTY N$17900
FEES .....

17 SEP 2007 No. B 6043 2007
MORTGAGED with preference to
for N$1 800 000-00
an additional amount not exceeding N$ 360 000-00
DEEDS OFFICE
WINDHOEK.
REGISTRAR OF DEEDS

T 4069 2007

DEED OF TRANSFER

Be it hereby made known :

THAT **JAMES MADDEN RADLOFF**
appeared before me, Registrar of Deeds
at **WINDHOEK**
he, the said Appearer, being duly authorised thereto by a Power of Attorney granted to him by

FOR INFORMATION ONLY

1. **LISHAN HAILE WODAGENEH**
   Born on 13 November 1951
   Married to ALEMAYEHU WODAGENEH, which marriage is governed by the laws of Ethiopia

~~And~~

2. **ALEMAYEHU WODAGENEH**
   Born on 11 September 1940
   Married to LISHAN HAILE WODAGENEH, which marriage is governed by the laws of Ethiopia

dated the 22ND day of JUNE 2007, and signed
at WINDHOEK

And the said Appearer declared that _325_ ipal truly and lawfully sold on 5 June 2007

and that he in his capacity aforesaid did, by these presents, cede and transfer, in full and free property, to and on behalf of

CHIZU INVESTMENTS CLOSE CORPORATION
Registration Number: CC/2003/0254

Or its Assigns

CERTAIN Erf No. 3448 WINDHOEK

SITUATE in the Municipality of Windhoek
Registration Division "K"
KHOMAS Region

MEASURING 1251 (ONE TWO FIVE ONE) square metres

FIRST TRANSFERRED by Deed of Transfer No. 1276/1960 with General Plan No. 358/58 relating thereto and held by Deed of Transfer No. T 2715/1997

A. SUBJECT to the following conditions created in the said Deed of Transfer No. 1276/1960 and imposed by the Administrator for the Territory of South West Africa in his Certificate in respect of the subdivision of Consolidated Erf No. 441 Windhoek and issued in terms of Section 22 of the Townships Ordinance of 1928 (Ordinance No. 11 of 1928), namely:-

I. **IN FAVOUR OF THE ADMINISTRATOR:**

This erf shall not further be subdivided without the Administrator's consent and subject to such conditions as he may wish to impose.

II. **IN FAVOUR OF THE MUNICIPALITY:**

1. No new buildings or structures or any portions thereof except boundary walls or fences shall be erected nearer than 5 metres to the street line which forms a boundary of this erf nor within 3 metres of any lateral or rear boundary common to an adjoining erf.

2. In the event of the Municipality laying out and constructing the street at a level differing from the average level of any of the erven, the owners or their successors in title, shall construct at their own cost, a retaining wall at any street boundary of sufficient height and strength to prevent any portion of the erven falling into the streets or vice versa. All such retaining walls shall be built in consultation with the Municipality and shall be subject to its approval.

3. Outbuildings to be erected on this erf may not be occupied by any one except the domestic servants of the owner or his tenant.

FOR INFORMATION ONLY

4. This erf shall be used fo[illegible] 326 [illegible]itial purposes only and not more than one dwelling house for one family toget[illegible] the necessary outbuildings and appurtenances shall be erected thereon.

5. The minimum building value of the main building to be erected on this erf, exclusive of outbuildings shall be N$10 000,00.

B. FURTHER SUBJECT to the following conditions imposed by and in favour of the Municipality of Windhoek and created in said Deed of Transfer No. 1276/1960, namely:-

1. The said property shall be used for residential purposes only for the housing of one family and not more than one dwelling house with the necessary outbuildings and appurtenances shall be erected thereon.

2. Unless a dwelling house, as described in paragraph 1 hereof, of a building value of at least N$10 000,00 shall be erected on the said property on or before the 1st October 1961 and thereafter maintained at the said value, the Council shall have the right at its own option and in its entire discretion to demand payment from the owner annually or half-yearly of an amount equal to such Municipal rates and taxes as would be payable if a dwelling house of the said minimum value were in fact upon the said property.

3. The said Council shall not be liable to the said Transferee or to his or its successor in title for compensation in case any alteration in the levels of any street or streets adjoining the said property or in any portion of such streets is effected at any time by the said Council.

In the event of the said Council at any time laying out and constructing such streets at a level differing from the average level of the said property at the boundary line between it and the said street or streets, then the transferee or his or its successor in title shall within three months after written notice of intention so to lay out and construct any such street having been addressed to him or it by the said Council at his own cost construct a retaining wall on the said property at any such boundary line of sufficient height and strength so as effectually to prevent any portion of the said property falling into the street or vice versa.

FOR INFORMATION ONLY

All such retaining walls shall be built in consultation with the said Council and shall be subject to its approval. Should the said transferee or his or its successor in title fail to comply with the provisions of this clause, the said Council shall be entitled to build any such retaining walls and to enter upon the said property for that purpose and shall be entitled to recover the cost thereof from the said transferee or his or its successor in title.

Wherefore the Appearer, renouncing a 327 ght and Title which the said Transferors heretofore had to the premises, did, in consequence also acknowledge the said Transferors to be entirely dispossessed of, and disentitled to, the same; and that, by virtue of these Presents, the said Transferee

Or its Assigns, now is and henceforth shall be entitled thereto, conformably to local custom, The State, however, reserving its rights, and finally acknowledging that the purchase price is N$1 730 000,00

Signed at **Windhoek**, on 17 SEP 2007, together with the appearer, and confirmed with my seal of office

Signature of appearer

In my presence,

Registrar of Deeds

Transfer Duty Receipt No. 10321071
Issued at **Windhoek** on 4 September 2007 for N$138 400,00

CHECKED :

1. _____ 2. _____

I, the undersigned **JAMES MADDEN RADLOFF**
Conveyancer, hereby certify in terms of Section 78 of Act 23/1992 that all rates leviable in terms of the said Act (as amended) in respect of the immovable property contained in this Deed and all the fees, charges and other moneys due to the local authority council in respect of any service, amenity or facility supplied to such property in terms of the said Act, inclusive of any availability charge and minimum charge provided for in section 30(1)(u) have been paid up to and including the date of registration thereof.

CONVEYANCER

INV2024256198

ANNEXURE L

328

F WINDHOEK

9, WINDHOEK NAMIBIA
ne No: (061) 290 2911

X INVOICE

lumber 2646057-01-5

2024-09-24
Term Id.: 31
Receipt No.:
General Payment
Vote No.:
Name:
C.Card Amoun
Dupl. Amt Ter
Change
Processed by:
Comment :

In **Number**	: INV2024256198	**Date Issued :**	9/24/2024
Account Number	: N/A	**Vote Number :**	5000132050048
Name	: TELIOS NAMIBIA CONSULTING ENGINEERS (PTY) LTD	**Reference Number :**	ERF 3448 W
Address	: N/A	**System Reference :**	INV407796
		Issued By :	89687 - IIPINGE (L)
		Contact Details :	+264 61 290 2264

Description : REZONING FROM 'RESIDENTIAL' TO 'INSTITUTIONAL'

PAYMENT DUE

Total Amount Excluding VAT	: N$ 1750.00
Total VAT Amount	: N$ 262.50
Total Amount Payable	: N$ 2012.50

INVOICE DETAILS

Department : 4010 - URBAN PLANNING

Tariff Code	: N/A
Tariff Description	: N/A
Quantity Provided	: 1
Unit Price	: N$ 1750.00
Tariff Amount Excluding VAT	: N$ 1750.00
Tariff VAT Amount	: N$ 262.50
Tariff Total Amount	: N$ 2012.50
Service Code	: N/A

City of Windhoek Banking Details - Bank: First [illegible] Bank [illegible] 62112146115 - Branch: 281872

ANNEXURE M

CITY OF WINDHOEK
Department of Finance and Customer Service
Debt and Risk Management Division
PO Box 59 Windhoek Namibia

DEBT MANAGEMENT CREDIT CHECK FORM

Surname: SIMPUNGWE First name(s): FREDERICK CHIZU
Erf/stand no: GF 3448 Township: WINDHOEK
If company or registered under co: NATIONAL INSTITUTE of TECHNOLOGY
Namibian I. D / Passport no.: 6506 2810 027
Postal/Private Bag address: 2812 Township of address: WINDHOEK
Physical Residential or Business address: 2 JOHANN ALBRECHT STREET
Tel no 061257198 (H) _____ Cell 0811282103

DEBT MANAGEMENT CREDIT CHECK

Service Accounts
Credit Control Officer Comments:

Account 10927798 - N$16 558,12 (3448 - windhoek) → Paid
Account 10719415 - N$15 250,97 (Hochland Park) - 1399 → Paid

Name of Credit Controller: A. VRIES
Signature: [signature]
CITY OF WINDHOEK 2024 -09- 18 CREDIT CONTROL Date Stamp

LAND SALES

Comments: PROCEED

Name of Credit Controller: TSHABO EK
Signature: [signature]
Accountant Land Sales:
CITY OF WINDHOEK 2024 -09- 18 Land Sales Finance Department Date Stamp

Town Planning Certificate No. 1:
Town Planning Scheme Information

ANNEXURE M

330

Ref : _____

Enq : _____

Tel : _____

Applicants Address _____

_____

Telephone Number : _____

Sir / Madam

Erf No: 3448

Township : WINDHOEK/WINDHOEK BLOCKS

Street : BRAHMS STR

n terms of the Windhoek Town Planning Scheme the following conditions apply to the above mentioned erf.

1 Use Zone : RESIDENTIAL Refer to Table B.

2. Density : 1 DWELLING / 900M² Refer to Table E.

3. Bulk Factor : 0 00 Refer to Table F.

4. Coverage : 50 % Refer to Table G.

5. Erf Size : 1 251 m²

6. Parking : _____

The parking ratio should be confirmed with the Transportation Department for erven in the business zone, and for estaurants, grouped housing schemes, hotels, bed & breakfasts, resident occupations, places of amusement, ocial halls and churches)

. Street Build Lines _____

. Position Of Buildings : _____

. Street Address : 2 BRAHMS STR

0. Flood Line : _____

1. Height Restriction : _____ Refer to Table J.

2. Street Reservation : _____

3. Other : _____

he TOWN PLANNING SCHEME and MAP are open for inspection on the passage wall of the 7th floor of the wn house. The information provided herein must be verified by the applicant by inspection of the Scheme and ap.

our attention is further directed to any condition which may be registered against your property in the title deeds. ou may be required to furnish a certified copy of the title deeds conditions before any building plans are pproved.

CITY ... WINDHOEK
DEPT OF ... PLANNING
04 SEP 2024
URBA...

ANNEXURE N

Four Contract Proofs of NIT association with the Namibia University of Science & Technology.

NAMIBIA UNIVERSITY OF SCIENCE AND TECHNOLOGY | CED CENTRE FOR ENTERPRISE DEVELOPMENT

13 Jackson Kaujeua Street
Private Bag 13389
Windhoek
NAMIBIA

T: +264 61207 2020
F: +264 61207 9020
E: cedinfo@nust.na
W: www.nust.na

27 June 2022

The Chief Executive Officer
National Institute of Technology (NIT)
2 Johan Albrecht Street,
Windhoek West
Namibia

Dear Sir,

RE: Understanding and Conditions on Usage of CED Computer Labs

Reference is made to your request and our further meeting regarding your expressed interest for the use of our computer labs for the purpose of your student's practical assessments.

I am pleased to present to you the following rates and terms and conditions for your usage of our CED labs:

1) Our rate per hour for the rental of the computer labs is N$ 350 during office hours (08h00 - 17h00) and N$ 400 after hours (17h00 - 20h30).
2) The maximum number of students permitted to use the computer labs per session is twenty (20).
3) The CED Computer labs will be available for NIT use at all times provided that notification is made to the unsigned 5 working days prior to the set dates for such usage.
4) Each student must show NIT identification in order to be given access to the computer labs.
5) NIT students must be accompanied by their lecturer (s) who must have NIT identification.
6) Our technician will be available to support NIT lecturers throughout the duration of the lab rentals.
7) All users must abide by the NUST - Centre for Enterprise Development (CED) Computer lab Rules and Regulations as well as any policies and procedures of NUST, pertaining to health, safety and security.
8) CED will not make provision for refreshments to the students during the use of the computer labs.
9) NIT will be liable for any damages caused to the facilities or equipment therein while same is in use by NIT employees or students.
10) CED will not be held responsible for any injury, loss or damage caused to any NIT student or any person in the computer labs while carrying out their trainings in the computer labs in whatsoever manner.
11) Payments must be made in advance to the appropriate CED Bank Account before the usage of equipment / laboratory facilities.
12) Proof of payment should be provided to the CED Office manager by the coordinating laboratory official.
13) The above rates and conditions are subject to change with notification.
14) The Centre for Enterprise Development reserves the right in the exercise of its sole discretion to rescind and cancel this Agreement at any time and for any cause whatsoever.

The Centre for Enterprise Development is looking forward to working with you.

Yours sincerely,

Valentine James Nel
Office Manager

NAMIBIA UNIVERSITY OF SCIENCE AND TECHNOLOGY
Private Bag 13388 Windhoek NAMIBIA
2022 -06- 27
DIRECTOR
CENTRE FOR ENTERPRISE

NAMIBIA UNIVERSITY
OF SCIENCE AND TECHNOLOGY
Faculty of Engineering and
the Built Environment
Office of the Executive Dean

AGREEMENT FOR THE USAGE OF LABORATORIES OF THE NAMIBIA UNIVERSITY OF SCIENCE AND TECHNOLOGY (NUST) FOR THE DEPARTMENT OF MECHANICAL INDUSTRIAL AND ELECTRICAL ENGINEERING

1. **PARTICULARS**

1.1	LESSOR:	Faculty of Engineering and the Built Environment Namibia University of Science and Technology Private Bag 13388, Windhoek Namibia
1.2	LESSEE:	National Institute of Technology (NIT) 2 Johann Albrecht Street, Windhoek Namibia
1.3	Facility/Equipment on Rental:	Electrical and Mechanical Engineering Laboratories
1.4	Hourly Rate: Daily Rate:	Amount N$455.00 Amount N$3510.00
1.5	Payments:	Payment must be made in advance to appropriate NUST account before the usage of laboratory facility.
1.6	Maximum number of Students:	Maximum number of students permitted to use any of the laboratory is twenty five (25).
1.7	Availability of facility for usage:	Lessee shall only make use of the laboratories during week days from 8H00 to 16H30 when not in use by NUST staff or students. The laboratories may be available from 16H30 to 18:30 on week days and 8H00 to 17H00 on Saturdays if the NUST technician in charge agrees to work beyond official knock off time.

2. **LABORATORY USAGE**

2.1 All users must abide by the Namibia University of Science and Technology, Engineering laboratory rules and Regulations.

2.2 The Lessee accepts that the equipment/facility is suitable for practical purposes, the NUST is giving no warranties or undertakings in this regard.

2.3 The Lessee accepts that the use of laboratory facility/equipment is at student own risk.

P.N Hein

3. **SIGNATURE**

Any signatory for the Lessee hereby warrants that he is authorised to sign this Contract on behalf of the Lessee and that the Lessee is empowered to enter into this contract:

SIGNED AT WINDHOEK ON THIS 14 DAY OF OCTOBER 2022

ON BEHALF OF THE:

National Institute of Technology (NIT) Office of the Chief Executive Officer
14 OCT 2022
P.O. Box 2812
Windhoek, Namibia

SIGNATORY OF LESSEE

FULL NAMES: Mr Frederick Chizu Simpunkani
Chief Executive Officer

SIGNATURE:

SIGNATORY OF WITNESS

FULL NAMES: Paulus Namupala

SIGNATURE:

SIGNATORY FOR LESSOR

FULL NAMES: Prof Harmony Musiyarira
Executive Dean: Faculty of Engineering and the Built Environment

SIGNATURE:

NAMIBIA UNIVERSITY OF SCIENCE AND TECHNOLOGY
14 OCT 2022
OFFICE OF THE DEAN
FACULTY OF ENGINEERING

NAMIBIA UNIVERSITY
OF SCIENCE AND TECHNOLOGY

13 Jackson Kaujeua Street
Private Bag 13388
Windhoek
Namibia

T: +264 61 207 9111
F: +264 61 207 2444
W: www.nust.na

333

AGREEMENT FOR THE USAGE OF LABORATORIES OF THE NAMIBIA UNIVERSITY OF SCIENCE AND TECHNOLOGY (NUST) FOR THE DEPARTMENT OF CIVIL ENGINEERING

1. PARTICULARS

1.1	**LESSOR:**	Faculty of Engineering and the Built Environment of the Namibia University of Science and Technology Private Bag 13388, Windhoek Namibia
1.2	**LESSEE:**	National Institute of Technology (NIT) 2 Johann Albrecht Street, Windhoek, Namibia
1.3	**Faculty/Equipment on Rental:**	Civil Engineering Laboratories
1.4	**Hourly Rate:** **Daily Rate:**	Amount: N$455.00 Amount N$3510.00
1.5	**Payments:**	Payment must be made in advance to appropriate NUST account before the usage of laboratory facility.
1.6	**Maximum number of Students:**	Maximum number of students permitted to use any of the laboratory is twenty-five (25).
1.7	**Availability of facility for usage:**	Lessee shall only make use of laboratories during week days from 08H00 to 16H30 when not in use by NUST staff or students. The laboratories may be available from 16H30 to 18H30 on week days and 08H00 to 17H00 on Saturdays if the NUST technician in charge agrees to work beyond official knock off time.

2. LABORATORY USAGE

2.1 All users must abide by the Namibian University of Science and Technology, Engineering laboratory rules and Regulations.

2.2 The Lessee accepts that the equipment/facility is suitable for practical purposes, the NUST is giving no warranties or undertakings in this regard.

2.3 The Lessee accepts that the use of laboratory facility/equipment is at student's own risk.

7. SIGNATURE

Any signatory for the Lessee hereby warrants that he is authorized to sign this Contract on behalf of the Lessee and that the Lessee is empowered to enter into this contract.

SIGNED AT WINDHOEK ON 14 THIS DAY OF OCTOBER 2022

ON BEHALF OF THE:

SIGNATORY OF THE LESSEE

FULL NAMES: Mr. Frederick Chiru Simpungwe
Chief Executive Officer

Signature: _____

National Institute of Technology (NIT)
Office of the Chief Executive Officer
14 OCT 2022
P.O. Box 2012
Windhoek, Namibia
ceo@nit.edu.org

SIGNATORY OF WITNESS

FULL NAMES: Paulus Namupala

SIGNATURE: _____

SIGNATORY FOR LESSOR

FULL NAMES: Prof Harmony Mushiyarira
Executive Dean: Faculty of Engineering and the Built Environment

SIGNATURE: _____

NAMIBIA UNIVERSITY OF SCIENCE AND TECHNOLOGY
Private Bag 13388 Windhoek Namibia
14 OCT 2022
OFFICE OF THE DEAN
FACULTY OF ENGINEERING

OF SCIENCE AND TECHNOLOGY
Faculty of Health and Applied Sciences
Department of Natural and Applied Sciences
Windhoek
NAMIBIA
E: dnas@nust.na
W: www.nust.na

AGREEMENT FOR THE USAGE OF LABORATORIES OF THE NAMIBIA UNIVERSITY OF SCIENCE AND TECHNOLOGY (NUST) FOR THE DEPARTMENT OF NATURAL AND APPLIED SCIENCES

PROGRAMMES:

- Biomedical Science
- ~~Occupational Health and Safety~~

1. PARTICULARS

1.1	LESSOR:	Department of Natural and Applied Sciences
	Physical Address:	Namibia University of Science and Technology c/o Brahms and Haydn Street Windhoek West Private bag 13388 Windhoek, Namibia
	Contact E-Mail:	dnas@nust.na
	Contact Number:	061-207 2012/081 7456 5802
1.2	LESSEE:	National Institute of Technology (NIT)
	Physical Address:	2 Johan Albrecht Street, Windhoek Namibia
	Contact E-Mail:	FCSimpungwe@nit-edu.org / chizu@africaonline.com.na
	Contact Number:	+264 61 257296/7
1.3	Facility/Equipment on Rental:	Biomedical Science ~~and Occupation Health and Safety~~ Laboratories
1.4	Hourly Rate Daily Rate	Amount N$400pPer hour Amount N$3200
1.5	Payments:	Payment must be done in advance to appropriate NUST account before usage of the equipment/laboratory facility.
1.6	Maximum number of Students:	Maximum number of students permitted to use any of the laboratories shall be thirty (30) students
1.7.	Availability of facility for Usage:	Lessee shall only make use of the laboratories during week days EITHER from 8H00 to 16H30 when not in use by NUST and/or students on OR 16H30 to 18H30 if the NUST technicians agree to work beyond the official knock off time of 16H30

2. LABORATORY USAGE

2.1 All users must abide by the Laboratory safety rules and regulations of Lessor.

5.3 If NIT breaches any terms of the agreement, NUST may without prejudice to other rights and remedies):

5.2.1 cancel the agreement by written notice to that given to NIT, or
5.2.2 mend the agreement by written notice to NIT

6. The Agreement is valid for a period of three (3) years and renewable.

7. SIGNATURES

Any signatory for the Lessee hereby warrants that he/she is authorised to sign this contract on behalf of the Lessee and is empowered to enter into this contact:

SIGNED AT WINDHOEK ON THIS 3RD DAY OF SEPTEMBER 2020.

ON BEHALF OF THE:

LESSEE	LESSOR
Name: Mr Frederick Chizu Simpungwe *Chief Executive Officer*	Name: Prof Habauka M. Kwaambwa *Head of Department*
Signature:	Signature:

WITNESS:

Name: Sonia Ndjambula

Signature:

NIT Official Date Stamp

National Institute of Technology (NIT)
Office of the Chief Executive Officer
03 SEP 2020
P.O. Box 2812
Windhoek, Namibia
ceo@nit-edu.org

NUST Official Date Stamp

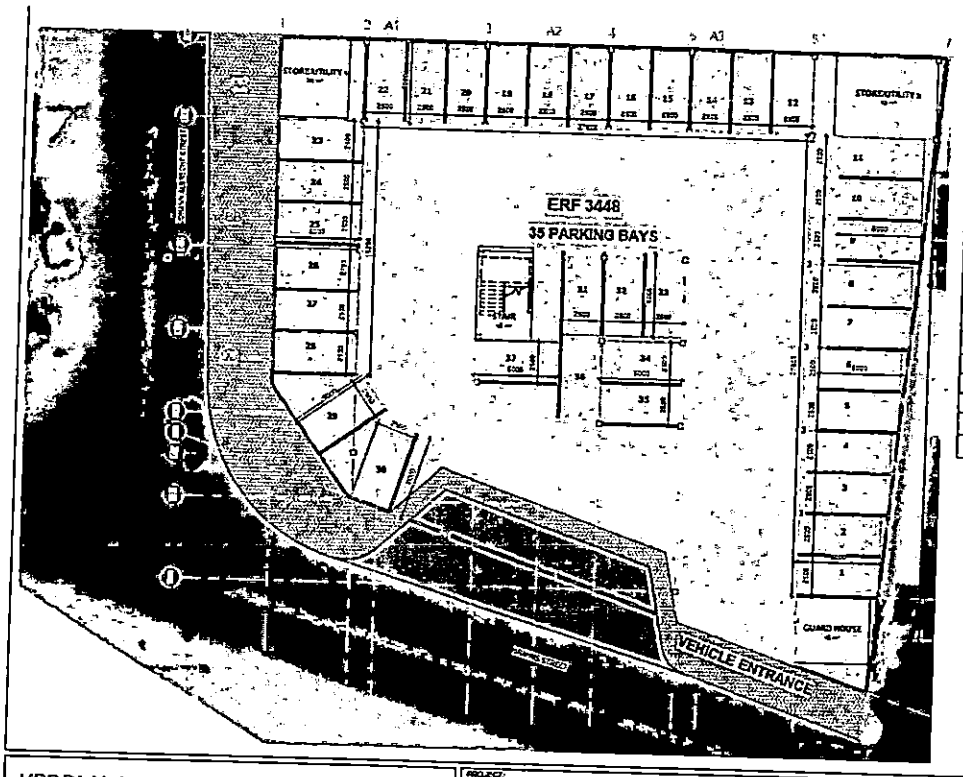
NAMIBIA UNIVERSITY OF SCIENCE AND TECHNOLOGY
2020 -09- 03
FACULTY OF HEALTH & APPLIED SCIENCES
DEPT NATURAL & APPLIED SCIENCES

ANNEXURE O

FUTURE ACCESS & PARKING

Access and parking will be designed in compliance with Municipal requirements, namely 1 bay per class room or office, plus 1 bay per 5 students; 25% of student parking to be allocated to taxis.

Architectural drawings are already being prepared. To give an idea of how the parking is planned, two extracts from the provisional plan are copied hereunder. They will be amended in line with the actual design of the superstructure as required by the City once a Consent Use has been issued.



ERF 3448, WINDHOEK

GUARD HOUSE	18m²
STORE/UTILITY -01	20m²
STORE/UTILITY -02	32m²
STAIR	18m²
TOTAL BUILT AREA	88m²
BASEMENT PARKING	1100m²
BULK EXCLUSIONS	1188m²
BULK AREA	00m²
TOTAL PARKING BAYS	37 bays

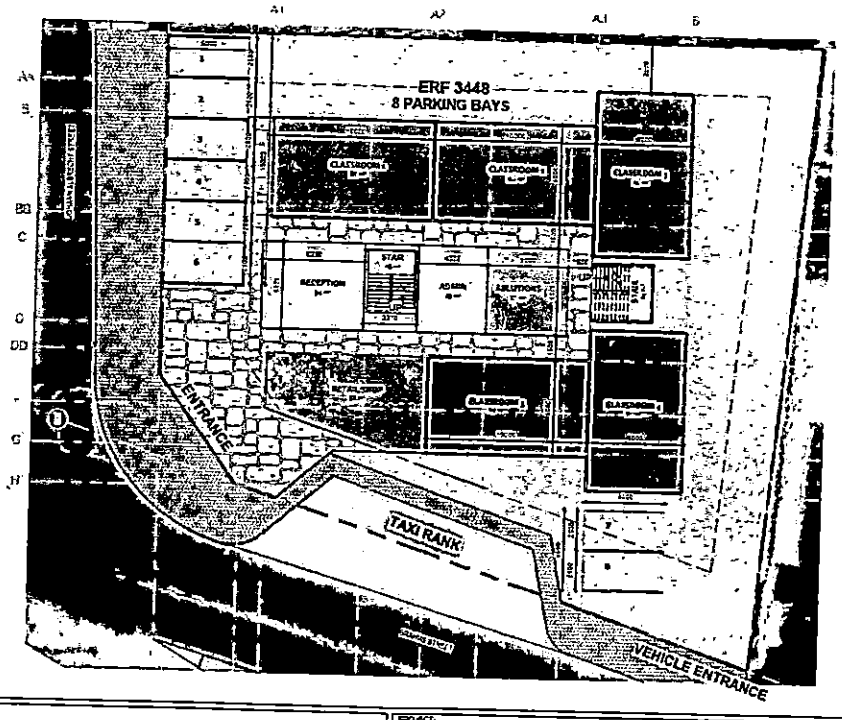
BASEMENT AREAS
Scale - 1 : 1

KERRY McNAMARA ARCHITECTS Inc

NEW PROPOSED SITE FOR NIT CAMPUS, ERF 3448, WINDHOEK

BASEMENT LAYOUT

DATE 10/09/2024 | SCALE As indicated | PROJ NO. 1501 | DRAWN TM | REV. B | DRG NO. SK-01



ERF 3448, WINDHOEK

CLASSROOMS 1-5	300m²
RECEPTION	34m²
ADMIN	23m²
RETAIL/SHOP	50m²
ABLUTIONS	27m²
STAIRS	32m²
TOTAL BUILT AREA	466m²
BULK EXCLUSIONS (Stairs)	32m²
BULK AREA	434m²

GROUND FLOOR AREAS
Scale - 1 : 1

KERRY McNAMARA ARCHITECTS Inc

NEW PROPOSED SITE FOR NIT CAMPUS, ERF 3448, WINDHOEK

GROUND FLOOR LAYOUT

DATE 10-09-2024 | SCALE As indicated | PROJ NO. 1501 | DRAWN TM | REV. B | DRG NO. SK-02

Barrie P. Watson
Town and Regional Planner
Operating as Telios Namibia Consulting Engineers (Pty) Ltd.

Cell: +264 811402457
Email: bpw@iafrica.com.na
P.O. Box 9993
Windhoek

Tel: +264 61 223004
Fax: +264 61 400328
24 Dr. Kuaima Riruako Str
Windhoek, Namibia

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14th January, 2025

The Strategic Executive
Department of Urban and Transport Planning
Box 59
Windhoek

3448 W

PP Report

Attention: Mr. Hugo Rust

Dear Sir,

REZONING OF ERF 3448, BRAHMS STREET NO 4, WINDHOEK, FROM "RESIDENTIAL" WITH A DENSITY OF 1/900 M² TO "INSTITUTIONAL" WITH A BULK OF 1.0 AND CONSENT FOR A "PLACE OF INSTRUCTION" WHILE THE REZONING IS IN PROCESS.

With reference to your instruction to advertise the above rezoning of the 10th October, 2024, please find the public participation report for rezoning in terms of the specified sections of the Urban and Regional Planning Act, Act 5 of 2018 and the promulgated Regulation hereunder.

Public Notification *[Sect. 107 (1); Reg. 10 and 12]*

Notice of the application of the application has been given as follows:

- Published in the **Gazette;**
- Published once a week for two consecutive weeks in the official language in at least **2 newspapers** circulating widely in Namibia;
- **neighbouring land owners** have been **notified** in writing of the intention to make the application with a written explanation to them of the purpose of the application;
- A notice containing the above information was placed at a visible place on the land which is the subject of the application;
- A notice containing the same information was also placed on the town planning notice board.

Proof of the advertisements, the notification to the neighbouring land owners and the response of the neighbouring owners on the proposed application is attached below.

There were no objections to the rezoning. The owner of Erf 3447 verbally requested that the new building not infringe on the building line.

I await your next instruction to proceed to the Urban and Regional Planning Board.

Yours Faithfully,

.....
Barrie P. Watson TRP

CITY OF WINDHOEK
DEPT. OF URBAN AND TRANSPORT PLANNING
2025 -01- 16
URBAN POLICY DIVISION
UP10

POSTING IN NEWSPAPERS



6 Republikein Sun Allgemeine Zeitung TUESDAY 29 OCTOBER 2024

Market Watch • Classifieds

SPERTYE: 13:00 TWEE WERKSD TEL: 061 297 2175 FAX: 061 239 638
DEADLINES: 13:00 TWO WORKING EMAIL: classifieds@synergi.com.na

Geen advertensies sal telefonies aan No advertisements will be accepted telephonically.

INHOUDSOPSAWE CONTENTS

001 Sterfgevalle
002 In Memoriam
003 Dankbetuigings
004 Various
005 Kennisgewings
006 Persoonlik
007 Opleiding
008 Betrekkings gevra
009 Vakatures
010 Spesiale dienste
011 Geboortemeldings
012 Eiendomme
013 Buy on surf
014 Akkommodasie
015 Te huur gevra
016 To hire
017 Kommersieel te huur gevra
018 Kommersieel te huur
019 Kommersieel te koop gevra
020 Kommersieel te koop
021 Allerlei te koop gevra
022 Allerlei te koop
023 Diere
024 Motorfietse en fietse
025 Motors
026 Vragmotors en sleepwaens
027 Huise te koop gevra
028 Huise te koop
029 Besighede
030 Plase te koop gevra
031 Plase te koop
032 Veilings
033 Erwe te koop gevra
034 Erwe te koop
035 Regskennisgewings

001 Death Notices
002 In Memoriam
003 With Gratitude
004 Lost
005 Notices
006 Personal
007 Training
008 Employment Wanted
009 Vacancies
010 Services
011 Congratulations
012 Properties
013 Construction
014 Accommodation
015 Wanted to Let
016 To Let
017 Commercial Wanted to Let
018 Commercial to Let
019 Commercial Property to Buy
020 Comm. Property for Sale
021 Goods Wanted to Buy
022 Goods for Sale
023 Animals
024 Bicycles and Motorcycles
025 Vehicles
026 Trucks and Trailers
027 Residential Prop. to Buy
028 Residential Prop. for Sale
029 Businesses
030 Farms Wanted to Buy
031 Farms for Sale
032 Auctions
033 Erven Wanted to Buy
034 Erven for Sale
035 Legal Notices

RATES & DEADLINES

To avoid disappointment of an advertisement not appearing on the date you want, please book timeously. Classified small ads, notices and display small ads (SAU), two working days prior to placing. A handling fee of 15% is payable on cancelled ads received in writing by 13:00 two days before scheduled publication. No cancellation will be accepted/received after this deadline.

RATES:
(Monday - Friday)
- Classifieds Small Ads N$112.36 for the first 20 words and N$2.15 (15% Vat excluded) for every word thereafter
- Display Small Ads N$108.12 per mm (15% Vat excluded)
- Subscriptions N$66.30 (15% Vat included) per annum
- Church Ads N$61.78 (15% Vat included) per mm

CONDITIONS OF ACCEPTANCE:
Republikein reserves the right to withhold or cancel any advertisement order that has been accepted. Republikein accepts no liability for failure to publish an advertisement received by subscribers.

ERRORS:
Please report errors immediately. Republikein accepts no responsibility for more than one incorrect insertion of any advertisement or any cost beyond the cost of the space occupied by the faulty advertisement. Kindly notify us of any errors you find in small type as these errors will not be our fault as the effectiveness of the advertisement, Republikein does not accept responsibility

035 Regskennisgewings / Legal Notices

IN THE High Court of Namibia
Case No.: HC-MD-CIV-ACT-CON-2023/01331
In the matter between:
STANDARD BANK NAMIBIA LTD
Plaintiff and
HEENI HITUMUA NDAITPO
Defendant
NOTICE OF SALE IN EXECUTION OF IMMOVABLE PROPERTY
In Execution of a judgment of the above Honourable Court in the above mentioned case, a sale will be held on Tuesday, the 12th of November 2024 at 11:00 at Erf No. 7290, Kuisebmond (Extension 5), Walvis Bay.
CERTAIN: Erf No. 7290, Kuisebmond (Extension 5)
SITUATED: In the Town of Walvis Bay, Erongo Region, Registration Division "F"
MEASURING: 363 (three six three) square metres
HELD BY Deed of Transfer no T4274/2012 SUBJECT to all the conditions contained therein
ALLEGED IMPROVEMENTS/DESCRIPTION: The following improvements are on the property(although nothing in this respect is guaranteed):-
The Dwelling comprising of: 1x open plan lounge & kitchen, 3x bedrooms 1xbathroom with shower, basin and toilet, 3x boundary walls.
The property shall be sold by the Deputy-Sheriff of Swakopmund subject to the Conditions of Sale that may be inspected at the Offices of the Deputy-Sheriff, to the highest bidder on the auction and furthermore subject to approval by the preferent claimant.
2. The sale is subject to the provisions of the High Court Act No 16 of 1990 as amended, and the property will be sold "voetstoots" according to the existing title deed.
3. 10% of the purchase price to be paid in cash on the date of the sale, the balance to be paid against transfer, to be secured by a bank or BuildingSociety or other acceptable guarantee to be furnished to the Deputy-Sheriff within 14 (fourteen) days after the date of Sale.
4. The full Conditions of Sale will be read out by the Deputy-Sheriff on the day of the sale, but may be inspected at any time prior to the sale at Overhill of the Deputy-Sheriff, or at the office of the Plaintiff's attorneys.
DATED at WINDHOEK this day of SEPTEMBER 2024.
ENGLING, STRITTER & PARTNERS
Attorneys for Plaintiff

035 Regskennisgewings / Legal Notices

NOTICE OF REZONING Take notice that Bernie Wessels, Town & Regional Planner, intends applying to the Windhoek Municipality and the Urban and Regional Planning Board in terms of Sections 105 (a) (ii) of the Urban and Regional Planning Act, Act 5of 2018 on behalf of the Other Investments Close Corporation, owner of Erf 3448, Windhoek Township, in terms of Erf 3448 no. 2 Brahms Street, Windhoek, from "residential" with a density of 1/900 m² to "institutional" with a bulk of 1.0, and for consent for Erf 3448 a to be used for a "place of instruction".
Erf 3448, Windhoek, is situated at the corner of Brahms Street and Kahn Albrecht Street, Windhoek West facing the rear of the main university Campus of the Namibia University of Science and Technology on Erf 2944. It lies 1,000 metres due west of the Windhoek City Centre, accessible via the Frans Indongo Street bridge.
Erf 3448 Windhoek is 1,251 m² in extent. The existing residential use will enable the owner to erect a "place of instruction" up to a maximum floor area of 1,251 m². Onsite parking and a taxi rank will be provided to meet Municipal requirements.
Further take note that:-
(a) the locality plan lies for inspection in the Municipality's Customer Care Centre and at the offices of Telos Namibia (Pty) Ltd, 24 Dr K. Kaunda Street, Windhoek.
(b) any person having objections to the rezoning concerned or who wants to comment, may lodge such objections and comments, together with the grounds, with the applicant at bernie@tnca.com.na and with the Chief Executive Officer, Windhoek Municipal Council, PO Box 59, Windhoek, attention Mr. Hugo Rust, Hugo.Rust@windhoekcc.org.na or to the Urban and Regional Planning Board, Private Bag 13289, Windhoek, by the 30th November, 2024 or within 14 days of the last publication of this notice.
Dated at Windhoek on this 29th Day of October, 2024.
Bernie Wessels TRP(SA)
E-mail: bpw@telos.com.na
Telos Namibia (Pty) Ltd,
PO Box 6952,
Windhoek

Multiple Sclerosis
WHAT IS
MULTIPLE
SCLEROSIS?
A chronic disease of the brain and central nervous system
OFFICE

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PUBLIC NOTICE

Take note that **Stubenrauch Planning Consultants cc** has applied to the Keetmanshoop Municipality on behalf of the owner of Plot new 84 an 185 portions of the Keetmanshoop Town and Townlands No. 150, into Consolidated Portion X (now Portion 168)

- Consolidation of Portion 84 and 85 of Keetmanshoop Town and Townlands No. 150, into Consolidated Portion X (now Portion 168)
- Layout design and Township Establishment on Portion 168 of Keetmanshoop Town and Townlands No. 150 to be surveyed known as Quiver Industrial Park Phase comprising of approximately 93 erven and Remainder)
- Inclusion of Quiver Industrial Park Phase in the next Zoning Scheme proposed for Keetmanshoop

Portions 84 and 85 portions of the Keetmanshoop Town and Townlands No. 150 are located adjacent to and either, east of the railway line and north of the B4 trunk road. Portion 84 a portion of the Keetmanshoop Town and Townlands No. 150 measures approximately 30.0654 hectares in extend, while Portion 85 a portion of Keetmanshoop Town and Townlands No. 150 measures approximately 24.6724 Hectares in extent.

Both portions are zoned as "Undetermined" in accordance with the Keetmanshoop Zoning Scheme.

The purpose of the said application is to expand the current industrial erven inorder to meet the demands for industrial land.

A copy of the application, maps and all accompanying documents are available for inspection during normal office hours at the Keetmanshoop Municipality and SPC Office, 45 Fish Street, Windhoek. Further take note that any person objecting to the proposed development as set out above may lodge such objection/comments together with their grounds therefor, with the Keetmanshoop Municipality and the applicant (SPC) in writing before the 27th day of November 2024 (14 days after the last publication of this notice).

Applicant:
Stubenrauch Planning Consultants cc
PO Box 41404, Windhoek
Tel: (061) 23 1189
Email: office2@spc.com.na
Our Ref: W/15019

The Acting Chief Executive Officer
Keetmanshoop Municipality
Private Bag 2125
Keetmanshoop

SPC

NOTICE OF REZONING

I, the undersigned Barrie Watson, Town & Regional Planner, intend applying to the Municipality of Windhoek for the rezoning of Portion 105 (a portion of Portion 3) of the Farm Brakwater No. 32, situated in the Municipality of Windhoek, Registration Division "K", from "Undetermined" to "Residential" with a density of 1:50 and for consent for a place of instruction.

Erf 3448, Windhoek, situated at the corner of Stalon Street and Johan Albrecht Street, Windhoek, measuring 2 994 m² is the property owned by the Namibia University of Science and Technology and is zoned "Public Purposes" in terms of the Windhoek Zoning Scheme. The rezoning and consent use will enable the owner to erect a place of instruction up to a maximum floor area of 1 251 m². Car parking and a taxi rank will be provided in accordance with municipal requirements.

Further take note that:

(a) The application is open for inspection at the Municipality's Customer Care Centre, also at the offices of Town Planning (Pty) Ltd, 24 Dr. A. Pratorius Street, Windhoek.

(b) any person having objections to the rezoning concerned or who wants to comment, may lodge such objections and comments, together with the reasons for the objections, in writing to the undersigned and/or the Chief Executive Officer, Municipality of Windhoek, P.O. Box 59, Windhoek, within 30 days from the date of first publication of this notice.

Dated at Windhoek on this 30th Day of October, 2024.

Barrie Watson (PP), E-mail: bpwat@iway.na

Initial part of the EIA process. Therefore, all interested and Affected Parties (I&APs) are invited to register as Interested and Affected Parties (I&APs) will receive a Background Information Document (BID) describing the proposed activity and the EIA process to be followed.

To register or to submit your comments/concerns, please contact:

P.O. Box 50775
Bachbrecht, Windhoek
Cell: +264 81 343 1742 / 081 277 6073
Email: Extra Time24@gmail.com

Meeting dates will be shared with all registered I&APs.

Extra Time Consulting CC

IAIA International Association for Impact Assessment



NOTICE FOR THE ENVIRONMENTAL SCOPING ASSESSMENT (ESA) FOR THE PROPOSED EXPLORATION ACTIVITIES ON THE EXCLUSIVE PROSPECTING LICENCES (EPL) No. 9679 LOCATED NORTH OF OIS SETTLEMENT ERONGO-KUNENE REGION, NAMIBIA

Under the Environmental Management Act No. 7 of 2007 and its 2012 EIA Regulations, the proposed prospecting and exploration activities on EPL 9679 require an Environmental Clearance Certificate (ECC) from the Department of Environmental Affairs and Forestry (DEAF) before commencement.

The public is notified that an ECC application will be submitted to the Environmental Commissioner.

Brief Project Description: The environmental scoping process will identify potential positive and negative impacts of the proposed activities on EPL 9679 located about 30 km north of Ois Settlement in the Erongo-Kunene Region, Namibia. The target commodities on the EPL are **Industrial Minerals, Base and Rare Metals and Precious Metals.**

Proponent: Intercontinental Mining (Pty) Ltd
Environmental Consultant:
Excel Dynamic Solutions (Pty) Ltd

Public members are invited to register as Interested and Affected Parties to comment/raise concerns or receive further information on the Environmental Assessment process.

The details of the public Consultation meeting will be communicated to all the registered I&APs.

Registration requests should be forwarded to Excel Dynamic Solutions (Pty) Ltd on the contact details below, before or on **8 November 2024.**

Contact: Excel Dynamic Solutions
Email: public6@dsnamibia.com,
Tel: + 264 61 259 530

Municipality of Otjiwarongo
Private Bag 2209 Otjiwarongo
Namibia. Mayor@otjiwarongo.org.na

REPUBLIC OF NAMIBIA MINISTRY OF INDUSTRIALISATION AND TRADE, LIQUOR ACT, 1998
NOTICE OF APPLICATION TO A COMMITTEE IN TERMS OF THE LIQUOR ACT, 1998
(REGULATIONS 14, 26 & 33)

Take notice is given that an application in terms of the Liquor Act, 1998, particulars of which appear below will be made to the Erongo Liquor Licensing Committee, Region:

OMUSATI

Name and postal address of applicant:
HAMALWA TALIPUS
PO BOX 421 OUACANA

Nature of business or proposed business to which application relates: **OMUTI WA TIA A AANDOLA SAKEEEN**

Address/Location of premises to which Application relates:
OSHIFO OTOWN IN WUACANA

Nature and details of application:
SHEBEEN LIQUOR LICENCE

Clerk of the court with whom **OUTAPI MAGISTRATE'S COURT**

a. Date on which application will be lodged: **22 - 31 OCTOBER 2024**

b. Date of decision of Committee of which applicants will be heard: **11 DECEMBER 2024**

Any objections or written submissions as to the effect of section 29 of the Act in relation to the applicant must be sent or delivered in writing to the Secretary of the Committee to reach the Secretary not less than 21 days before the date of the meeting of the Committee at which the application will be heard.

FOR Classifieds

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Market Watch ertensies • Classifieds

SPERTYE: 13:00 TWEE WERKS
DEADLINES: 13:00 TWO WORKINEMENT
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Geen advertensies sal telefonies aar No advertisements will be accepted telephonical

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020	Kommersieel te koop	020	Comm. Property for Sale
021	Allerlei te koop gevra	021	Goods Wanted to buy
022	Allerlei te koop	022	Goods for Sale
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035	Regskennisgewings	035	Legal Notices

TARIEWE & SPERTYE / RATES & DEADLINES

Spesiale fikspunt-tarief vir advertensies wat opgeneem en gekanselleer word voor die eerste keer gepubliseer. Gewysigde kopieë, soos byvoorbeeld 'n verandering van prys, word as 'n nuwe advertensie beskou en sal weer volle koste aanrekening. Kansellasies moet skriftelik per faks of e-pos gedoen word en sal slegs aanvaar word indien 'n bevestigingsnommer verkry is. Kansellasies word nie telefonies aanvaar nie.

Special fixed rate for ads booked and cancelled before the first publication date. Changed copy, such as a change of price, is considered a new ad and full rates will be charged. Cancellations must be done in writing by fax or e-mail and a confirmation number obtained. Cancellations will not be accepted telephonically.

RATES:
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Classified & Small: N$42.35 for the first 20 words and N$2.15 (15% Vat incl) for every word thereafter
Display Small: N$108.13 per col cm (15% Vat included)
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Please report errors immediately. Republikein accepts no responsibility for more than one incorrect insertion of any advertisement or any cost beyond the cost of the space occupied by the faulty advertisement. No compensation will be given for small typographical errors which do not lessen the effectiveness of the

035 Regskennisgewings / Legal Notices

NOTICE OF REZONING Take notice that Barrie Watson, Town & Regional Planner, intends applying to the Windhoek Municipality and the Urban and Regional Planning Board in terms of Sections 105 (4) (b) of the Urban and Regional Planning Act, Act 5 of 2018 on behalf of the Chiri Investments Close Corporation, owner of Erf 3449, Windhoek Township, to rezone of Erf 3449, no. 2 Brams Street, Windhoek, from "residential" with a density of 1:500 m² to "institutional" with a built only and for consent for Erf 3449 a to be used for a "place of instruction",
Erf 3449, Windhoek, is situated at the corner of Brahms Street and Johan Albrecht Street, Windhoek West being the row of the main university campus of the Namibia University of Science and Technology on Erf 7951. It lies 1000 metres due west of the Windhoek City Centre, accessible via the Hans Seongo Street bridge.
Erf 3449 Windhoek is 1,751 m² in extent. The rezoning and consent application is to the owner for erect a "place of instruction" up to a maximum floor area of 1,751 m². Covers parking and a taxi rank will be provided to meet Windhoek requirements.
Further take note that:-
(a) the locality plan lies for inspection in the Municipality's Customer Care Centre and at the offices of Telos Namibia (Pty) Ltd, 24 Dr K. Kenako Street, Windhoek.
(b) any person having objections to the rezoning concerned or who wishes to comment, may lodge such objections and comments, together with the grounds, with the applicant at the address set out below and with the Chief Executive Officer, Windhoek Municipal Council, PO Box 59, Windhoek, attention Mr. Hugo Botes Hugo.Botes@windhoekcc.org.na or to the Urban and Regional Planning Board, Private Bag 13289 Windhoek, by the 30th November 2024 or within 14 days of the last publication of this notice.
Dated at Windhoek on this 30th day of October, 2024.
Barrie Watson TRP.
E-mail: barrie@telos.com.na/ Telos Namibia (Pty) Ltd,
PO Box 9992,
Windhoek

IN THE HIGH COURT OF NA-

035 Regskennisgewings / Legal Notices

IN THE High Court of Namibia
Case No 11093/2016
In the matter between:
NEDBANK NAMIBIA LIMITED, Plaintiff
And
RICHARD MARTIN OLIVIER, 1st Defendant
LIESELMEN SILVETTE HANALENE OLIVIER, 2nd Defendant
NOTICE OF SALE IN EXECUTION
In execution of a judgment of the above Honourable Court dated 16 APRIL 2021, a sale will be held by the Deputy Sheriff, WINDHOEK, at the premises, in Erf No 734 Hochlandpark, Windhoek, on 15 November 2024, at 09H00, of the undermentioned property:
CERTAIN: Erf No. 734 Hochlandpark
SITUATED: in the Municipality of Windhoek, Registration Division "K", Khomas Region
MEASURING: 1245 (One Two Four Five) Square Metres;
IMPROVEMENTS: 1x Kitchen with S/C, 1x Lounge, 1x Dining Room, 4x Bedrooms with B/C, 2x Full Bathroom B/S/T, 1x Half Bathroom S/T, 2x Garages
OTHER: Granny Flat, Guest House, Storeroom, 2x 2 Bedroom Flats, B/C, with Lounge & Open Plan Kitchen with hall between, S/T & B/T each.
TERMS: 10% of the purchase price and the auctioneers' commission must be paid on the date of the sale. The further terms and conditions of the sale will be read prior to the auction and lie for inspection at the office of the Deputy Sheriff, WINDHOEK and at the offices of the execution creditor's attorneys
AUCTIONEER'S NOTE: REFUNDABLE REGISTRATION FEE OF N$5 000.00
DATED at WINDHOEK this 3rd day of OCTOBER 2024.
DR WEDER KAUTA & HOVEKA INC.
Legal Practitioner for Plaintiff
3RD Floor, WKH House,
Jan Jonker Road
WINDHOEK
[PUK/cgt/MAT42806]

Market





Photo: C...

Support needed... Revivals Volleyball Club seeks funding to compete upcoming CAVB Zone 6 Senior Club Championships in Botswana.

Revivals seeks sponsorship to compete in Botswana

Limba Mupetami

IN a remarkable display of skill and teamwork, the Revivals Volleyball Club (RVC), one of Namibia's oldest and most diverse community-based volleyball teams, recently made history by winning the inaugural MTC National Volleyball League in the women's category.

They finished the season undefeated.

This triumph has earned the club the prestigious honour of representing Namibia at the upcoming CAVB Zone 6 Senior Club Championships, set to take place in Gaborone, Botswana from

transportation, accommo... and meals for players as ... technical staff are substantial ... of the club's players are still in ... and face financial constraints ... juggling their academic and ... commitments.

"We are reaching o... businesses, organisations ... individuals who are passe... about supporting youth devel... and sports excellence," add... club's spokesperson.

"Any level of support yo... offer will make a huge differ... making this historic oppor... a reality for our players. Our... is excited to represent Nami... the international ...

IFIEDS

) 220 584 Email: classifieds@nepc.com.na

Employment

Employment

PHYSIOTHERAPY POSITION AVAILABLE IN OKAHANDJA

Full time Physiotherapy position available in Okahandja. Competitive remuneration package available including travel allowance.

Requirements:
Fully registered with the HPCNA (no intern positions available)
Please email CV to:
okahandjaphysio@gmail.com

EMPLOYMENT OPPORTUNITY

Cleaning Company looking for the **machinist (tailors)** who can work on industrial machines.
Contact: 0853461813

Omakaripa ahanda, nashoorteli yokuvanguka mo. Ovakuvangakwa Nayakale yapyakisa paka, tayikalonga a. oCimbebasia. Mboka yenzehali nayetaa ga ou 0853461813

Notice

Notice

NOTICE IN TERMS OF THE URBAN AND REGIONAL PLANNING ACT, 2018 AND THE OTJIWARONGO ZONING SCHEME.

Please take note that the owner of Erf 243 Otjiwarongo Proper is planning to open a crèche/ kindergarten/school on Erf 249, Otjiwarongo Proper (the site). No new additions will be made to the existing development however there might be minor internal alterations to the current set up (Dwelling House/Existing Dwelling Unit) to accommodate the proposed development.

The Municipal Council of Otjiwarongo requires that Statute Council Consent be obtained before Vision View Private School can continue with their operations as per the provisions of the Otjiwarongo Zoning Scheme.

The application is submitted in terms of the Urban and Regional Planning Act, 2018 (Act No 9 of 2018) and the Otjiwarongo Zoning Scheme.

Please take note of:

a) The said documents/the application shall lies open for inspection at the Technical Department of the Municipality of Otjiwarongo at Hospital Complex Road during normal office hours Monday to Friday.

b) Any person having any objections to the enactment and use of the proposed business of the proposed use of the property may lodge such objection with the Town Council, Town Clerk (Municipality of Otjiwarongo) within fourteen (14) days after the date of the last publication.

Applicant:
Owner of Erf 243 Otjiwarongo Proper
Kanaries Road, Otjiwarongo
Local Authority:
Chief Executive Officer Municipality of Otjiwarongo Private Bag 2009 Otjiwarongo
Namibia Mahagedhisi@mun.org.na

NOTICE OF REZONING

Take notice that **Barrie Watson Town & Regional Planner** intends applying to the Windhoek Municipality and the Urban and Regional Planning Board in terms of Sections 105 and 66 of the Urban and Regional Planning Act, Act 9 of 2018 on behalf of the Erongo Innovation Centre Corporation owner of Erf 3448 Windhoek Extension 10, to rezone of Erf 3448 on 2 First ave Street, Windhoek, from "residential" with a density of 1:600 m² to "institutional" with a size of 1:0, and for consent for Erf 3448 a to be used for a "place of instruction".

Erf 3448, Windhoek, is located at the corner of Brahm Street and Johan Albrecht Street, Windhoek and fronting Brahm Street, and is owned by the Namibia University of Science and Technology on Erf 7941. It has 1,000 metres of road on the Windhoek City Centre approximately three storeys tower block.

Erf 3448 Windhoek is 1251m² in extent. The rezoning and consent use will enable the owner to erect a "place of instruction" on a maximum floor area of 1250 m², (basic parking and a two rank with the provision to meet Municipal requirements.

Further take note that:

(a) The locality plan(s) for inspection in the Municipality's Customer Care Centre, and at the offices of Town Planning (Pty) Ltd, 24 Dr K. Kaunda Street, Windhoek.

(b) any person having objections to the rezoning application of the property as stated, may lodge such objections and comments, together with the grounds, with the applicant at the address mentioned with the Chief Executive Officer, Windhoek Municipal Council, PO Box 59, Windhoek, and/or Mr. Hugo Rust, Ergo Rust Landscape Architects and Urban and Regional Planning Board, Private Bag 13289, Windhoek on the 30th November 2024 or within 14 days of the last publication of the notice.

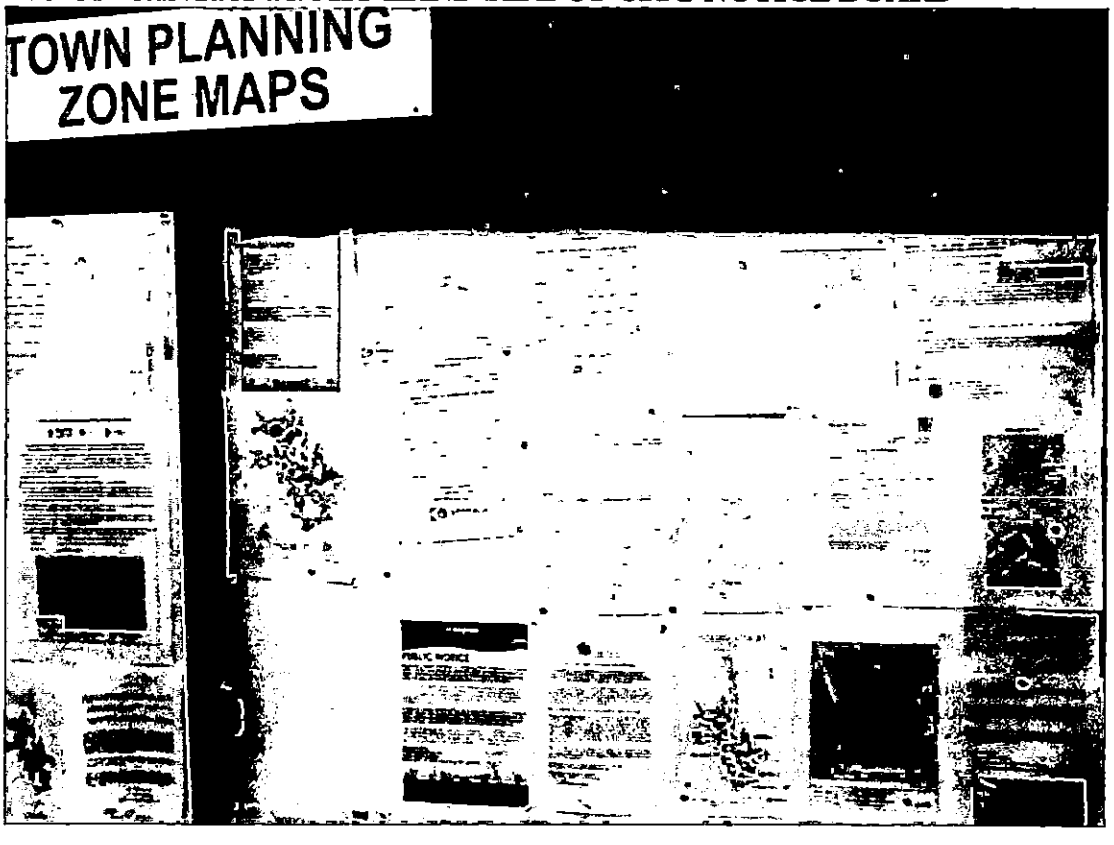
Dated at Windhoek on this 10th Day of October, 2024.

Barrie Watson TRP, E-mail: bgwat...
Town Planning:
Town Namibia (Pty) Ltd, PO Box 9993, Windhoek

ON-SITE ADVERTISING



POSTING ON CENTRE-RIGHT HAND SIDE OF CITY NOTICE BOARD



ERF 3446 WINDHOEK

NAMPOST

VAT Reg No [illegible]

Branch Windhoek

Date. 07/11/24 Time [illegible]

Counter. 14 [illegible] [illegible]

Qty	Product	Price VAT
1	Letter	$19.20
	Registered Mail	$43.80
	(Registered Item No:[illegible])	
	(PT 165 Form No)	
	(Recipient Name [illegible])	
	(Address Line 1 BOX 20075)	
	(Address Line 2 WINDHOEK)	
	(Address Line 3)	
	(Address Line 4)	
	Paid	[illegible]
		[illegible]

BA 003 489 089 NA

	Amount	Total Tax
	$36.09	[illegible]
		$0.00

Na

Ad

Receipt No 264 10001 14 1213680-2

THANK YOU FOR USING YOUR POST OFFICE

DANKIE [illegible] POSKANTOOR GEBRUIK

[illegible] OPOOSA YOYE

NOTICES TO NEIGHBOURS

Barrie P. Watson
Town and Regional Planner
Operating as Tellus Namibia Consulting Engineers (Pty) Ltd.

Cell: +264 811402457
Email: bpw@iafrica.com.na
P.O. Box 9993
Windhoek

Tel: +264 61 223004
Fax: +264 61 400328
24 Dr. Kuaima Riruako Str
Windhoek, Namibia

29th October, 2024

INVITATION FOR COMMENTS OF AFFECTED NEIGHBOURS TO ERF 3448 BRAHMS STREET WINDHOEK.

Take notice that Barrie Watson, Town & Regional Planner, intends applying to the Windhoek Municipality and the Urban and Regional Planning Board in terms of Sections 105 (a) (ii) of the Urban and Regional Planning Act, Act 5 of 2018 on behalf of the Chizu Investments Close Corporation, owner of Erf 3448, Windhoek Township, to rezone of Erf 3448, no. 2 Brahms Street, Windhoek, from "residential" with a density of 1/900 m² to "institutional" with a bulk of 1.0, and for consent for Erf 3448 a to be used for a "place of instruction".

Erf 3448, Windhoek, is situated at the corner of Brahm Street and Johan Albrecht Street, Windhoek West facing the rear of the main university campus of the Namibia University of Science and Technology on Erf 7941. Erf 3448 Windhoek is 1,251 m² in extent. The rezoning and consent use will enable the owner to erect a "place of instruction" up to a maximum floor area of 1,251 m². Three levels of classrooms and technical training facilities are planned. On-site parking and a taxi rank will be provided to meet Municipal requirements.

As neighbour to the designated Erf 3448, Windhoek, you are invited to comment on these proposals before the 30th November, 2024. Comments or objections may be provided to the owner or to the address appearing on this letterhead and you may lodge such objection together with the grounds thereof, with the applicant at bpw@iafrica.com.na or with the Chief Executive Office, Windhoek Municipal Council, PO Box 59, Windhoek, attention Mr. Hugo Rust; Hugo.Rust@windhoekcc.org.na or to the Urban and Regional Planning Board, Private Bag 13289, Windhoek, by the 30th November, 2024 or within 14 days of the last publication of this notice. Should no response be received by the 30th November, 2024, it will be taken to mean that you have no objections to the proposals.

Barrie Watson TRP

I Browny Mutrifa As COO of NUST owner of Erf 3457, 3449, 3446, 3447 & 7941 NUST
(Please mark the applicable erf with a circle)

- ✓ Have no objections to the proposal
- Object to the proposal for the following reasons ...

(Please delete what does not apply).

No objections

Signed: [signature]

NAMIBIA UNIVERSITY OF SCIENCE AND TECHNOLOGY
P/Bag 13388
Windhoek
NAMIBIA

Date: 31/10/2024

CHIEF OPERATING OFFICER

Receipt of Notice I acknowledge receipt of this notice on the ..... day of 2024

Barrie P. Watson
Town and Regional Planner
Operating as Telize Namibia Consulting Engineers (Pty) Ltd.

Cell: +264 811402457
Email: bpw@iafrica.com.na
P.O. Box 9993
Windhoek

Tel: +264 61 223004
Fax: +264 61 400325
24 Dr. Kwame Nkrumah Str
Windhoek, Namibia

29th October, 2024

INVITATION FOR COMMENTS OF AFFECTED NEIGHBOURS TO ERF 3448 BRAHMS STREET WINDHOEK.

Take notice that Barrie Watson, Town & Regional Planner, intends applying to the Windhoek Municipality and the Urban and Regional Planning Board in terms of Sections 105 (a) (ii) of the Urban and Regional Planning Act, Act 5 of 2018 on behalf of the Chizu Investments Close Corporation, owner of Erf 3448, Windhoek Township, to rezone of Erf 3448, no. 2 Brahms Street, Windhoek, from "residential" with a density of 1/900 m² to "institutional" with a bulk of 1.0, and for consent for Erf 3448 a to be used for a "place of instruction".

Erf 3448, Windhoek, is situated at the corner of Brahm Street and Johan Albrecht Street, Windhoek West facing the rear of the main university campus of the Namibia University of Science and Technology on Erf 7941. Erf 3448 Windhoek is 1,251 m² in extent. The rezoning and consent use will enable the owner to erect a "place of instruction" up to a maximum floor area of 1,251 m². Three levels of classrooms and technical training facilities are planned. On-site parking and a taxi rank will be provided to meet Municipal requirements.

As neighbour to the designated Erf 3448, Windhoek, you are invited to comment on these proposals before the 30th November, 2024. Comments or objections may be provided to the owner or to the address appearing on this letterhead and you may lodge such objection together with the grounds thereof, with the applicant at bpw@iafrica.com.na or with the Chief Executive Office, Windhoek Municipal Council, PO Box 59, Windhoek, attention Mr. Hugo Rust; Hugo.Rust@windhoekcc.org.na or to the Urban and Regional Planning Board, Private Bag 13289, Windhoek, by the 30th November, 2024 or within 14 days of the last publication of this notice. Should no response be received by the 30th November, 2024, it will be taken to mean that you have no objections to the proposals.

Barrie Watson TRP

I..... owner of Erf 3457, 3449, 3446, (3447) & 7941 NUST
(Please mark the applicable erf with a circle)

(•) Have no objections to the proposal
• Object to the proposal for the following reasons .....
(Please delete what does not apply).

.....

Signed: ..... Date: .....

Receipt of Notice I acknowledge receipt of this notice on the 5th day of November 2024.

Name: Chris Lombard Signed: .....

We are committed to Service with Integrity

POSTING IN GOVERNMENT GAZETTE

No. 779 2024

REZONING OF ERF 3448, WINDHOEK

Barrie Watson, Town & Regional Planner, intends applying to the Windhoek Municipality and the Urban and Regional Planning Board in terms of Sections 105(a)(ii) of the Urban and Regional Planning Act, 2018 (Act NO. 5 of 2018) on behalf of the Chizu Investments Close Corporation, owner of Erf 3448, Windhoek Township, to rezone of Erf 3448, no. 2 Brahms Street, Windhoek, from "residential" with a density of 1/900 m² to "institutional" with a bulk of 1.0, and for consent for Erf 3448 a to be used for a "place of instruction"

Erf 3448, Windhoek, is situated at the corner of Brahm and Johan Albrecht Streets, Windhoek West facing the rear of the main university campus of the Namibia University of Science and Technology on Erf 7941. It lies 1,000 metres due west of the Windhoek City Centre, accessible via the Frans Indongo Street bridge.

Erf 3448, Windhoek is 1,251m² in extent. The rezoning and consent use will enable the owner to erect a "place of instruction" up to a maximum floor area of 1,251m².

On-site parking and a taxi rank will be provided to meet Municipal requirements.

Further take note that –

(a) the locality plan lies for inspection in the Municipality's Customer Care Centre and at the offices of Telios Namibia (Pty) Ltd, 24 Dr K. Rirnako Street, Windhoek.

(b) any person having objections to the rezoning concerned or who wants to comment, may lodge such objections and comments, together with the grounds, with the applicant at bpw@iafrica.com.na and with the Chief Executive Office, Windhoek Municipal Council, P. O. Box 59, Windhoek, attention H. Rust; Hugo.Rust@windhoekcc.org.na or to the Urban and Regional Planning Board, Private Bag 13289, Windhoek, by the **13 January 2025** or within 14 days of the last publication of this notice.

Dated at Windhoek on this 10th Day of October, 2024.

Applicant: **Barrie Watson TRP (Pty) Ltd**
P. O. Box 9993, Windhoek
E-mail: bpw@iafrica.com.na; Telios Namibia

Galina Jan 2024

The Gateway to Endless Opportunities

City of Windhoek

346

Vision: To be a Sustainable and Caring City by 2027

City of Windhoek

FORM 1

CHECKLIST FOR TOWN PLANNING APPLICATIONS

Please submit the application and supporting documents in the sequence indicated below:

NO.	REQUIRED DOCUMENT	ANNEXURE	ATTACHED (YES or NO or N/A)
1.	**Full Application with motivation by Consultant or Owner of the Erf / Portion/ Farm including the prescribed Urban and Regional Planning Board Form(s).**	ANNEXURE A	YES
2.	**Previous Council's Approval** (if applicable)	ANNEXURE B	N/A
3.	A. **Locality and Detailed Plans** (Illustrating the whole boundary of the Local Authority area under which the application is made)	ANNEXURE C	YES
	B. **Portion Number (s) or Erf number (s) from Surveyor General's Office** (if applicable)		N/A
	C. **Existing Zoning Plan**		YES
	D. **Intended Zoning Plan**		YES
	E. **Subdivision / Consolidation Plan** (with contours)		N/A
	F. **Approved Parking Layout** (stamped and signed by the City of Windhoek's Planning, Design & Traffic Flow Division Staff)		YES
	G. **Copy of the Diagram or Extract of the General Plan Approved by the Surveyor General**		N/A
4.	**Conditions to be registered** (if applicable – this is mandatory for all subdivision applications)	ANNEXURE D	YES
5.	**Special Power of Attorney** including Revenue Stamps with relevant initials	ANNEXURE E	YES
6.	**Closure Certificate** (if applicable)	ANNEXURE F	N/A
	Environmental Clearance Certificate (if applicable)		N/A
7.	**Previous approvals of the Minister of Urban and Rural Development** (including the recommendations of the Urban and Regional Planning Board, Townships Board or NAMPAB, if applicable)	ANNEXURE G	N/A
8.	**Roads Authority approval together with the sketch plan indicating the access point(s)** (if applicable)	ANNEXURE H	N/A
9.	1. **Copy of Founding Statement (CC 1/2) or Business Registration** (if registered in the name of Close Corporation, Company or Organisation Name)	ANNEXURE I	YES
	2. **Copy of Resolution** (if registered in the name of a Company or Organisation)		YES
10.	**Copy of Title Deed, Deed of Transfer or Certificate of Registered Title**	ANNEXURE J	YES
11.	**Conditions of Establishment** (if applicable)	ANNEXURE K	NO
12.	**Proof of Payment of the City of Windhoek Application Fee**	ANNEXURE L	YES
13.	**Credit Clearance Certificate**	ANNEXURE M	YES

CITY OF WINDHOEK
DEPT OF [illegible] PLANNING
24 JAN 2024
URBAN PLANNING

P.O. Box 22543, Windhoek
1012 Virgo Street, Doradopark
Tel: +264 61 225062 | Fax 2 Email +088614935
Cell: +264 81 2505559 / 081 57 88154 | Email: info@rkpc.com.na/tpl@rkpc.com.na
TOWN AND REGIONAL PLANNERS & ENVIRONMENTAL CONSULTANTS

RITTA KHIBA Planning Consultants

Ref: L/945/KW **24 January 2024**

The Chief Executive Officer
City of Windhoek
P. O. Box 59
Windhoek

Department of Urban & Transport Planning

For attention: Ms. K. Asino

Dear Madam,

APPLICATION FOR REZONING OF ERF 945, NELSON MANDELA AVENUE NO. 63 KLEIN WINDHOEK FROM 'RESIDENTIAL' WITH A DENSITY OF 1:900 m² TO 'OFFICE' WITH A BULK OF 0.4 AND CONSENT FOR A 50% FREE RESIDENTIAL BULK AND TO USE THE ERF FOR OFFICE PURPOSES WHILE THE REZONING IS BEING PROCESSED.

1. APPLICATION

Hallie Investment Number Twenty cc, the owners of Erf 945, Klein Windhoek, which is held by Deed of Transfer No. T 3316/2003, have authorized Ritta Khiba Planning Consultants CC (RKPC) to apply for the erf's rezoning.

The rezoning of Erf 945, Klein Windhoek, from "Residential" with a density of 1:900 m² to "Office" with a bulk of 0.4, and consent for 50% free residential bulk is submitted in accordance with Section 105(1) (a) of the Urban and Regional Planning Act, Act No. 5 of 2018. The following legal procedures are described in full in the application:

a) Rezoning of Erf 945, Klein Windhoek from 'Residential' with a density of 1:900 m² to 'Office' with a bulk of 0.4;

b) Consent for 50% free residential bulk; and

c) Consent to use the erf for office purposes while the rezoning is being processed;

2. ERF/ SITE INFORMATION

2.1 Location

Erf 945, is located in Nelson Mandela Avenue, Klein Windhoek (see Figure 1 below).



Figure 1: Aerial Clip showing the locality of Erf 945, Klein Windhoek
City of Windhoek Map Guide (2024)

2.2 Topography

The topography is relatively flat.

2.3 Current Zoning and Erf Size

According to the Windhoek Zoning Scheme, Erf 945, Klein Windhoek, is zoned 'Residential' with a density of 1:900 m^2 and measures approximately 1083 m^2 in extent.

2.4 Existing Land Use of Property

The subject erf has existing buildings situated on it and the buildings are being used for office purposes.

2.5 Access and Existing Infrastructure

Erf 945, Klein Windhoek gains access from Nelson Mandela Avenue. The erf is fully serviced and is connected to the municipal reticulation system of the City of Windhoek.

2.6 Existing Title Deed Conditions

Kindly refer to the attached **Annexure J** for the existing title conditions.

3. DEVELOPMENT PROPOSAL

3.1 Intended development

The intention of the owners of Erf 945, Klein Windhoek is to rezone the erf to office consent to use the erf for office purposes while the rezoning is process and consent for 50% free residential bulk.

3.2 Future access and parking provision

Erf 945, Klein Windhoek will continue gaining access from this existing street network (Nelson Mandela Avenue) which has enough capacity to accommodate the proposed development of an office as a result of the rezoning (Please see attached parking layout).

3.3 Future Infrastructure

The existing services are expected to be adequate to accommodate the proposed development. Any additional sewer, water or electricity requirements or cost arising from the submission of this application will be borne by the applicant. All other storm water conditions, if any, will be met in accordance.

3.4 Standard conditions

The standard conditions of office zoned erf should be registered against Erf 945, Klein Windhoek as per the attached Annexure D.

4. MOTIVATION

The primary land use is currently 'Residential' with a density of 1/900 m^2. The applicant currently has a resident occupation and operates an administrative law firm. However, the

activities of the law firm have expanded and makes it incompatible with the current approved consent. A rezoning is therefore being sought to change the primary use to 'Office' with bulk of 0.4, which will allow the owner to operate a fully fledge administrative law firm from Erf 945, Klein Windhoek.

4.1 Need and Desirability

The main purpose of establishing ***need*** and ***desirability*** is to ensure that the land use development proposals are necessary for development purposes and desirable in the public interest, resulting in sustainable land utilization which is publicly acceptable and relevant in terms of overall economic growth and development, convenience, and benefit at all levels. Need and desirability has always been a fundamental principle of most Planning and Development Acts and is used as a measure to formulate and assess development proposals.

Moreover, it mostly applies to areas which fall under local development plans, where the proposal may not accord with adopted policies or plans. In this case, Erf 945 Klein Windhoek is outside the current office policy area of Klein Windhoek, however the principles of 'need and desirability' may apply.

The proposed development of rezoning to 'Office' shows and relates to the notion of 'suburbanisation' whereby older urban cores moves to areas outside the core and it illustrates the response to increased office use in the CBD and has led many to relocate to the near residential areas for cheaper and more convenient ways to work. This advantages to which are, (just to mention a few) an addition in public safety as well as the location of employment within the Klein Windhoek area reduces travel time for employees reducing traffic congestion.

4.1.1 Change in land uses in Klein Windhoek

In recent years the land use activities found in this area (Klein Windhoek) has mostly changed from residential to a mixed use. The area constitutes a healthy mixture of offices, business inter-mixed with residential (bed and breakfast) accommodation and some institutions. If the current zoning map (see figure 2 below) is studied carefully, it is noticed that numerous erven along Nelson Mandela are rezoned from 'Residential to 'Office' with variety of bulk factor. For example, Erf 765, Klein Windhoek, located approximately 100 m north of Erf 945, Klein

Windhoek, also outside the office policy area, rezoning to office was approved. Other office zoned erven along the street include; Erven 1142, R/81 and 805, Klein Windhoek.

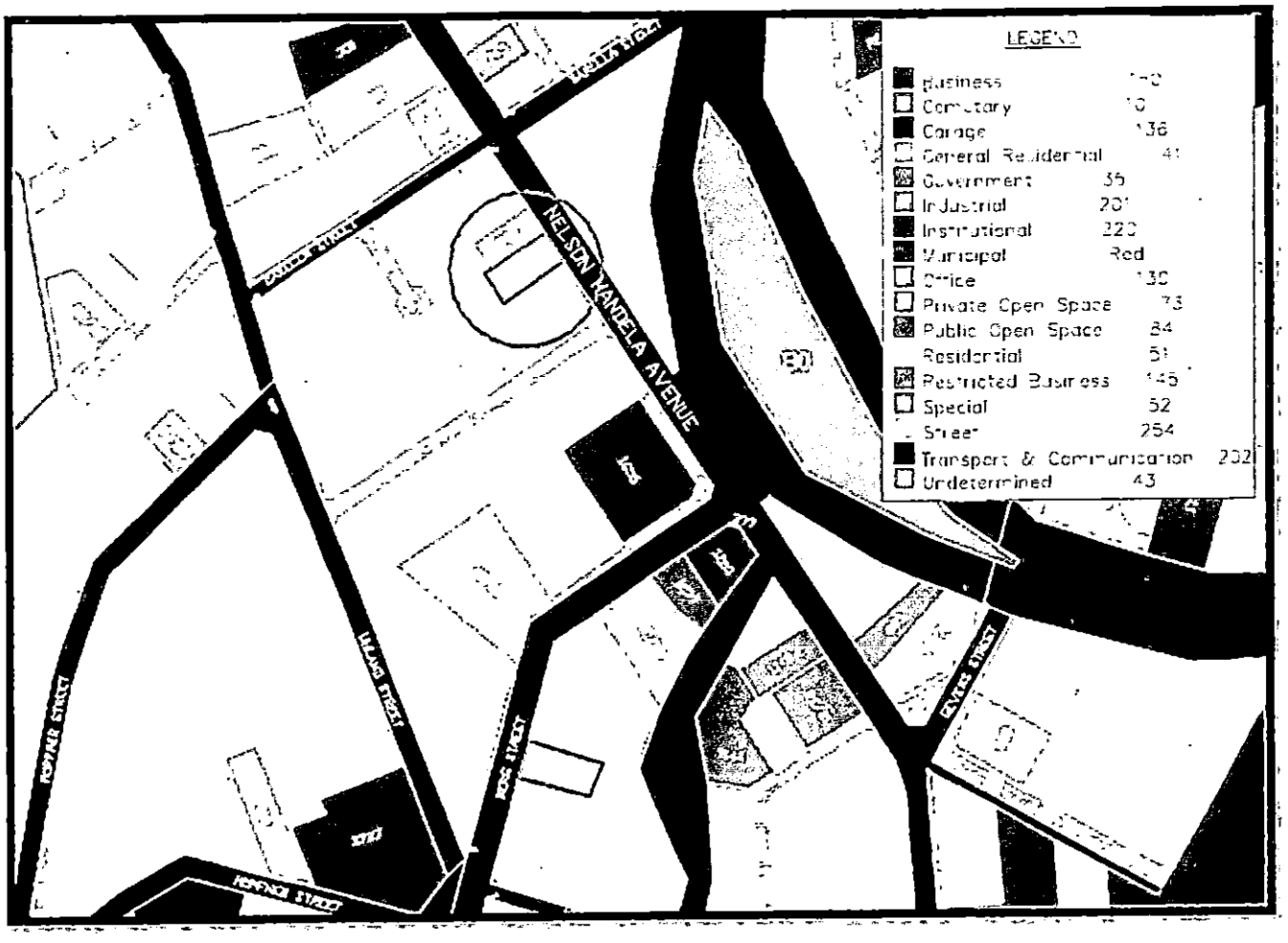


Figure 2: Zoning plan

4.1.2 Site appropriateness

Locality

The locality of the erf along Nelson Mandela Avenue makes it a more preferred location for an office space for several reasons.

Better connectivity:

The Nelson Mandela Avenue offers excellent connectivity through various modes of transportation, including a well-developed mixed-use zone. This makes it easier for employees and clients to commute to and from the office.

Proximity to Residential Areas:

The Klein Windhoek area is also a popular residential area, a mix of upscale neighbourhoods with both middle- and high-income class. Having office spaces in close proximity to residential areas can be convenient for employees, reducing their commuting time and improving work-life balance. Furthermore, the proposed rezoning to office assists in densification of the existing urban fabric and reduce the cost of expanding existing infrastructure, therefore also in meeting the objectives of creating a more compact city. Therefore, the site is well situated to the surrounding context and the proposes zoning is compatible.

Safety and Security:

Klein Windhoek is generally considered a safer area compared to most other parts of the city. This factor is crucial for both employees and employers, as a safe working environment is essential for productivity and employee well-being.

4.1.3 Socio Economic Impact:

The rezoning to 'Office' will enhance the livelihood of the property owner. It will create employment for the local people through the service nature of the offices. Furthermore, the change in zoning will not degrade the adjacent properties however it will actually proliferate the value of Erf 945, Klein Windhoek and a betterment fee will be payable once Council approves the rezoning.

The intended development will not only benefit the owner but an increment in the development potential of the erf which will result in the increased revenue for the City of Windhoek through property tax and betterment fees. The proposed development is not a new phenomenon within the Klein Windhoek area and will blend in well with the existing fabric. Therefore, the City of Windhoek should continue to actively promote densification and rezoning applications in order to accommodate the growing demand for office spaces in Windhoek as should be the case with Erf 945, Klein Windhoek.

4.2 Traffic Analysis

The proposed development will not attract a large volume of traffic since the proposed development is a low administrative office that has a lower threshold for walk in clients and

thus does note generate a high volume of traffic. It will thus not have any detrimental effect on the existing traffic flow in the area.

4.3 Windhoek Town Planning Scheme

The current Zoning of the Erf which is 'Residential' makes provision for only dwelling units as a '**Primary use**' and 'Residential buildings, Places of public worship, Places of instruction, Social halls, Institutions, Special buildings, Bed-and-breakfasts, Resident occupations and Heritage buildings' as '**Consent uses**' while the zoning of 'Office' makes provision for 'Offices' as a '**Primary use**' and "Dwelling units, Residential buildings, Institutions, Places of public worship, Business buildings, hotels, Restaurant" as '**Consent uses**'. The subject Erf will be used for office, and residential purposes, according to the owner.

Residential and office zonings clearly allow for various land uses, according to the Windhoek Town Planning Scheme. For example, residential zoning does not promote or permit the construction of offices without council's permission. The office zoning, on the other hand, encourages and permits the use of office. The proposed rezoning to office with a bulk of 0.4 and free residential bulk will enable the owner to use the Erf to its maximum development potential.

4.4 Use of existing and new buildings

Erf 945, Klein Windhoek is utilized for residential purposes with a consent use for office. There will be no demolition of any of the existing structures.

5. PUBLIC PARTICIPATION

On receipt of a complete application and in terms of Section 107 of the Urban and Regional Planning Act, Act No. 5 of 2018, the Chief Executive officer of the local authority or the authorized planning authority must request the applicant to give notice of the application in the prescribed manner to; prescribed persons and the general public. The neighbours will be served with notices to allow them to comment and give their input as per the City of Windhoek requirements. This will be submitted once the public participation process is completed.

6. CLOSING REMARKS

On behalf of the owners of Erf 945, Klein Windhoek, Ritta Khiba Planning Consultants, applies to the Municipal Council of Windhoek for the consideration of the:

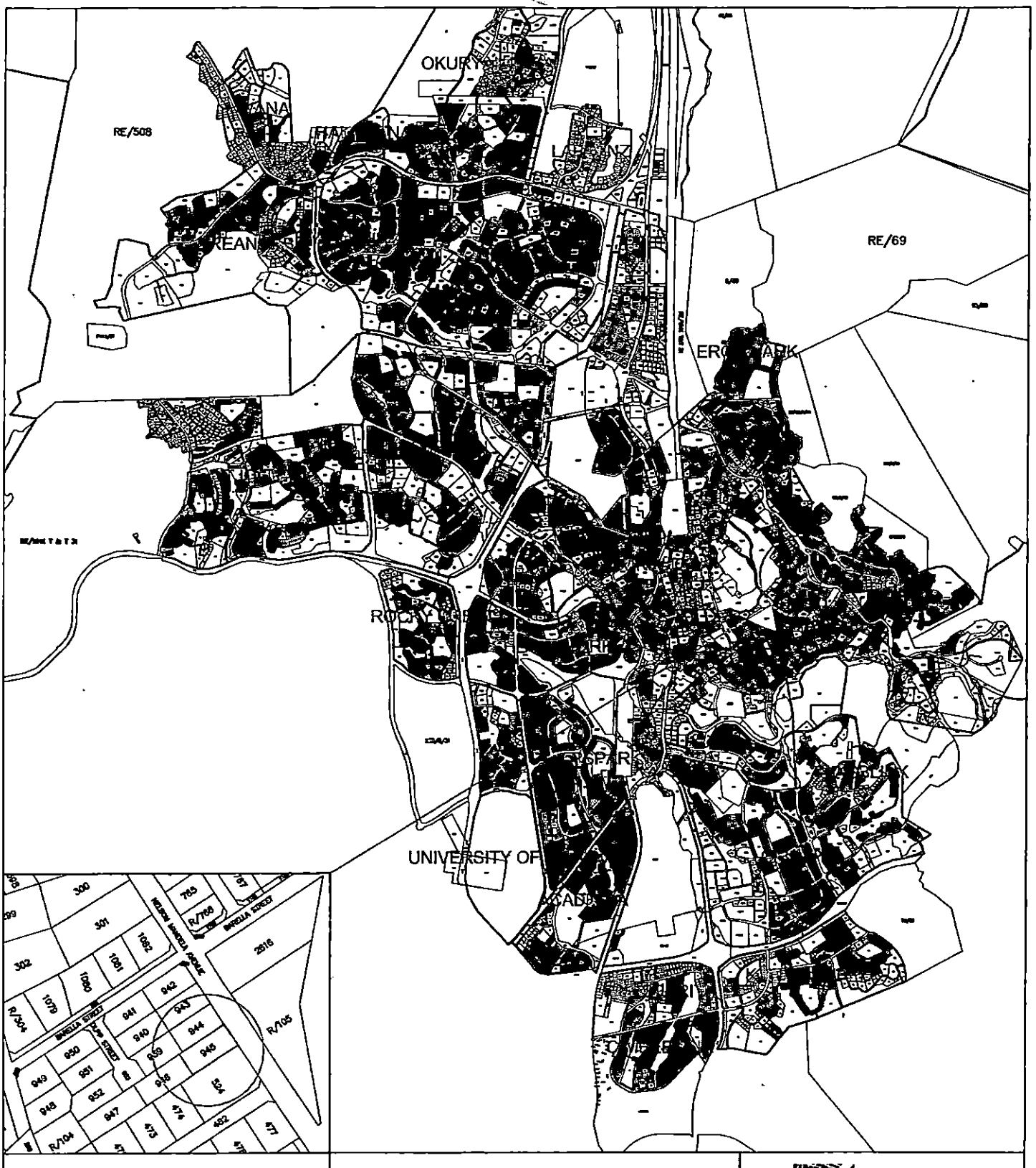
- Rezoning of Erf 945, Klein Windhoek from 'Residential' with a density of 1:900 m² to 'Office' with a bulk of 0.4;
- Consent to use the erf for office purposes while the rezoning is being processed
- Consent for 50% free residential bulk; and

We hope that this application will be considered favourably, and if you require any additional information, please contact us at one of the above numbers.

Yours sincerely,



RITTA KHIBA
PRINCIPAL MEMBER



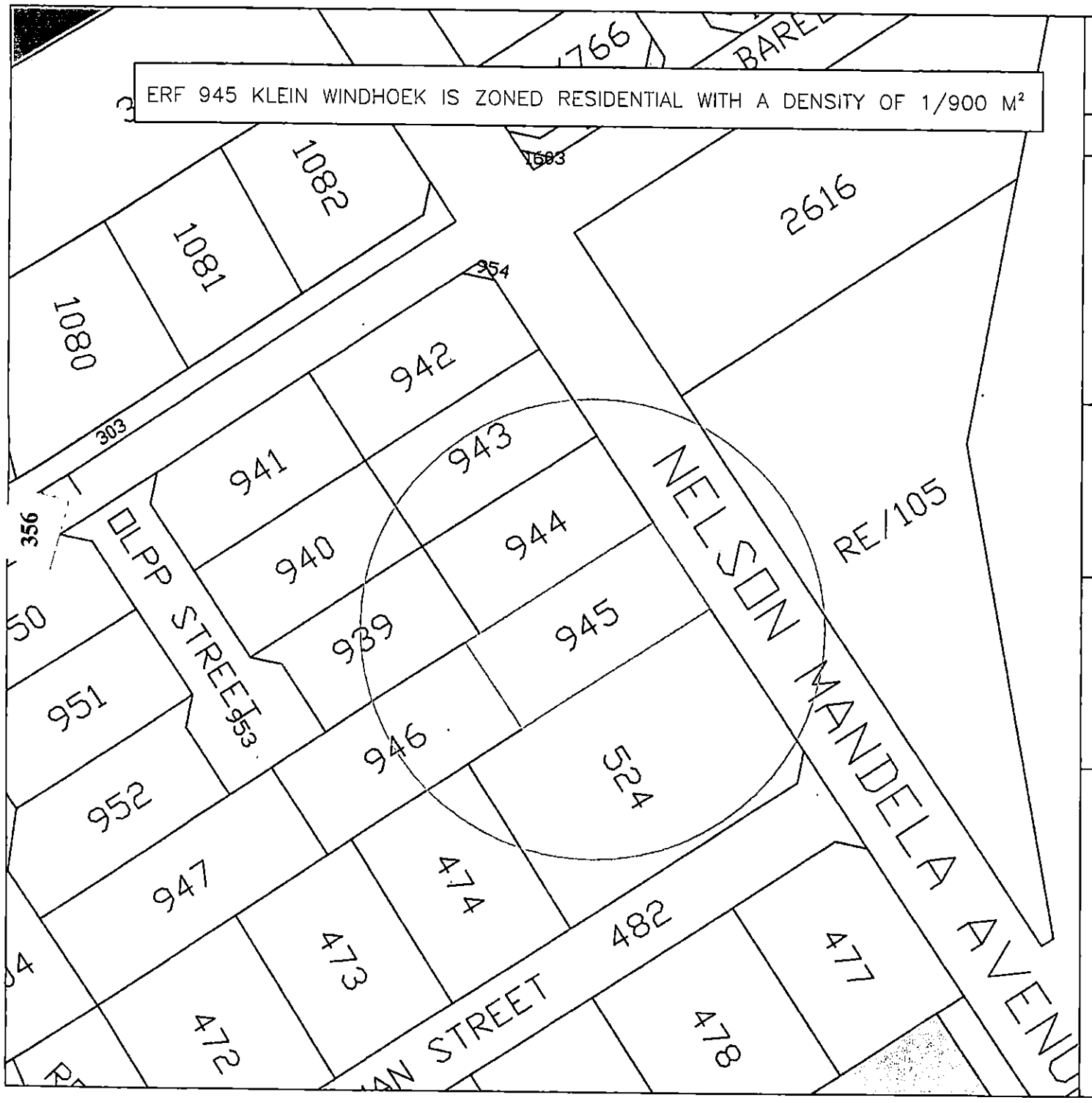
LOCALITY MAP OF ERF 945
NELSON MANDELA AVENUE,
KLEIN WINDHOEK

ERF 945 = ±1083 m²

DATE: 09 JANUARY 2024
PLAN NO: 945/KW/LOCALITY

RITTA KHIBA (TOWN AND REGIONAL)
PLANNING CONSULTANTS CC

TEL: 061 225062
CELL: 081 5788154/ 081 2505559
EMAIL: rkhiba@gmail.com/info@rkpc.com.na



EXISTING ZONING OF ERF 945
NELESON MANDELA AVENUE
KLEIN WINDHOEK

ZONING MAP

LEGEND

- Residential
- Institutional
- General Residential
- Street

RITTA KHIBA
Planning Consultants

RITTA KHIBA (TOWN AND REGIONAL)
PLANNING CONSULTANTS CC

TEL: 061 225062
CELL: 081 5788154/ 081 2505559
EMAIL: info@rkpc.com/rkhiba@gmail.com

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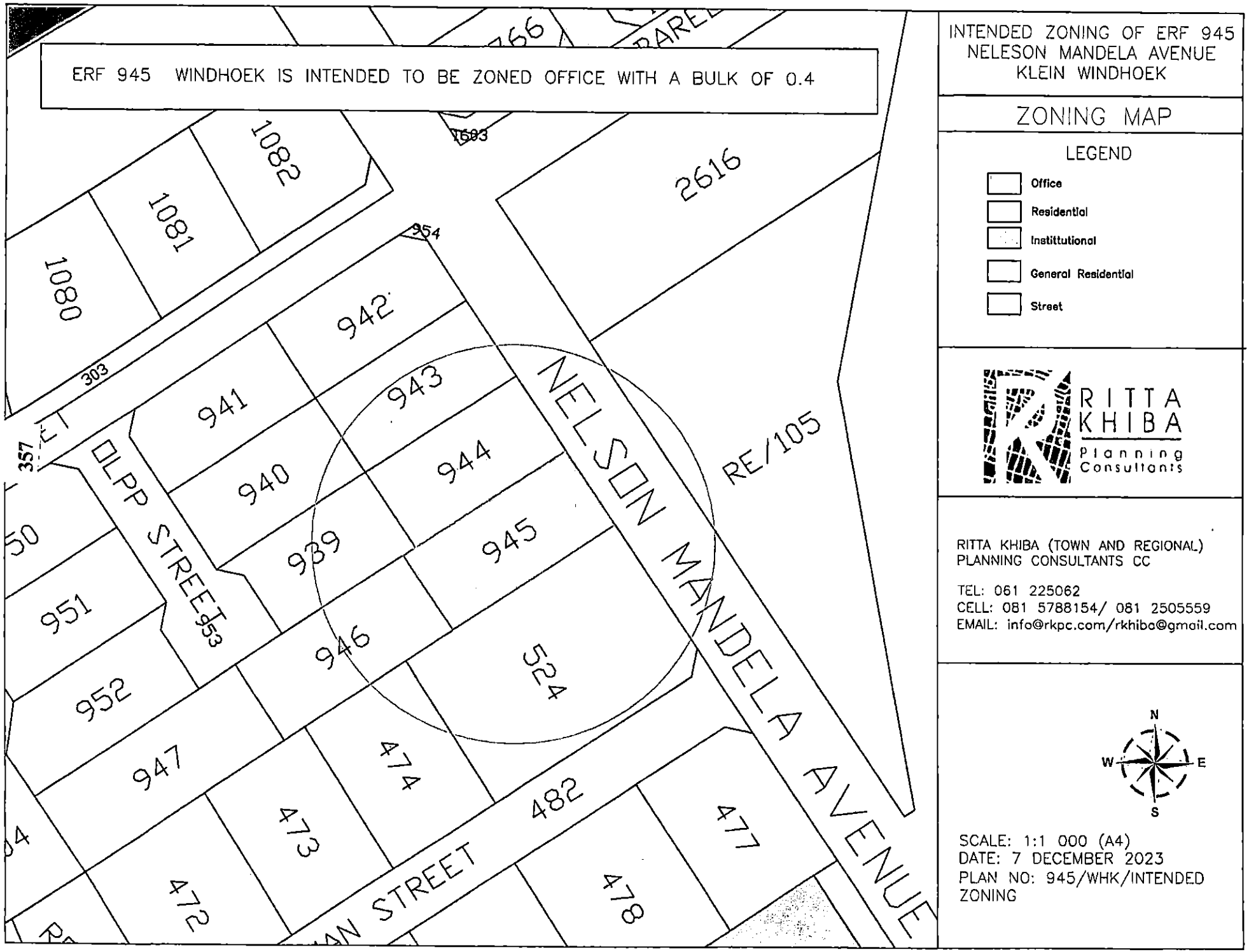
SCALE: 1:1 000 (A4)
DATE: 7 DECEMBER 2023
PLAN NO: 945/WHK/CURRENT ZONING



INTENDED ZONING OF ERF 945
NELESON MANDELA AVENUE
KLEIN WINDHOEK

ZONING MAP

LEGEND

- Office
- Residential
- Institutional
- General Residential
- Street

RITTA KHIBA
Planning Consultants

RITTA KHIBA (TOWN AND REGIONAL)
PLANNING CONSULTANTS CC

TEL: 061 225062
CELL: 081 5788154/ 081 2505559
EMAIL: info@rkpc.com/rkhiba@gmail.com

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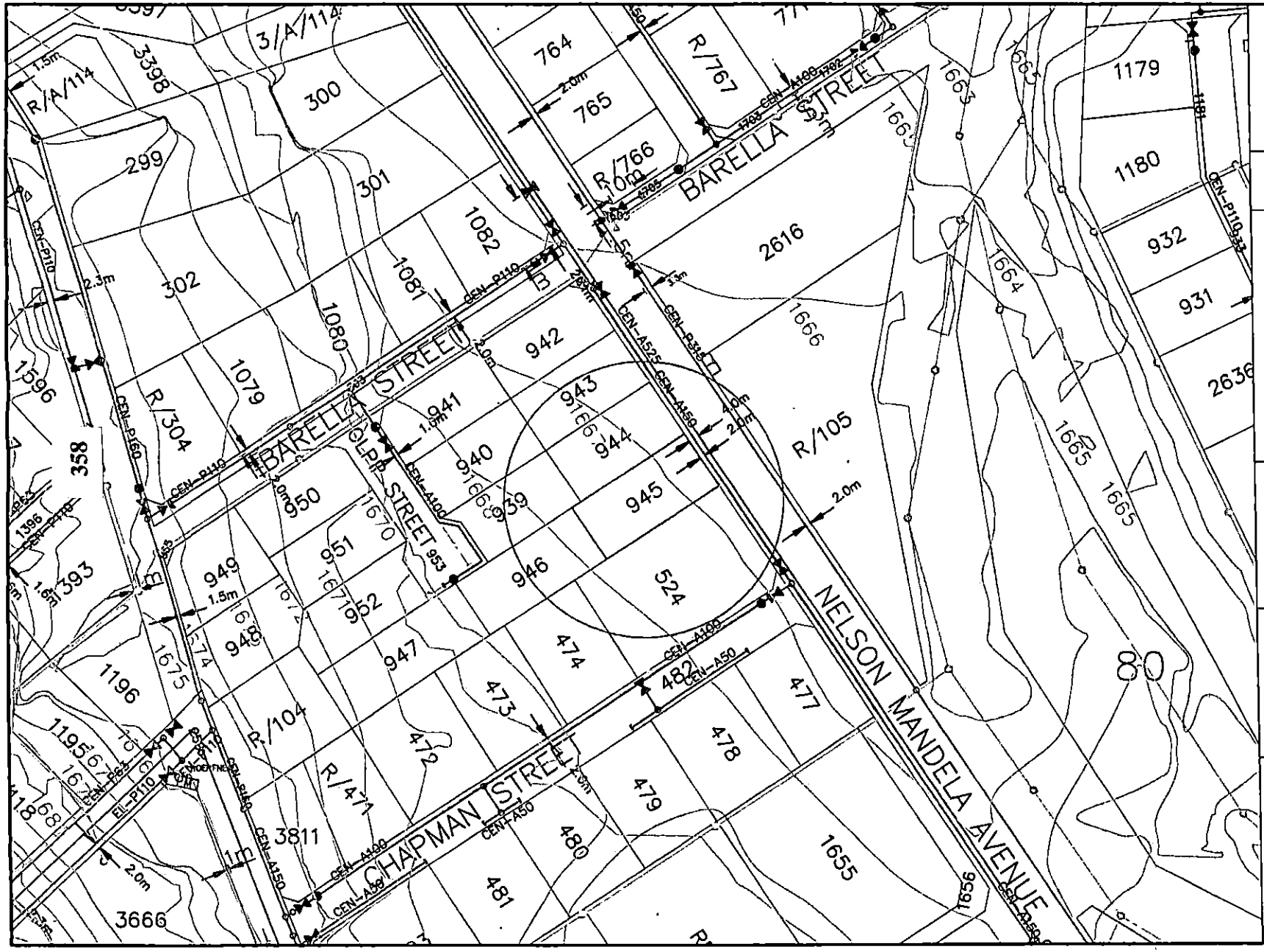
SCALE: 1:1 000 (A4)
DATE: 7 DECEMBER 2023
PLAN NO: 945/WHK/INTENDED ZONING


BARELLA STREET
BARELLA STREET
CHAPMAN STREET
NELSON MANDELA AVENUE
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3/A/114
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R/105
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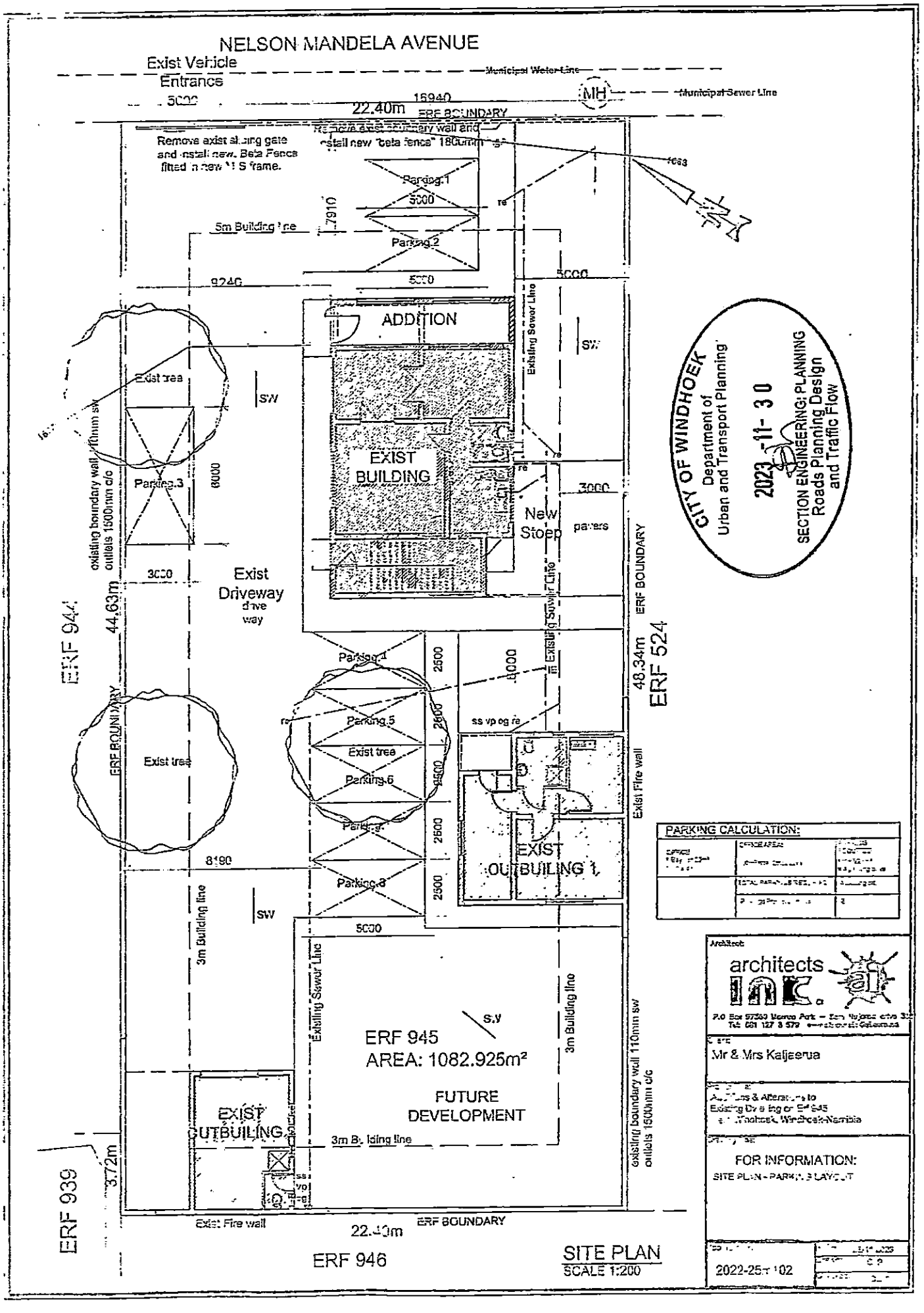

NELSON MANDELA AVENUE
Exist Vehicle Entrance
Municipal Water Line
Municipal Sewer Line
MH
22.40m
ERF BOUNDARY
Remove exist sliding gate and install new Beta Fence fitted in new M S frame.
Parking.1
Parking.2
5m Building line
ADDITION
EXIST BUILDING
Existing Sewer Line
Exist tree
Parking.3
New Stoep
pavers
Exist Driveway
drive way
ERF 944
44.63m
ERF 524
48.34m
Parking.4
Parking.5
Parking.6
Parking.7
Parking.8
EXIST OUTBUILING 1
Exist Fire wall
3m Building line
ERF 945
AREA: 1082.925m²
FUTURE DEVELOPMENT
EXIST OUTBUILING
ERF 939
3.72m
ERF 946
22.40m
SITE PLAN
SCALE 1:200
CITY OF WINDHOEK
Department of Urban and Transport Planning
2023 -11- 30
SECTION ENGINEERING: PLANNING
Roads Planning Design and Traffic Flow
PARKING CALCULATION:
architects
Mr & Mrs Kaljeerua
FOR INFORMATION:
2022-25

CONDITIONS TO BE REGISTERED

IN FAVOUR OF THE LOCAL AUTHORITY

A. The erf shall only be used or occupied for purposes which are in accordance with and use of or occupation of the erf shall at all times be subject to the provisions of the Windhoek Zoning Scheme, prepared in terms of the Urban and Regional Planning Act, No.5 of 2018.

B. The building value of the main buildings, excluding the outbuilding to be erected on the erf shall be at least four times the municipal valuation of the erf.

NAMIBIA REVENUE N$5

SPECIAL POWER OF ATTORNEY

I, the undersigned **Ding Xian,** in my capacity as the representative of **Morenga Number One Close Corporation cc** and **Morenga Number Two cc** the registered owners of **Erf 121B Windhoek,** do hereby nominate constitute and appoint,

RITTA KHIBA PLANNING CONSULTANTS CC
P O BOX 22543
WINDHOEK

with power of substitution, to be my lawful Attorney and Agent in my name, place and stead, to make the necessary application to the Windhoek Municipal Council for:

APPLICATION FOR CONSENT USE FOR AN INSTITUTION (A MEDICAL CARE, TREATMENT (HEALTH SPA) AND A PLACE OF INSTRUCTION WITH A COFFE KIOSK.

At the cost of the applicant and generally for effecting the purposes aforesaid, to do or cause to be done whatsoever shall be requisite as fully and effectually, for all intents and purposes I might or could do if personally present and acting herein - hereby ratifying, allowing and confirm all and whatsoever my said Attorney and agent shall lawfully do, or cause to be done, by virtue of these present.

Signed at Windhoek this ...6... day of **December 2023** in the presence of the undersigned witnesses.

.....
Subscriber (Ding Xian)

.....
Co-Subscriber (Wang Peng)

WITNESSES:

1. .....

2. .....

CLIENT

AMENDED FOUNDING STATEMENT

HALLIE INVESTMENT NUMBER TWENTY CC
Registration Number CC/2002/ 2620

LC CORBIN, TCB JORDAAN, F DU TOIT & WG NEL

to

EM & B KATJAERUA

ELLIS & PARTNERS
legal practitioners
P O Box 91000 Klein Windhoek
Tel. +264-61-309-111

REPUBLIC NAMIBIA CC 2

BUSINESS AND INTELLECTUAL PROPERTY AUTHORITY - BIPA

CLOSE CORPORATIONS ACT, 1988
(Sections 12, 13, 14, 24, 27, 29, 47 and 60)
(Regulations 2, 3 and 13)

CC2

Amended Founding Statement

Before filling in the form, first see notes on page 2.

REGISTRATION NUMBER OF CORPORATION	DATE OF RECEIPT
CC/2002/2620	

PART A

	Dates of commencement of change
Full name of corporation HALLIE INVESTMENT NUMBER TWENTY CC	*
Previous name of corporation (if applicable)* N/A	*
Literal translation of name (if applicable)* N/A	*
Shortened form of name (if applicable)* N/A	*
Description of principal business* SEE ATTACHED ANNEXURE A	*
Date of end of financial year* END OF MAY EACH YEAR	*

PART B

Postal address* P.O. BOX 1344, WINDHOEK

Email address: NAPHTALI@VBANAM.COM

* 09 DEC 2022

Address of registered office (not post office box)* 18 HEGEL STREET, ACADEMIA

09 DEC 2022

Name and address of accounting officer* NAPHTALI CHIPASHA

P.O. BOX 1344, WINDHOEK

09 DEC 2022

(Attach written consent to appointment)

09 DEC 2022

Full name of association or body of which accounting officer is a member SOUTHERN AFRICA INSTITUTE OF BUSINESS ACCOUNTANTS

Membership/Practice No. SAIBA 6219 09 DEC 2022

Signature of previous accounting officer: _____

Signature of current accounting officer: _____

* See note 2 on page 2

NOTES

1. Form CC 2 must be written in block capitals or be typewritten, lithographed or printed in legible characters with deep permanent black ink, and lodged in triplicate.

2. Change(s) effective from date of registration or upon a later date mentioned

3. Where a person signs on behalf of a member, a power of attorney must be attached.

4. Minor children and other persons under legal disability must be assisted by their parents, guardians or representatives, as the case may be, and the capacity must be stated.

5. If no identity document has been issued, a written statement to this effect must be attached.

6. Particulars which do not change should also be furnished.

7. No fee is payable in respect of any changes in particulars under Part B and C.

8. New members must personally sign the form.

9. Form CC 2 which does not comply with the requirements of the Act, regulations or these notes, will be rejected.

10. Particulars to be furnished under PART C.

    (a) Full names and surname. (if juristic person, mention name and capacity and if trustee, also mention name and particulars of testamentary trust).

    (b) Identity number ((i) if no identity document has been issued, state date of birth and see par. 4 above.) ((ii) If juristic person, mention registration number).

    (c) Size of interest expressed as a percentage.

    (d) Particulars of interest and fair value thereof.

    (e) Residential address

    (f) Postal address.

    (g) Signature of member or representative (where applicable).

NAME OF CORPORATION HALLIE INVESTMENT NUMBER TWENTY CC

REGISTRATION NUMBER	CC/2002/2620

PART C

		Date of Change
MEMBERS 2 (TWO)		
Full names and surname	ESMERALDA MUHINATJO KATJAERUA	09 DEC 2022
Identity number or date of birth (Year / Month / Day)	(i) 88 04 17 00 73 7	09 DEC 2022
Registration number	(ii)	
Percentage of interest 50%	Particulars of contribution N$ 50.00	09 DEC 2022
Residential address	UNIT 2, HOFMEYER VILLAS, KENNETH KAUNDA STREET, WINDHOEK, NAMIBIA	09 DEC 2022
Postal address	P O Box 98159, WINDHOEK, NAMIBIA	09 DEC 2022
Email address:	esmeralda@klp-nam.com	
Signature of member or representative		09 DEC 2022

Full names and surname	BRIAN KATJERUA	09 DEC 2022
Identity number or date of birth (Year / Month / Day)	(i) 75 04 13 00 28	09 DEC 2022
Registration number	(ii)	
Percentage of interest 50%	Particulars of contribution N$ 50.00	09 DEC 2022
Residential address	UNIT 2, HOFMEYER VILLAS, KENNETH KAUNDA STREET, WINDHOEK, NAMIBIA	09 DEC 2022
Postal address	P O Box 98159, WINDHOEK, NAMIBIA	09 DEC 2022
Email address:	brian@klp-nam.com	
Signature of member or representative		09 DEC 2022

Witness Signature _____ Date of signature 8 November 2022

Full names ELFRIEDE MARGARETTA LE ROUX

Residential address No. 8 A, Duncan Street, Pionierspark, Extension 1, Windhoek, Namibia

Business address No. 8 Sinclair Street, Windhoek, Namibia

Postal address P O Box 91000 Klein Windhoek, Windhoek, NAMIBIA

Email address: elda@ellisandpartners.com

CC 2

NAME OF CORPORATION HALLIE INVESTMENT NUMBER TWENTY CC

REGISTRATION NUMBER	CC/2002/2620

PART C

MEMBERS

Date of Change

Full names and surname

Year Month Day

Identity number or date of birth (i)

Registration number (ii)

Percentage of interest

Particulars of contribution

Residential address

Postal address

Email address:

Signature of member or representative

Full names and surname

Year Month Day

Identity number or date of birth (i)

Registration number (ii)

Percentage of interest

Particulars of contribution

Residential address

Postal address

Email address:

Signature of member or representative

Witness Signature

Date of signature

Full names

Residential address

Business address

Postal address

Email address

CC 2

NAME OF CORPORATION **HALLIE INVESTMENT NUMBER TWENTY CC**

REGISTRATION NUMBER	CC/2002/2620

PART C

MEMBERS

Date of Change

Full names and surname

Identity number or date of birth (i) Year Month Day

Registration number (ii)

Percentage of interest

Particulars of contribution

Residential address

Postal address

Email address

Signature of member or representative

Full names and surname

Identity number or date of birth (i) Year Month Day

Registration number (ii)

Percentage of interest

Particulars of contribution

Residential address

Postal address

Email address

Signature of member or representative

Witness Signature

Date of signature

Full names

Residential address

Business address

Postal address

Email address

CC 2

NAME OF CORPORATION **HALLIE INVESTMENT NUMBER TWENTY CC**

REGISTRATION NUMBER	CC/2002/2620

MEMBERS WHO CEASE TO BE MEMBERS

Full name and surname of member	Identity number	Signature,
LYNETTE CORNELIA CORBIN	5 1 0 7 1 2	09 DEC 2022
THEUNIS CHRISTOFFEL BOTHA JORDAAN	4 9 0 3 0 5 8 0 2 4 0 8 2	09 DEC 2022
FRANCIOS DU TOIT	4 6 0 8 2 5 0 0 9 0 8 9	09 DEC 2022
WILLEM GABRIEL NEL	7 2 0 7 1 9 5 0 2 1 0 8 8	09 DEC 2022

Membership ceases on the date of registration of the Amended Founding Statement.

Witness Signature _____ Date of signature 8 November 2022

Full names **ELFRIEDE MARGARETTA LE ROUX**

Residential address **No. 8 A, Duncan Street, Pionierspark, Extension 1, Windhoek, Namibia**

Business address **No. 8 Sinclair Street, Windhoek, Namibia**

Postal address **P O Box 91000, Klein Windhoek, Windhoek, NAMIBIA**

Email address **elda@ellisandpartners.com**

FOR OFFICE USE

Amended Founding Statement registered

_____

Registrar of Close Corporations

Date 09-12-2022

Data Processing

Classification

Recorded

Initials and date

REPUBLIC OF NAMIBIA BUSINESS & INTELLECTUAL PROPERTY AUTHORITY bipa CC Registrars Office

BUSINESS & INTELLECTUAL PROPERTY AUTHORITY bipa 09 DEC 2022 TEL: +264 61 299 4400 MAIL: info@bipa.na www.bipa.na APPROVED

N$60,00 fee payable in terms of the Act and as set out in the regulations

**Please note: in addition to the requirements of the CC Act and Regulations, any additional information requested is in terms of Section 4 of the Financial Intelligence Act, 2012 (Act No. 13 of 2012), as well as the Regulations thereunder.

1. Name	ELFRIEDE MARGARETTA LE ROUX
2. Land-line number of applicant (if available)	+264-61 – 309-111
3. Mobile number (compulsory);	+264-81 229 7690
4. Fax Number (if available);	+264-61 – 309-222
5. E-mail Address (if available);	elda@ellisandpartners.com

1. Name	LYNETTE CORNELIA CORBIN
2. Land-line number of applicant (if available);	
3. Mobile number (compulsory);	+27 – 82 – 783-6663
4. Fax Number (if available);	N/A
5. E-mail Address (if available);	

6. Name	THEUNIS CHRISTOFFEL BOTHA JORDAAN
7. Land-line number of applicant (if available);	
8. Mobile number (compulsory);	+27 – 82 – 565-0960
9. Fax Number (if available);	N/A
10. E-mail Address (if available);	theunis@fatepetrust.co.za

11. Name	FRANCOIS DU TOIT
12. Land-line number of applicant (if available);	
13. Mobile number (compulsory);	+27 – 82 – 565-0910
14. Fax Number (if available);	N/A
15. E-mail Address (if available);	

16. Name	WILLEM GABRIEL NEL
17. Land-line number of applicant (if available);	
18. Mobile number (compulsory);	+27 – 82 – 850-0609
19. Fax Number (if available);	
20. E-mail Address (if available);	wilhelm.nel@afrimat.co.za

COMPANY RESOLUTION FOR HALLIE INVESTMENT NUMBER TWENTY CC

During a meeting held on 11 January 2024 it was resolved that **Ms. Esmeralda Katjaerua, Representative of Hallie Investment Number Twenty cc** authorize:

Ritta Khiba Planning Consultants CC

P.O. Box 22543,

Windhoek

to be our representative, to act as signatory and transact on behalf of the Hallie Investment Number Twenty cc on matters pertaining to the rezoning of Erf 945, Klein Windhoek from 'Residential' with a density of 1:900 m² to 'Office' with a bulk of 0.4 and consent for a 50% free residential bulk and to use the erf for office purposes while the rezoning is being processed.

Signature: .....

Name and Surname: Esmeralda Katjaerua

Capacity: Director

Signature: .....

Name and Surname: Brian Katjaerua

Capacity: Director

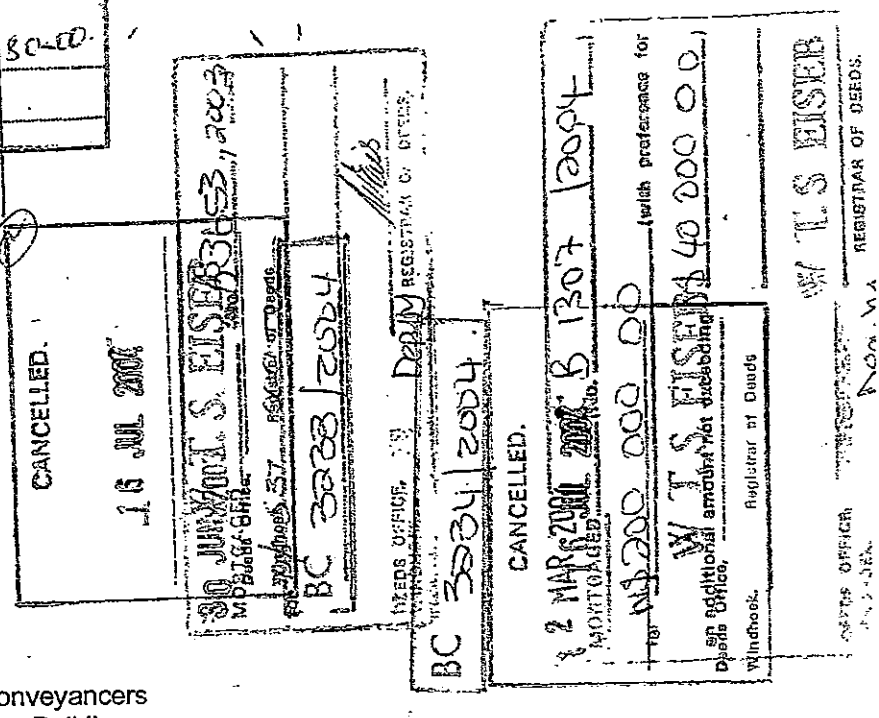
WITNESSESS

1. .....

2. .....

CONVEYANCER
VAN DER MERWE, C.J.W.

ORIGINAL.
S...MED.
DUTY N$ 2650-00
FEES /



LORENTZ & BONE
Attorneys, Notaries & Conveyancers
12TH Floor, Frans Indongo Building
P O Box 85, WINDHOEK

T 3316/2003

DEED OF TRANSFER

BE IT HEREBY MADE KNOWN:

THAT ~~MARINDA COLEMAN~~ CAREL JACOBUS WICHARD VAN DER MERWE

Deputy

appeared before me the Registrar of Deeds, at Windhoek, he/she the said Appearer, being duly authorised thereto by a Power of Attorney granted to him/her by

FOR INFORMATION ONLY

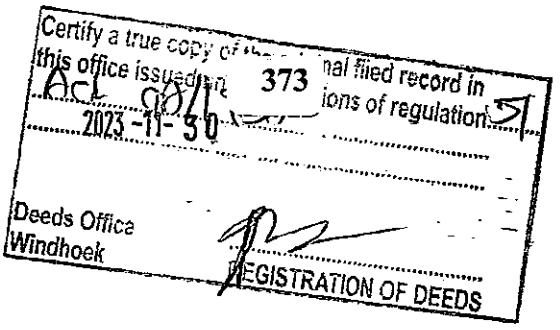
DOROTHEA JACOBSEN
Born on 20 MAY 1912
UNMARRIED

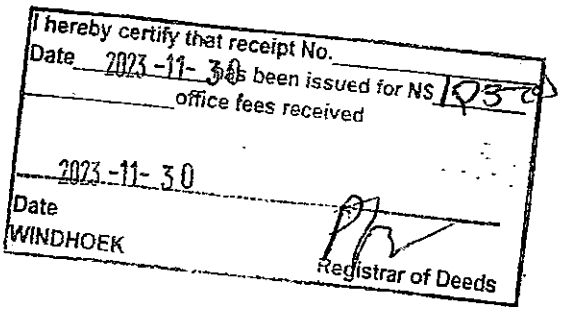
(hereinafter styled the **TRANSFEROR**)

dated the 20th day of MAY 2003 and signed at WINDHOEK

8000002136-41

2 10


Certify a true copy of
nal filed record in
this office issued in
373
ions of regulation
2023-11-30
Deeds Office
Windhoek
REGISTRATION OF DEEDS


I hereby certify that receipt No.
Date 2023-11-30 been issued for N$ 103
office fees received
2023-11-30
Date
WINDHOEK
Registrar of Deeds

AND THE SAID APPEARER DECLARED

WHEREAS on the 20th MAY 2003, The Transferor donated the hereinafter mentioned immovable property to the herein aftermentioned Transferee, which donation was accepted by the mentioned Transferee on the 20th MAY 2003,

NOW THEREFORE the Appearer, in his capacity as attorney aforesaid, did by these presents cede and transfer in full and free property to and on behalf of

HALLIE INVESTMENT NUMBER TWENTY CC
REGISTRATION NUMBER : CC/2002/2620

(hereinafter styled the **TRANSFEREE**)

Its successors-in-title or Assigns

CERTAIN:	Erf No. 945, KLEIN WINDHOEK
SITUATE	In the Municipality of WINDHOEK Registration Division "K"
MEASURING	1083 (One Thousand and Eighty Three) Square metres

FOR INFORMATION ONLY

FIRST TRANSFERRED by Deed of Transfer No. T. 989/1956 with Diagram annexed thereto and held by Deed of Transfer No. T. 1639/1972

SUBJECT to the following conditions created in the said Deed of Transfer No. T. 989/1956, imposed by the Administrator of the Territory of South West Africa in terms of Section 22 of the Township Ordinance No. 11 of 1928, namely :-

TEN GUNSTE VAN DIE ADMINISTRATEUR

Buiten met die toestemming van die Administrateur en onderhewig aan sulke voorwaardes soos hy mag bepaal, mag hierdie erf nie verder onderverdeel word nie.

TEN GUNSTE VAN DIE MUNISIPALITEIT

1. Hierdie erf mag slegs vir woondoeleindes gebruik word.

2. Die buitegeboue wat op hierdie erf opgerig word, kan alleen deur die bona-fide huisbediendes van die eienaar of sy huurder bewoon word.

3. Indien die Munisipaliteit te enigertyd [illegible]t sou aanlê teen 'n vlak wat verskil van die gemiddelde vlak van die erf, moet die eienaar of hul opvolgers op eie koste 'n stutmuur aan enige straatgrens bou wat hoog en sterk genoeg is om te voorkom dat enige gedeelte van die erf in die straat val of omgekeerd. Al sulke stutmure moet net met raadpleging van die Munisipaliteit gebou word en is onderhewig aan die Raad se goedkeuring.

4. Slegs een woonhuis met die nodige buitegeboue mag op hierdie erf opgerig word en die minimum bouwaarde van die woonhuis uitgesonderd die buitegeboue, mag nie minder as N$6 000,00 wees nie.

FOR INFORMATION ONLY

WHEREFORE the Appearer, renouncii 376 e Rights and Title the TRANSFEROR heretofore had to the premises, did, in consequence, also acknowledge the TRANSFEROR to be entirely dispossessed of, and disentitled to, the same, and that, by virtue of these Presents, the said TRANSFEREE, its successors-in-title or Assigns, now and henceforth shall be entitled thereto, conformably to local custom, the State however, reserving its Rights; and finally acknowledging that transfer duty has been paid to the Receiver of Revenue calculated on the valuation of the property being the sum of N$277 600,00 in terms of the Transfer Duty Act No. 14 of 1993.

FOR INFORMATION ONLY

SIGNED at WINDHOEK on 30 JUN 2003

together with the appearer and confirmed with my seal of office.

SIGNATURE OF APPEARER

In my presence

REGISTRAR OF DEEDS

1. Transfer Duty Receipt No. **109031929**
   Issued at WINDHOEK
   On **22 MAY 2003**
   For **N$12 308,00**

Checked : 1. _____

2. _____

2. I, the undersigned, CAREL JACOBUS WICHARD VAN DER MERWE, hereby certify in terms of Section 78(a) of Act 23/1992 ("The Act") that all rates, leviable in respect of the immovable property contained in this Deed, and all the fees, charges and other moneys due to the local authority council in respect of any service, amenity or facility supplied to such property in terms of the Act, inclusive of any availability charge and minimum charge provided for in section 30(1)(u) of the Act, have been paid up to an including the date of registration thereof.

VAN DER MERWE, C.J.W.
CONVEYANCER

for N$ 902 250-00 (with preference for
CANCELLED
an additional amount not exceeding N$ 180 450-00

08 DEC 2005

W T S EISEB

DEEDS OFFICE,
WINDHOEK.

Dep REGISTRAR OF DEEDS
Deeds Office, W. T. S. EISEB
Windhoek. Registrar of Deeds

BC 7493/05

No 7669/2022

2022-12-15 08 DEC 2005 B9509/05

N$ 1 100 000-00 (with preference for
Malumani J.K.
an additional amount not exceeding N$ 275 000-00

FOR INFORMATION ONLY

W. T. S. EISEB
REGISTRAR OF DEEDS

2022-12-15 No 6051/2022

2 240 000-00

Malumani J.K.

NOTIFICATION OF PAYMENT

To Whom It May Concern:

First National Bank Namibia hereby confirms that the following payment instruction has been received:

Date Actioned	: 2024/01/23
Time Actioned	: 09:38:38
Trace ID	: NAM02VW8Q9MB

Payer Details

Payment From	: Mrs Ritta Khiba - Business Cheque Account
Cur/Amount	: NAD2,012.50

Payee Details

Recipient/Account No	: . . 146115
Name	: CITY OF WINDHOEK
Bank	: First National Bank
Branch Code	: 280871
Reference	: INV381185/Erf 945 kw

END OF NOTIFICATION

To authenticate this Payment Notification, please visit the First National Bank of Namibia Limited website at fnbnamibia.com.na, select the "Verify Payments" link and follow the on-screen instructions.

Our customer (the payer) has requested First National Bank of Namibia Limited to send this notification of payment to you. Should you have any queries regarding the contents of this notice, please contact the payer. First National Bank of Namibia Limited does not guarantee or warrant the accuracy and integrity of the information and data transmitted electronically and we accept no liability whatsoever for any loss, expense, claim or damage, whether direct, indirect or consequential, arising from the transmission of the information and data.

Board of Directors: P Grüttemeyer (Chairman), J Coetzee, C Dempsey (Chief Executive), LD Kapere, MJ Lubbe*, R Makanjee**, IN Nashandi, ON Shikongo, LP Smit, E Tjipuka, E van Zyl.
*South African with Namibian Permanent Residence. **South African.
Company Secretary: N Makemba

First National Bank of Namibia Limited, Reg. No. 2002/0180.

INV20: 379 5

CITY OF WINDHOEK

P O Box 59, WINDHOEK NAMIBIA
Telephone No: (061) 290 2911

TAX INVOICE

VAT Reg. Number 2646057-01-5

Invoice Number	: INV2024234306	**Date Issued :**	2024/01/23
Account Number	: N/A	**Vote Number :**	5000132050048
Name	: RITTA KHIBA PLANNING CONSULTANTS CC	**Reference Number :**	945, KLEIN WINDHOEK
Address	: N/A	**System Reference :**	INV381185
		Issued By :	17304 - HAIKONDA (D)
		Contact Details :	+264 61 290 3517

Description : REZONING OF ERF 945, KLEIN WINDHOEK FROM 'RESIDENTIAL' WITH A DENSITY OF 1:900 M² TO 'OFFICE' WITH A BULK OF 0.4 AND CONSENT FOR A 50% FREE RESIDENTIAL BULK AND TO USE THE ERF FOR OFFICE PURPOSES

PAYMENT DUE

Total Amount Excluding VAT	: **N$** 1750.00
Total VAT Amount	: **N$** 262.50
Total Amount Payable	: **N$** 2012.50

INVOICE DETAILS

Department : 5000 - URBAN & TRANSPORT PLANNING

Tariff Code	: N/A
Tariff Description	: N/A
Quantity Provided	: 1
Unit Price	: **N$** 1750.00
Tariff Amount Excluding VAT	: **N$** 1750.00
Tariff VAT Amount	: **N$** 262.50
Tariff Total Amount	: **N$** 2012.50
Service Code	: N/A

City of Windhoek Banking Details - Bank: First National Bank - Number: 62012146115 - Branch: 281872

DEBT MANAGEMENT CREDIT CHECK FORM

Surname KATJAERUA . E.M First name(s) HALLIE INVESTMENT CC

Erf/stand no 945 Township Klein Windhoek

If company or registered under cc 2002/2620

Namibian I. D / Passport no. 8804170073 7

Postal/Private Bag address P.O BOX 99659 Township of address Windhoek

Physical Residential or Business address NO: 8 Sinclair Street, Windhoek

Tel no _____ (H) _____ Cell _____

DEBT MANAGEMENT CREDIT CHECK

Service Accounts (MS)

Credit Control Officer Comments:
Account 1074838 - Current
No other Arrears

Acc. Technician Credit Control A. Nies

Signature Acc. Tech Credit Control

Date stamp

LAND SALES

Comments: No landsales Accounts

Acc. Technician Land Sales SHAMEN

Signature Acc. Technician Land Sales

CITY OF WINDHOEK
Date stamp 18 JAN 2024
Land Sales Finance Department

ACCOUNTANT LAND SALES: _____

City of many faces

P.O. Box 22543, Windhoek
1012 Virgo Street, Doradopark
Tel: +264 61 225062 | Fax 2 email +088614935
Cell: +264 81 2505559 / +264 81 57 88154 | Email: tpl@rkpc.com.na/info@rkpc.com.na
TOWN, AND REGIONAL PLANNERS & ENVIRONMENTAL CONSULTANTS

Ref: L/945/KW **Enquiries:** Ms. Delisia Gowases

09 April 2024

The Chief Executive Officer
City of Windhoek
P O Box 59
Windhoek

Department Of Urban and Transportation Planning

Attention: Mrs. Selma Kanyemba,

Dear madam,

PUBLIC NOTIFICATION PROCESS: REZONING OF ERF 945, NELSON MANDELA AVENUE NO. 63 KLEIN WINDHOEK FROM 'RESIDENTIAL' WITH A DENSITY OF 1:900 m² TO 'OFFICE' WITH A BULK OF 0.4 AND CONSENT FOR A 50% FREE RESIDENTIAL BULK AND TO USE THE ERF FOR OFFICE PURPOSES WHILE THE REZONING IS BEING PROCESSED.

1. Application

Ritta Khiba Planning Consultants has been appointed by the owner of Erf 945, Klein Windhoek, to apply for rezoning their erf from 'Residential' to 'Office' with a bulk of 0.4. and consent to use the erf as such while the rezoning is being processed. The rezoning and rezoning consent was submitted in accordance with Section 105(1) (a) of the Urban and Regional Planning Act, Act No. 5 of 2018, on 19 April 2023.

Along with the application herewith proof of Public Notification in adherence to Section 107 and Regulations 10-12. of the Urban and Regional Planning Act, 2018.

2. Public Notification

The rezoning of Erf 945, Klein Windhoek, was advertised in the following prescribed manner:

- The notices appeared in the 'SUN' and the 'Republikein' newspapers on the 15 and 22 February 2024.
- A notice appeared once in the government gazette on the 15 February 2024.

- A notice was placed on site as well as on the notice board of the Municipality of Windhoek for public notification on the intended rezoning on 15 February 2024.
- Personal particulars of the adjacent erf owners were obtained from the Municipality of Windhoek and all the neighbours were served with notices via registered mail.
- These are owners of Erven 944, 939, 946, 524 and R105 Klein Windhoek. A number of Klein Windhoek residents objected the rezoning of Erf 945 Klein Windhoek on 15 March 2024. They submitted a letter signed by the owners of Erven 473, 477, 480, 472, 626, 474, R/502, R/507, 282, 114, 471, 947, 946, 939 Klein Windhoek.

2.1 Objections Received

In terms of the Windhoek Zoning Scheme, *the notice shall state that any person having objections to the erection and/or use of the proposed building, or to the proposed use of land, may lodge such objections together with the grounds thereof with the Council and with the applicant, in writing, within fourteen (14) days of the date of the last advertisement and shall further state where the plans, if any, may be inspected.* In this regard, this office has received a written letter of objection signed by several residents of Klein Windhoek. For the purposes of this report, this office has provided mitigations against the objections.

The objections of residents are crucial for inclusive decision-making in urban planning. These concerns represent the community's voice and emphasize the need for open dialogue and understanding. By considering diverse perspectives and engaging in constructive dialogue, solutions can be found that balance community needs with sustainable development goals. This discussion will examine the objections, their motivations, and ways to address them in a transparent, fair, and collaborative manner. The first section includes the residents' objection letter and the response from the office.

2.1.1 Klein Windhoek Policy Zones

The most important argument against the rezoning to "Office" is that the respective erf falls outside the Klein Windhoek Policy Zone. The demarcated Office Policy Area is an area where development applications are indicating a change in character of the area. Although Erf 945 is adjacent to the 1:250 density area, it falls outside the Office policy area by 130m.

The Klein Windhoek Policy Area was demarcated in 2019 with the aim of providing guidance in terms of development in Windhoek. The City of Windhoek as the authorized enabler plays a pivotal role in facilitating development through pro-active planning policy setting and guiding land uses in different areas. In September 2017, Council resolved per Resolution 190/09/2017 to approve a number of Interim Policy Areas in order to review development parameters in certain key development hot spots in the City in pursuit of orderly development. Council established the Klein Windhoek Office Policy and Higher Density Area during this exercise. Unfortunately, Erf 945 falls outside this key development hot-spot.

As mentioned above, Erf 945 neither falls inside the Office Policy Area nor in the residential higher density area. Erven outside this area are far removed from the transformation trend and should therefore not supported. Council Policy should actively guide development and since the erf in question falls outside the policy area, this is the strongest motivation against the proposed rezoning.

Erf 945 is not within the Office Policy Area or residential higher density area, and should not be supported due to its distance from the transformation trend. Council Policy should guide development, and since it falls outside the policy area, it is strongly opposed to the proposed rezoning.

2.1.2 Response to 2.1.1

i. Policy Overview

The existing policy guidelines designate specific areas for different land uses and zoning regulations. The Erf 945, Klein Windhoek falls outside the designated Klein Windhoek Office Policy area, leading to concerns about non-compliance with established guidelines. However, it is important to consider the broader context and objectives of the rezoning proposal in light of the community's needs and future development.

ii. Economic Opportunities

The proposed rezoning may create economic opportunities for the community, such as attracting new businesses, generating employment, and increasing property values. These economic benefits can contribute to the overall growth and prosperity of the area.

iii. Compatibility with Surrounding Area

While Erf 945, Klein Windhoek may be outside the policy area, careful consideration has been given to ensure that the rezoning aligns with the surrounding land uses and minimizes any potential negative impacts on neighbouring properties. The proposed rezoning is designed to be compatible with the existing urban fabric.

iv. Planning Flexibility

Flexibility in land use planning is essential to adapt to changing community needs and evolving development trends. The rezoning proposal allows for flexibility in utilizing land resources efficiently and responding to emerging demands in the area.

Despite initial objections based on policy adherence, it is important to consider the broader goals and positive impacts that the rezoning may bring to the area and how it will benefit the Municipality.

2.1.3 Current utilization of Erf 945, KW:

In February 2023, the owner of an erf sought consent from neighbours for a resident occupation on Erf 945, which was initially granted as it was believed to adhere to regulations. However, months later, the entire building was used for the lawyer's offices, contradicting the legal zoning of "residential" with a density of 1:900. The request for office use during rezoning is futile as the office is currently in use since the building renovation was completed in September 2023. The surrounding neighbours, who initially supported only resident occupation consent, strongly opposed a rezoning application, causing a loss of trust. If the rezoning fails, the neighbours will not support the annual renewal of the resident occupation.

2.1.4 Response to 2.1.3

Whilst the rezoning process is ongoing, the owner of Erf 945 Klein Windhoek utilises the property for purposes of a law firm. This is necessary during the rezoning process for economic viability and to sustain their business. Without office use, the business could suffer financially, potentially leading to job losses. Thus, the owner submitted an application for rezoning to the Municipal Council, demonstrating their willingness to work within the existing regulatory framework and seek a permanent solution. The use of the property has minimal impact on the surrounding residential area and the owners maintain it in a consistent manner.

2.1.5 Business/Office centres in the neighbourhood

The rezoning of the erf to an office related zoning cannot be supported by us since it may lead to the establishment of new business and or office centers along and in Nelson Mandela Avenue, which is not advisable in this area by us, the neighbours. In the past year, several applications of similar nature have been brought under our attention and have been submitted to the City Council for their perusal. These erven in question have all applied for a rezoning to "Office" with a bulk of 0.4 and some simultaneously for consent to allow for an additional floor area which shall be devoted to residential use. Erf 945, Klein Windhoek, falls outside the approved "Office" policy area – the border being the south of Berg Street. According to the plan PG200506-01 which was officially presented upon enquiry by the City of Windhoek, Erf 945 3 does fall OUTSIDE the proclaimed office policy area but INSIDE the higher residential area of 1:250. We strongly object to the extension of the Office Policy Area, since this Office Policy area was explicitly demarcated in the way currently depicted. Should the boundaries be extended, this would be regarded as an ad-hoc application for the purpose of the rezoning application of the erven mentioned above. Extending the Office Policy Area should be done with merits and not only focusing solely on several applications. A business outlet is already well established on the corner of Nelson Mandela and Berg Street on Erf 1260, Klein Windhoek. Numerous other businesses in Nelson Mandela such as the Puma Garage and the corner shop on the corner of Nelson Mandela Avenue and Bowker Street can also be regarded as small business focal points, however, these can be supported since the size of the erven on which they currently operate are of such nature that bigger businesses or office developments on them are just not feasible, viz. the development potential is already reached or maximized. The existing businesses and offices along Nelson Mandela Avenue are clustered together and we,

the neighbours, are appealing to the City Council not to allow ad-hoc applications for rezonings outside these policy areas. We, the neighbours, already objected to numerous rezoning applications in the past. Allowing another rezoning in this area (to "Office" in the case of Erf 945), gradually lends the impression to investors and the City Council that we, the neighbours, accept the change to come. However, this is not the case and we will stand against rezonings of such nature that will alter the residential nature of our neighbourhood.

2.1.6 Response 2.1.5

Urban residential areas are dynamic environments that constantly evolve over time, making them prone to changing their nature. The pace of urbanization, demographic shifts, economic trends, and technological advancements all contribute to the fluidity of these areas. However, many policies governing these spaces often lag behind, failing to keep pace with the rapid changes. As a result, there is a pressing need to revisit and update outdated policies to ensure they remain relevant and effective in addressing current and future challenges. By doing so, policymakers can better adapt to the evolving needs of urban residents, promote sustainable development, and foster vibrant and inclusive communities.

2.1.7 Potential of Erf 945, Klein Windhoek

The potential of Erf 945 by means of its size (1 082m²) for an office development is significant and it is the size of the erf, which we as the neighbours regard as threatening should the rezoning be granted. The intended rezoning to "Office" with a bulk of 0.4 allows for the maximum floor utilization of 432 m². Judging from the aerial photo, the current house (double storey in nature) does not have the size of 432 m², which implies that the owner can erect more buildings on the erf to utilize the zoning of "Office" with a bulk of 0.4 to its fullest potential. Should the rezoning be successful, the newly acquired zoning which will enable the owner to utilize the erf to its full potential that the erf holds after a rezoning has been granted. The residential building on Erf 945 is double storey in nature. As in the most double storey houses, the living room, kitchen, etc is on the ground floor, while the bedrooms are situated on the first floor. Even if the argument that the office activities only take place from eight in the morning to five in the afternoons (thereby suggesting no negative impact to the surrounding residential activities) is correct but the applicant fails to address the fact that the bedrooms on the first floors where normally only utilized at night, thereby ensuring privacy to the surrounding adjoining neighbours. Obviously, the bedrooms will also be converted to offices and it is exactly this activity during the daytime, which will interfere with our privacy, as the offices on the first-floor overlook into entertainment areas and / or garden of the adjoining erven. We are strongly objecting against the rezoning to "Office" since we foresee that our privacy will be jeopardized in the process.

2.1.8 Response to 2.1.7

Offices can be compatible land uses in residential areas when carefully planned and executed. They bring potential benefits such as job opportunities, convenience, and economic activity without significantly disrupting the residential

character. Effective zoning regulations and urban planning strategies can ensure that office developments in residential areas are appropriately scaled, designed, and integrated into the surrounding environment. Measures such as buffering, landscaping, and noise control can help mitigate potential conflicts between office and residential uses. Additionally, mixed-use developments that incorporate both office and residential spaces can foster a sense of community and promote walkability. With thoughtful consideration and proactive management, offices can coexist harmoniously with residential neighbourhoods, contributing to their vitality and diversity. Erf 945 Klein Windhoek is located in a mixed land use node of Klein Windhoek. It should be noted that most Erven along Nelson Mandela Avenue are rezoned or either use for non-residential activities.

2.1.8 Traffic requirements

Traffic from and into Nelson Mandela Avenue – an arterial by nature – is problematic and highly dangerous. Concerns over safety arise in terms of traffic requirements with regard to Erf 945, Klein Windhoek. The rightful assumption can be made that an "Office" zoned erf will create more traffic by means of visitors, clients and staff members. In the light of the above the rezoning cannot be supported. Erf 944 was recently developed according to its zoning ("General Residential" with a density of 1:250) and four units are currently being utilized for residential use. It was confirmed by the owner of Erf 944 that traffic into Nelson Mandela Avenue proves a significant problem. With erven 945 and 524, Klein Windhoek, following suit with the rezoning to "Office" with a bulk of 0.4 the traffic problem will only be aggravated.

Objections: In the light of the above, we strongly oppose the rezoning of Erf 945, Klein Windhoek, from "Residential" with a density of 1:900 to "Office" with a bulk of 0.4, since: The increase of the traffic generated and attracted by "Office" zoned erven is to the detriment of the neighbours. The area adjoining Erf 945 is characterised by residential erven and therefore any use other than residential is regarded in our opinion as unsuitable. In general, the sudden transformation of the residential dwelling to an office building or centre would disturb the tranquil and serene residential neighbourhood character of the Klein Windhoek Valley.

2.1.9 Response to 2.1.8

A law firm office use typically does not significantly impact traffic, particularly in comparison to retail or commercial establishments that attract large numbers of customers. Clients usually visit law firms by appointment, resulting in a more predictable flow of traffic. Additionally, law firms often conduct much of their work electronically or remotely, reducing the need for frequent in-person meetings. Moreover, the owner of the law firm pledges to adhere strictly to municipal parking standards, ensuring that there is sufficient parking available for staff and visitors without encroaching on residential parking spaces or causing congestion. By conscientiously managing their parking needs and minimizing traffic disruptions, the law firm aims to integrate seamlessly into the residential neighbourhood while providing essential legal services to the community.

3. Conclusion

In conclusion, the rezoning of Erf 945 in Klein Windhoek, located outside the designated Klein Windhoek Office Policy area, requires careful consideration from the municipal council. While it is important to adhere to established policies, it is equally vital to acknowledge the evolving needs and dynamics of the community. Through a thorough assessment of the potential benefits of rezoning, such as stimulating economic growth, meeting essential service demands, and enhancing community vibrancy, the council can make well-informed decisions that align with the long-term interests of residents and stakeholders. Additionally, this flexibility in zoning can facilitate innovative and sustainable development strategies that adapt to changing circumstances and promote a resilient and inclusive urban environment. Therefore, the council is encouraged to deliberate thoughtfully on this matter and explore opportunities to support the proposed rezoning of Erf 945 in Klein Windhoek from Residential with a density to Office with a bulk of 0.4, as this rezoning will ultimately contribute to the well-being and prosperity of the public.

4. Annexures

Attached to this application, please find copies and the relevant documents in support of the application:

- Proof of Neighbours consultation via registered mail
- Notice on site and municipal notice board
- Copy of Newspaper notices
- Government Gazette notice
- Objection letter from the residents of Klein Windhoek

Trust that this application will favourably be considered and should you need further information, kindly contact us at one of the above numbers.

Yours sincerely,

RITTA KHIBA
PRINCIPAL MEMBER

Regskennisgewings Legal Notices

IN THE High Court Of Namibia
Case No: HC-MD-CIV-ACT-CON-2021/04828
In the matter between:-
FIRST NATIONAL BANK OF NAMIBIA LTD, Plaintiff and
ERNST KAURUMBUA HEWICKE, Defendant
NOTICE OF SALE IN EXECUTION OF IMMOVABLE PROPERTY
Pursuant to a Judgment of the above Honourable Court granted on 7 OCTOBER 2022,the following immovable property will be sold without reserve and voetstoots by the Deputy Sheriff of the District of OUTJO on the 28TH day of FEBRUARY 2024 at 12h00 at ERF NO. 361, OUTJO, REPUBLIC OF NAMIBIA.
CERTAIN: ERF NO. 361, OUTJO
SITUATED: In the Municipality of OUTJO, REGISTRATION DIVISION "A", KUNENE REGION
MEASURING: 1376 (ONE THREE SEVEN SIX) Square Metres
CONSISTING OF PRIMARY DWELLING: 3x Bedrooms, 1x Bathroom, 1x Lounge, 1x Dining Room, 1x Kitchen
OUT BUILDINGS: 1x Double Garage, 1x Water Closet, 1x Servants Quarters
The "Conditions of Sale-in-Execution" will lie for inspection at the office of the Deputy Sheriff at OUTJO and at the Head Office of Plaintiff at WINDHOEK and Plaintiff's Attorneys, Fisher, Quarmby & Pfeifer, at the undermentioned address.
Dated at WINDHOEK this 09TH day of JANUARY 2024
FISHER, QUARMBY & PFEIFER
LEGAL PRACTITIONER FOR PLAINTIFF
Corner Robert Mugabe & Thorer Streets
Entrance on Burg Street
P O Box 37
WINDHOEK
AAH/jvz/S6097

DM0202400413651

IN THE High Court Of Namibia
Case No. HC-MD-CIV-ACT-CON-2019/04957
In the matter between:-
FIRST NATIONAL BANK OF NAMIBIA, Plaintiff and
KENNETH JOHNNY GASEB, 1st Defendant
SHIRLYN IVON GASES, 2nd Defendant
NOTICE OF SALE IN EXECUTION OF IMMOVABLE PROPERTY
Pursuant to a Judgment of the above Honourable Court granted on 22 July 2022,the following immovable property will be sold without reserve and voetstoots by the Deputy Sheriff of the District of Outjo on 28th February 2024 at 10h00 in front of the Magistrate's Court, Outjo.
CERTAIN: Farm Panorama No. 314, Outjo District
SITUATED: Registration Division "A", Kunene Region
MEASURING: 2665,5615,5613 (two six six five comma five six one five comma five six one three) Hectares
CONSISTING OF: Residential Facilities: None.
OUTBUILDINGS: None
WATER AND OTHER INFRASTRUCTURE:
Water point 1: 1x Boreholes (functional), 1x Mono pump, 1x Hartz Engine, 1x Concrete water reservoir. 2x Concrete drinking troughs, 1x 10000L PVC Water tanks, 10x Kraals with a manga, 1x Earth dam.
Water point 2: 1x Fountain on the mountain – (we could not access it due to bad roads)
FENCING and CAMPS: The boundary fence is stock proof. The internal fences are stock proof. The farm is divided into 6 internal camps. The fence is in a fair state of repair.
The "Conditions of Sale-in-Execution" will lie for inspection at the office of the Deputy Sheriff at OUTJO and at the Head Office of Plaintiff at Windhoek and Plaintiff's Attorneys, Fisher, Quarmby & Pfeifer, at the undermentioned address.
Dated at WINDHOEK this 07TH day of DECEMBER 2023
FISHER, QUARMBY & PFEIFER
LEGAL PRACTITIONER FOR PLAINTIFF
Corner Robert Mugabe & Thorer Streets
entrance on Burg Street
P O Box 37
WINDHOEK
AAH/js/GMFN243028-G

DM0202400413647

Regskennisgewings Legal Notices

IN THE High Court of Namibia
Case No: HC-MD-CIV-ACT-CON-2020/01737
In the matter between:-
FIRST NATIONAL BANK OF NAMIBIA LTD, Plaintiff and
LINA HAMEVA, Defendant
NOTICE OF SALE IN EXECUTION OF IMMOVABLE PROPERTY
Pursuant to a Judgment of the above Honourable Court granted on 12 AUGUST 2020,the following immovable property will be sold without reserve and voetstoots by the Deputy Sheriff of the District of OKAHANDJA on the 26TH day of APRIL 2024at 10h00 at ERF NO. 110, OSONA VILLAGE, OKAHANDJA DISTRICT, REPUBLIC OF NAMIBIA.
CERTAIN: ERF NO. 110, OSONA VILLAGE
SITUATED: In the Municipality of OKAHANDJA, REGISTRATION DIVISION "J", OTJOZONDJUPA REGION
MEASURING: 390 (THREE NINE ZERO) Square Metres
CONSISTING OF PRIMARY DWELLING: 3x Bedrooms, 1x Bathroom, 1x Lounge, 1x Kitchen, 1x Shower, 2x Water Closets
OUT BUILDINGS: Garage
The "Conditions of Sale-in-Execution" will lie for inspection at the office of the Deputy Sheriff at OKAHANDJA and at the Head Office of Plaintiff at WINDHOEK and Plaintiff's Attorneys, Fisher, Quarmby & Pfeifer, at the undermentioned address.
Dated at WINDHOEK this 1st day of FEBRUARY 2024
FISHER, QUARMBY & PFEIFER
LEGAL PRACTITIONER FOR PLAINTIFF
Corner of Robert Mugabe & Thorer Streets
Entrance on Burg Street
P O Box 37
WINDHOEK
AAH/jvz/S5064

DM0202400414114

NOTICE Take notice that PLAN AFRICA CONSULTING CC, TOWN AND REGIONAL PLANNERS intends to apply to the City of Windhoek for:
* REZONING OF ERF 4386 KATUTURA (EXTENSION NO.12) FROM BUSINESS WITH A BULK OF1.0 TO INSTITUTIONAL
* CONSENT TO USE THE ERF FOR PLACE OF PUBLIC WORSHIP PURPOSES WHILE THEREZONING IS IN PLACE
Erf 4386 Soweto is 1158m2 in extent. The respective erf is currently zoned as "Business" with a bulk of 1.0. The owner intends to rezone the erf to institutional in order to use the erf as a church or place of public worship. The building will also be used as a multipurpose hall that can cater for community meetings. The church is compatible with the existing surrounding land uses.
Further take notice that the locality plan of the erf lies for inspection on the town planning notice board at City of Windhoek and at Plan Africa Consulting CC, No 8 Delius Street, Windhoek West.
Further take notice that any person objecting to the proposed use of the land as set out above may lodge such objection together with the grounds thereof, with the City of Windhoek and with the applicant (Plan Africa Consulting CC) inwriting within 14 days of the last publication of this notice (final date for objections is 04th March 2024).
PLAN AFRICA CONSULTING CC
TOWN and Regional Planners
Box 4114
8 Delius Street
Windhoek (West)
Tel: (061) 212096 Cell: 0812716189
Fax: (061) 213051
Email:pafrica@mweb.com.na

DM0202400414139

Regskennisgewings Legal Notices

APPLICATION TO ERECT THREE STOREY DWELLING
Take notice that the owner of Three Five Seven Five Klein Windhoek CC intends applying to the Windhoek Municipal Council for the construction of a three-storey dwelling unit of Erf 3575 in Klein Windhoek. The proposed construction will allow the owner to erect a three-storey dwelling unit of Erf 3575. The owner's current intentions are to erect on Erf 3575 for the following activity – construction of a residential new house. Further take notice that the plan of Erf 3575 lies for inspection on the town planning notice board in the Customer Care Centre, Main Municipal Offices, Rev. Michael Scott Street, Windhoek. Further take notice that any person objecting to the proposed use of the land as set out above may lodge such objection together with the grounds thereof, with the City and with the applicant/consultant in writing within 14 days of the last publication of this notice. The last date for any objection is on the 6th day of March of 2024. Dated at Windhoek this 12th day of February 2024.
Name and address of advertiser/consultant: Ole Derra – 081 281 2780

DM0202400414251

REZONING NOTICE Take notice that RITTA KHIBA PLANNING CONSULTANTS (TOWN AND REGIONAL PLANNERS) on behalf of the owner of Erf 945, Nelson Mandela Avenue No. 63 Klein Windhoek, intends applying to the Municipal Council of Windhoek for:
REZONING OF ERF 945, NELSON MANDELA AVENUE NO. 63 KLEIN WINDHOEK FROM 'RESIDENTIAL' WITH A DENSITY OF 1:900 m² TO 'OFFICE' WITH A BULK OF 0.4 AND CONSENT FOR A 50% FREE RESIDENTIAL BULK AND TO USE THE ERF FOR OFFICE PURPOSES WHILE THE REZONING IS BEING PROCESSED.
Erf 945, Nelson Mandela Avenue No. 63, is zoned 'Residential' with a density of 1:900 m² and is approximately 1083 m² in extent. There is an existing building situated on the erf. Once Council approves the proposed rezoning the intention is to use the existing building for office purposes. The number of vehicles for which parking will be provided on-site will be in accordance the Windhoek Town Planning Scheme.
Take notice that the locality plan of the Erf lies for inspection on the town planning notice board at the Customer Care Centre, Main Municipal Offices, Rev. Michael Scott Street, Windhoek as well as at Ritta Khiba Planning Consultants, Erf 1012 Doradopark.
Further take notice that any person objecting to the proposed use of the land as set out above may lodge such objection together with the grounds thereof, with the Municipality of Windhoek, 5th Floor, Office 516 and with the applicant in writing not later than 15 March 2024.
APPLICANT:
RITTA KHIBA PLANNING CONSULTANTS
TOWN AND REGIONAL PLANNERS
P O Box 22543, Windhoek
Tel: 061 – 225062 or Fax: 088614935(fax to email)
Mobile: 0815788154
Email Address: tpl@rkpc.com.na
MUNICIPALITY OF WINDHOEK:
DEPARTMENT OF URBAN AND TRANSPORT PLANNING
TOWN PLANNER: MS. SELMA KANYEMBA
OFFICE: +264 61 290 2378

DM0202400414070



388

NATIONAL DISABILITY COUNCIL OF NAMIBIA

NAMPORT

NATIONAL DISABILITY AWARDS

Call for Nominations

Call open from 05 – 21 February 2024

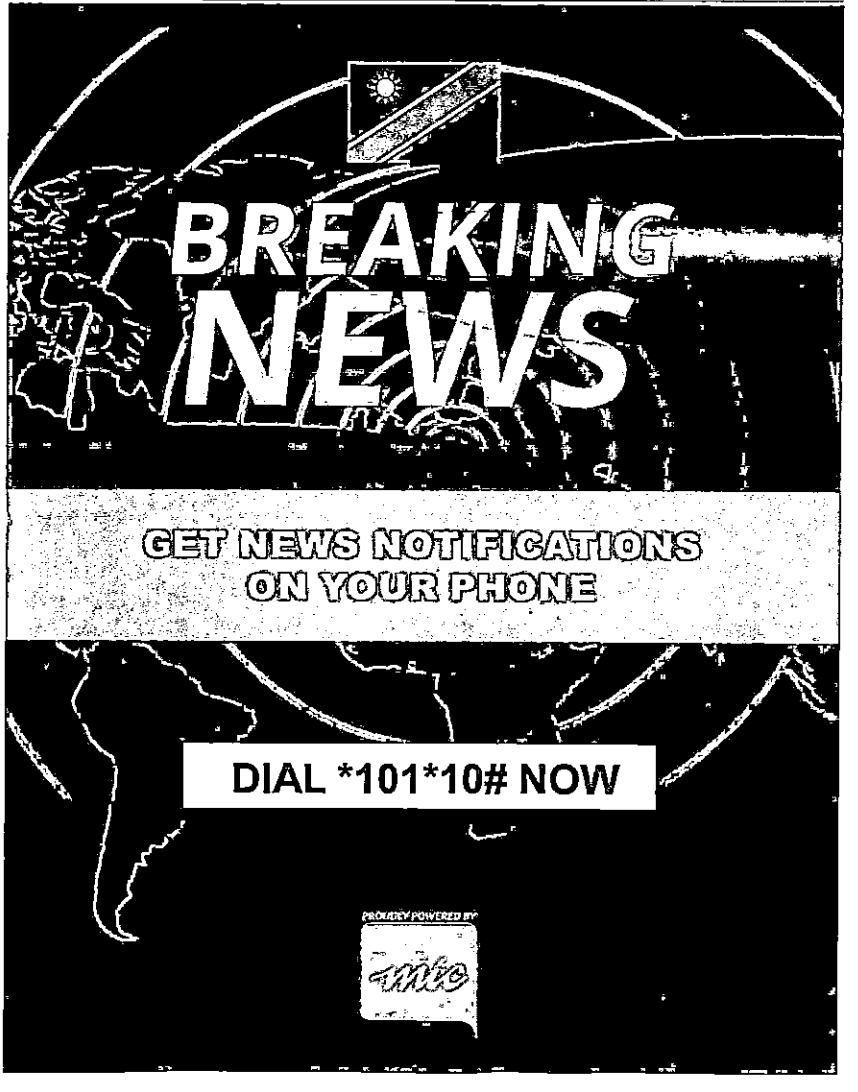
Background
The National Disability Council of Namibia (NDCN) in collaboration with its sponsors and stakeholders recognises and promotes the outstanding contributions of individuals, groups and organisat\ions who are working to create an inclusive Namibia where people with disabilities are valued, respected and can contribute to the community.

To submit a Nomination:
- Collect the awards guidelines at the NDCN, 6 Davey Street, Windhoek West or send an email to Magdelena.Katjinamunene@mgepesw.gov.na or Maria.Ndengu@mgepesw.gov.na.
- Write the requested nomination letter and gather the requested supporting documents.
- Email all documents to the NDCN via the email address above or hand deliver to physical address above.
- The nomination criteria for a particular award should be followed by adequate details and evidence.
- The nomination letter should be signed by the nominee, the nominator and two references who must endorse the statements of the nominee.

Evaluation criteria:
Nominations will be evaluated in line with the NDCN's National Disability Awards Guidelines.

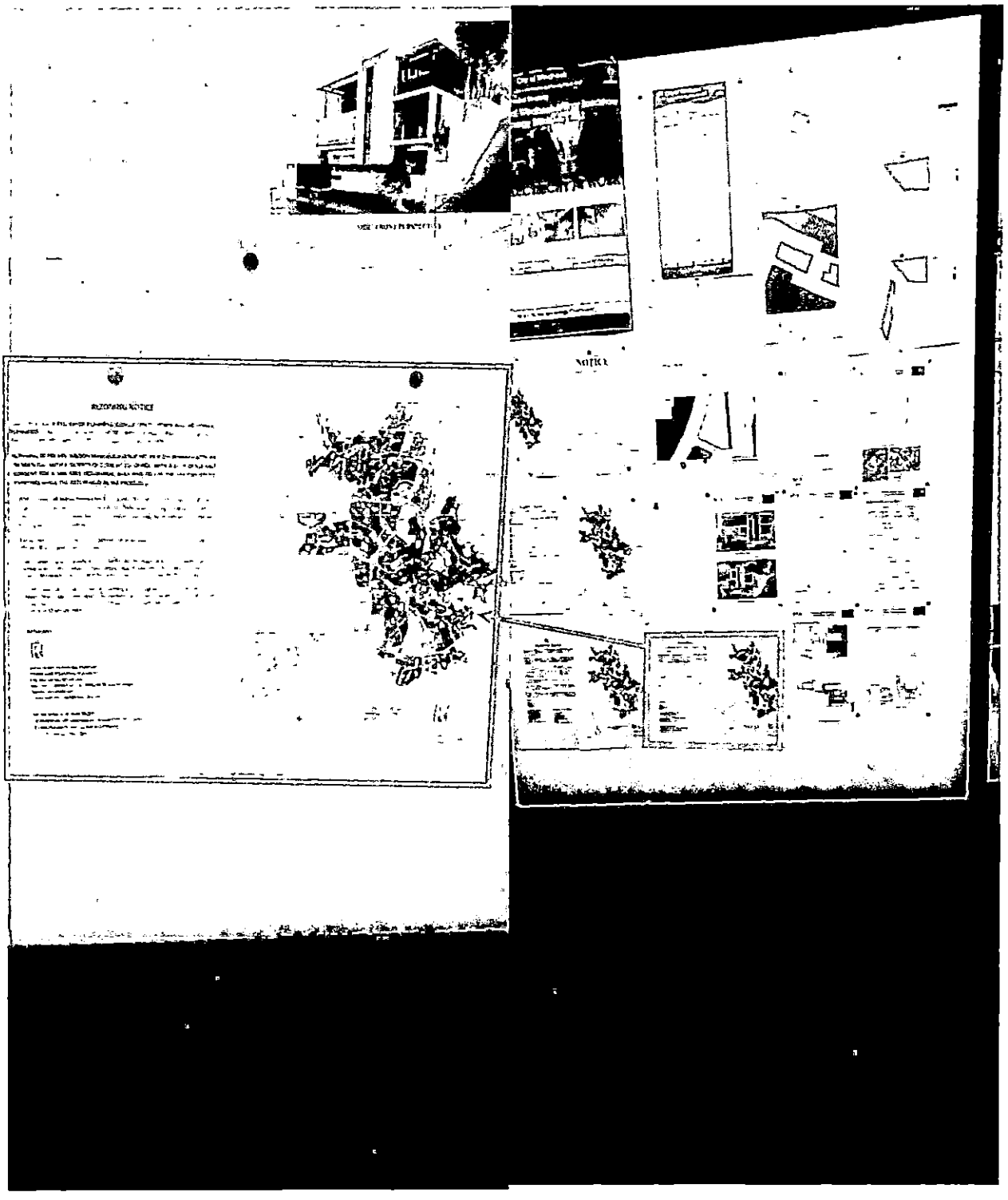
Categories:
The awards are grouped under the following categories:
- Best Sportswoman and man with disabilities
- Best sport team of persons with disabilities
- Best disability activist (organization or individual)
- Best service provider to persons with disabilities
- Best disability inclusive journalist or media house
- Best employer of persons with disabilities
- Best education institution to persons with disabilities
- Best Organization of Persons with Disabilities

Contact us:
For enquiries, please contact: Magdelena.Katjinamunene@mgepesw.gov.na or Maria.Ndengu@mgepesw.gov.na.



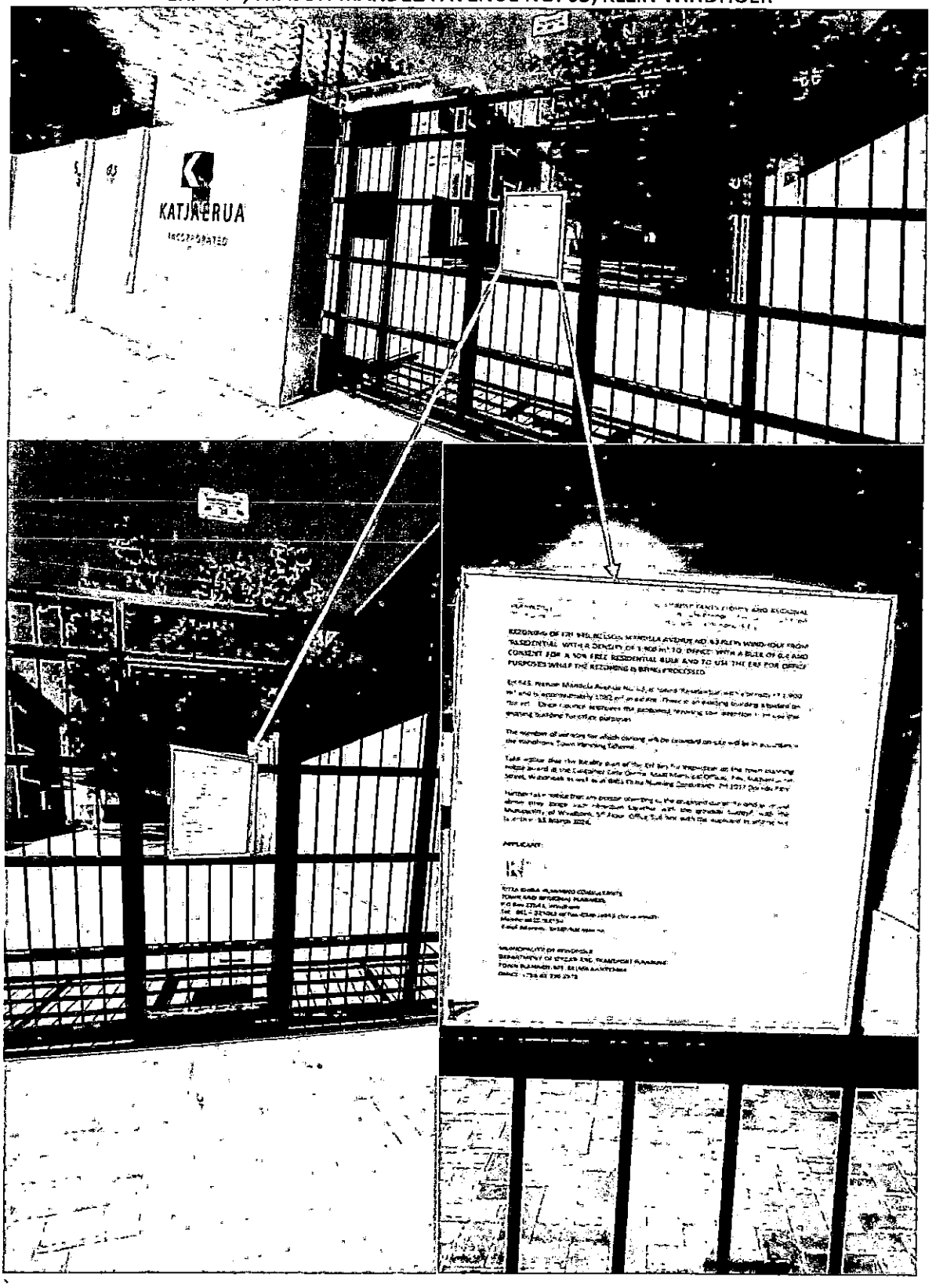
MUNICIPAL NOTICE

ERF 945, NELSON MANDELA AVENUE NO. 63, KLEIN WINDHOEK



ON-SITE NOTICE

ERF 945, NELSON MANDELA AVENUE NO. 63, KLEIN WINDHOEK



LIST OF REGISTERED ITEMS POSTED

by Rikta Khiba Planning Consultants cc for Erf 945 KW

nampost®

Sender's reference no.	Addressee's name and address	Registration no.
ERF 944 KLEIN WINDHOEK	NELSON MANDELA AVE PROP CC PO BOX 22006 WINDHOEK BA 000 901 971 NA	
ERF 943 KLEIN WINDHOEK	JT & CT GANDHI PO BOX 11479 OSHAKATI BA 000 901 968 NA	
ERF 939 KLEIN WINDHOEK	BV INVESTMENTS 438 CC PO BOX 27500 WINDHOEK BA 000 901 954 NA	
ERF 946 KLEIN WINDHOEK	WM & AG COETZEE PO BOX 22342 WINDHOEK BA 000 901 945 NA	
ERF 524 KLEIN WINDHOEK	PROPERTY ERF 946 CC PO BOX 24658 WINDHOEK BA 000 901 923 NA	
ERF R/105 KLEIN WINDHOEK	UTOPIA MEDI SPA PO BOX 310 WINDHOEK BA 000 901 910 NA	
ERF 2616 KLEIN WINDHOEK	PENSION BOUGAIN VILLA PO BOX 90805 KLEIN WINDHOEK BA 000 901 906 NA	

studio print 28054

Number of items 7 Received by John

Date stamp

KLEIN WINDHOEK 2 NAMIBIA

No compensation will be considered unless enquiry regarding this postal article is made within one year after the date of posting.

P1/185

15 March 2024

The Chief Executive Officer
Department of Planning, Urbanisation and Environment
PO Box 59
Windhoek
Namibia

Attention: Mr. P van Rensburg

OBJECTIONS AGAINST THE INTENDED REZONING OF ERF 945, KLEIN WINDHOEK, FROM "RESIDENTIAL" WITH A DENSITY OF 1:900 TO "OFFICE" WITH A BULK OF 0.4 AND CONSENT FOR A 50% FREE RESIDENTIAL BULK AND TO USE THE ERF FOR OFFICE PURPOSES WHILE THE REZONING IS BEING PROCESSED

We, the undersigned, are objecting against the intention to rezone Erf 945, Klein Windhoek, from "Residential" to "Office" with a bulk of 0.4, as advertised by the notice on the gate of Erf 945. Simultaneously we are objecting to the consent application to allow for a 50% free residential bulk.

Klein Windhoek Policy Zones:
The most important argument against the rezoning to "Office" is that the respective erf falls outside the Klein Windhoek Policy Zone. Although Erf 945 is adjacent to the 1:250 density area, it falls outside the Office policy area by 130m.

The Klein Windhoek Policy Area was demarcated in 2019 with the aim of providing guidance in terms of development in Windhoek. The City of Windhoek as the authorized enabler plays a pivotal role in facilitating development through pro-active planning policy setting and guiding land uses in different areas.

In September 2017, Council resolved per Resolution 190/09/2017 to approve a number of Interim Policy Areas in order to review development parameters in certain key development hot spots in the City in pursuit of orderly development. Council established the Klein Windhoek Office Policy and Higher Density Area during this exercise. Unfortunately, Erf 945 falls outside this key development hot-spot.

As mentioned above, Erf 945 neither falls inside the Office Policy Area nor in the residential higher density area. The demarcated Office Policy Area is an area where development applications are indicating a change in character of the area.

Erven outside this area are far removed from this transformation trend and should therefore not supported.

Council Policy should actively guide development and since the erf in question falls outside the policy area, this is the strongest motivation against the proposed rezoning.

Current utilization of Erf 945, KW:

In February 2023 the owner of the erf consulted the adjoining neighbours for consent for resident occupation on Erf 945 (lawyer's offices). Consent was give under the impression that the regulations for resident occupation are adhered to.

Months later and the entire building on Erf 945 is being utilized for lawyer's offices. A sign on the border wall even indicates the firm name. This is in contradiction of the lawful current zoning being "residential" with a density of 1:900.

At current, no sign of residential occupation seems imminent. Therefore, the request to use the erf for office purposes while the rezoning is being processed is futile since the office use is being in utilization since the renovation of the building has been completed (around September 2023).

The surrounding neighbours when approved for consent approval indicated that only consent for a resident occupation was supported however they indicated from the onset that they would strongly oppose a rezoning application. The consent was given in good faith and the sudden turn of events creates a loss of trust. Should the rezoning fail, we as neighbours would not support the annual renewal of the resident occupation.

Business/Office centers in the neighbourhood:

The rezoning of the erf to an office related zoning cannot be supported by us since it may lead to the establishment of new business and or office centers along and in Nelson Mandela Avenue, which is not advisable in this area by us, the neighbours. In the past year, several applications of similar nature have been brought under our attention and have been submitted to the City Council for their perusal. These erven in question have all applied for a rezoning to "Office" with a bulk of 0.4 and some simultaneously for consent to allow for an additional floor area which shall be devoted to residential use.

Erf 945, Klein Windhoek, falls outside the approved "Office" policy area – the border being the south of Berg Street. According to the plan PG200506-01 which was officially presented upon enquiry by the City of Windhoek, Erf 945

does fall OUTSIDE the proclaimed office policy area but INSIDE the higher residential area of 1:250.

We strongly object to the extension of the Office Policy Area, since this Office Policy area was explicitly demarcated in the way currently depicted. Should the boundaries be extended, this would be regarded as an ad-hoc application for the purpose of the rezoning application of the erven mentioned above. Extending the Office Policy Area should be done with merits and not only focusing solely on several applications.

A business outlet is already well established on the corner of Nelson Mandela and Berg Street on Erf 1260, Klein Windhoek. Numerous other businesses in Nelson Mandela such as the Puma Garage and the corner shop on the corner of Nelson Mandela Avenue and Bowker Street can also be regarded as small business focal points, however, these can be supported since the size of the erven on which they currently operate are of such nature that bigger businesses or office developments on them are just not feasible, viz. the development potential is already reached or maximized. The existing businesses and offices along Nelson Mandela Avenue are clustered together and we, the neighbours, are appealing to the City Council not to allow ad-hoc applications for rezonings outside these policy areas.

We, the neighbours, already objected to numerous rezoning applications in the past. Allowing another rezoning in this area (to "Office" in the case of Erf 945), gradually lends the impression to investors and the City Council that we, the neighbours, accept the change to come. **However, this is not the case and we will stand against rezonings of such nature that will alter the residential nature of our neighbourhood.**

<u>Potential of Erf 945, Klein Windhoek:</u>

The potential of Erf 945 by means of its size (1 082m²) for an office development is significant and it is the size of the erf, which we as the neighbours regard as threatening should the rezoning be granted. The intended rezoning to "Office" with a bulk of 0.4 allows for the maximum floor utilization of 432m². Judging from the aerial photo, the current house (double storey in nature) does not have the size of 432m², which implies that the owner can erect more buildings on the erf to utilize the zoning of "Office" with a bulk of 0.4 to its fullest potential.

Should the rezoning be successful, the newly acquired zoning which will enable the owner to utilize the erf to its full potential that the erf holds after a rezoning has been granted.

The residential building on Erf 945 is double storey in nature. As in the most double storey houses, the living room, kitchen, etc is on the ground floor, while the bedrooms are situated on the first floor.

Even if the argument that the office activities only take place from eight in the morning to five in the afternoons (thereby suggesting no negative impact to the surrounding residential activities) is correct but the applicant fails to address the fact that the bedrooms on the first floors where normally only utilized at night, thereby ensuring privacy to the surrounding adjoining neighbours. Obviously, the bedrooms will also be converted to offices and it is exactly this activity during the daytime, which will interfere with our privacy, as the offices on the first floor overlook into entertainment areas and / or garden of the adjoining erven.

We are strongly objecting against the rezoning to "Office" since we foresee that our privacy will be jeopardized in the process.

Traffic requirements:

Traffic from and into Nelson Mandela Avenue – an arterial by nature – is problematic and highly dangerous.

Concerns over safety arise in terms of traffic requirements with regard to Erf 945, Klein Windhoek. The rightful assumption can be made that an "Office" zoned erf will create more traffic by means of visitors, clients and staff members. In the light of the above the rezoning cannot be supported.

Erf 944 was recently developed according to its zoning ("General Residential" with a density of 1:250) and four units are currently being utilized for residential use. It was confirmed by the owner of Erf 944 that traffic into Nelson Mandela Avenue proves a significant problem.

With erven 945 and 524, Klein Windhoek, following suit with the rezoning to "Office" with a bulk of 0.4 the traffic problem will only be aggravated.

Objections:

In the light of the above, we strongly oppose the rezoning of Erf 945, Klein Windhoek, from "Residential" with a density of 1:900 to "Office" with a bulk of 0.4, since:

The increase of the **traffic** generated and attracted by "Office" zoned erven is to the detriment of the neighbours.

The area adjoining Erf 945 is characterised by **residential erven** and therefore any use other than residential is regarded in our opinion as unsuitable.

Chief Executive Officer
23 of 1992 - Accounting Officer in line with 27 (1) Local Authority Act
20 MAR 2025
Box 59
Windhoek
Tel: 061 - 290 2615

OFFICE OF THE MAYOR

✉ 59
80 Independence Avenue
WINDHOEK, NAMIBIA

Tel: (+264) 61 290 2011 Fax. (+264) 61 290 2344 www.cityofwindhoek.org.na

18 March 2025

MOTION:

REQUEST FOR ENHANCED COMMUNICATION ON AWARD OF CONTRACTS WITH WIDE PUBLIC INTEREST

Introduction

The purpose of this motion is to request, in accordance with existing laws, the development of a clear reporting mechanism to the Council on the award of contracts with wide public interest.

This motion is made in accordance with Rule 13 of No. 140 (of April 2015) of the *Standing Rules in connection with convening and holding, and procedure at, meetings of Local Authority Councils and Committees established by Local authority Councils: Local Authorities Act, 1992*

Motivation

Previous and recent events regarding Council's engagements with external contractors, particularly Red Force Debt Management and Key Plot Investment (Pty) Ltd, illuminated a significant gap in the flow of information between Council and its primary stakeholders, the residents of Windhoek. As Council, it remains our duty to uphold the law and at the same time represent the voice of the people.

The public outcry against the parking management tender and the debt management tender put Councillors in a difficult position due to lack of information regarding the two (2) tenders. Information about the two (2) tenders, was leant at public engagements rather than through the administration and the Management Committee of Council. The detachment in the flow of information calls for urgent redress through the development of a reporting mechanism in which all tender awards are tabled at the Management Committee Council for information only with high level information.

Recommendations

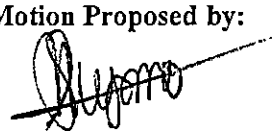
It is recommended:

1. That formalized notification mechanism be established whereby the administration provides comprehensive memorandum detailing any significant contracts that may alter the daily lives of the residents of Windhoek.

2. That updates on contracts attracting public interest be provided by the administration to the Management Committee and Council at reasonable intervals so as to keep Councillors informed.

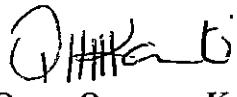
3. That any contract with potential significant effects on the residents of Windhoek be presented to Council prior to its finalization or placement on the Annual Procurement Plan, unless such contract is linked to prior approval by Council by way of a clear and dedicated budget, regulation, policy, strategy, guidelines or other means.

Motion Proposed by:



Sam Shafiishuna Nujoma
Councillor, Municipal Council of Windhoek

Seconded By:



Queen Omagano Kamati
Councillor, Municipal Council of Windhoek

OFFICE OF THE CHIEF EXECUTIVE OFFICER

59
80 Independence Avenue
WINDHOEK, NAMIBIA

Tel: (+264) 61 290 2615 e-mail: CEO@windhoekcc.org.na www.cityofwindhoek.org.na

ENQ: KA Krotz
DATE: 20/03/2025

TEL: 061-2902615/2304
REF: Motion

Council Member Sam Shafishuna Nujoma
CITY OF WINDHOEK

Dear Council Member Nujoma,

RE: REQUEST FOR ENHANCED COMMUNICATION OF AWARD OF CONTRACTS WITH WIDE PUBLIC INTEREST

Your Motion dated 18 March 2025, received on 20 March 2025, on the above subject matter is herewith being acknowledged.

As per the relevant provisions of the Standing Rules of Order, the Motion will be placed on the agenda of the upcoming Council meeting scheduled to be held on 27 March 2025.

Trust that you find this in order.

Yours Sincerely,

Chief Executive Officer in terms of Section 27 (1) Local Authority Act 23 of 1992 - Accounting
20 MAR 2025
Box 59
Windhoek
Tel: 061 - 290 2615

Moses Matyayi
CHIEF EXECUTIVE OFFICER

399

Chief Executive Officer
23 of 1992 - Accounting Officer in line with 27 (1) Local Authority Act
20 MAR 2025
Box 59
Windhoek
Tel. 061 - 290 2615

OFFICE OF THE MAYOR
✉ 59
Independence Avenue
WINDHOEK, NAMIBIA

The Gateway to Endless Opportunities

Tel: (+264) 61 290 2011 Fax: (+264) 61 290 2091

18 March 2025

MOTION:

DEVELOPMENT OF A CENTRAL SMART BUS TERMINUS WITH A MARKET PLACE

Introduction

Most major capital cities across the world have established central bus termini that serve as organized transportation hubs, supporting the safe movement of people and goods. These facilities contribute to urban planning, reduce road congestion, and ensure public safety, especially for long-distance travelers and daily commuters. Windhoek has several places that commuters and long-distance travelers use including fuel filling stations that are located on the way out of the city as platforms for hitch hiking and use of unsafe areas alongside the western bypass and b1 road.

Motivation

Currently, the city lacks a designated and well-developed bus terminus with ablution facilities, forcing commuters to rely on unsafe and informal hitchhiking spots scattered across the city. This increases the risk of criminal activity and exposes passengers, especially vulnerable individuals, mainly women and children to exploitation and unsafe travel conditions. Furthermore, the absence of a modern central bus terminus, as a centralized facility hinders proper transportation coordination and undermines the City's efforts to regulate and monitor public transportation effectively.

Budgeting

The development of this project can be funded through a central government budget of aligned ministries, joint venture agreements, phased development plan budgeting of Council, donations and grants from urban transport development funds. Provision should be made in the next financial year's capital development budget to initiate land servicing, architectural design, and stakeholder consultations.

Conclusion

The development of a smart, safe and modern Central Bus Terminus in the City with market spaces will drastically curb hitchhiking, reduce criminal activities, improve commuter safety, boost local economic activities and position the city as a forward-thinking urban center that considers citizens safety not only through policing.

Recommendation

The development of a ***Safe Central Smart Central Bus Terminus with a Market Place*** and additional city suburb terminus is recommended that it includes the following key features.

1. Smart digital systems for ticketing, real-time scheduling, and passenger information.
2. Secure and adequately lighted infrastructure monitored by surveillance cameras and equipped with 24/7 security personnel and linked to the city operational centers.
3. Dedicated bays for long-distance, regional, and local transport to improve coordination and flow.
4. A clean, structured market places to support local vendors and promote small business growth.
5. Public amenities, including waiting areas, toilets, shaded seating, Wi-Fi, and charging stations.

Motion Proposed By:

Sam Shafiishuna Nujoma
Councillor, Municipal Council of Windhoek

OFFICE OF THE MAYOR
20 MAR 2025
Windhoek, Namibia

Motion Seconded By:

Queen Omagano Kamati
Councillor, Municipal Council of Windhoek

OFFICE OF THE CHIEF EXECUTIVE OFFICER

59
80 Independence Avenue
WINDHOEK, NAMIBIA

Tel: (+264) 61 290 2615 e-mail: CEO@windhoekcc.org.na www.cityofwindhoek.org.na

ENQ: KA Krotz
DATE: 20/03/2025

TEL: 061-2902615/2304
REF: Motion

Council Member Sam Shafishuna Nujoma
CITY OF WINDHOEK

Dear Council Member Nujoma,

RE: DEVELOPMENT OF A CENTRAL SMART BUS TERMINUS WITH A MARKET PLACE

Your Motion dated 18 March 2025, received on 20 March 2025, on the above subject matter is herewith being acknowledged.

As per the relevant provisions of the Standing Rules of Order, the Motion will be placed on the agenda of the upcoming Council meeting scheduled to be held on 27 March 2025.

Trust that you find this in order.

Yours Sincerely,

Chief Executive Officer 13 of 1992 - Accounting Officer in terms with 27 (1) Local Authority Act
20 MAR 2025
Box 59 Windhoek Tel: 061 - 290 2615

Moses Matyayi
CHIEF EXECUTIVE OFFICER

402

Chief Executive Officer
23 of 1992 - Accounting Officer in line with 27 (1) Local Authority Act
20 MAR 2025
Box 59
Windhoek
Tel 061 - 290 2615

OFFICE OF THE MAYOR
✉ 59
Independence Avenue
WINDHOEK, NAMIBIA

The Gateway to Endless Opportunities

Tel: (+264) 61 290 2011 **Fax: (+264) 61 290 2091**

18 March 2025

MOTION:

Urgent Bridge Construction, Riverbank Reinforcement, and Safe Pedestrian Infrastructure

Introduction

This motion calls for urgent infrastructure development that goes beyond current standards and prepares for worst-case climate scenarios. The city must commit to accountability, policy enforcement, and budgeting to save lives, protect properties, and enable safe hosting of both national, regional and local activities, regardless of weather conditions.

This motion is made in accordance with Rule 13 of No. 140 (of April 2015) of *the Standing Rules in connection with convening and holding, and procedure at, meetings of Local Authority Councils and Committees established by Local authority Councils: Local Authorities Act, 1992.*

Motivation

Due to recent constant rainfall, the city has witnessed increasing fatalities, property destruction, and infrastructure failure, especially around unsafe bridges and eroded riverbanks. Unsafe pedestrian crossings and walkways further endangers lives. Additionally, the impact of poor infrastructure has limited the ability to host national events, disrupted transport of goods and citizens to reach their destinations, and exposed weaknesses in the city infrastructure.

This has been experienced over the past years, whenever there is a heavy rainfall, forcing the city to relocate citizens to safe areas and no further physical precautions were put in place to remedy for future similar challenges.

This motion additionally references to the **Flood Risk Analysis & Mapping for Windhoek** report, that looks at the risk of flooding in Windhoek taking into consideration the fifty-year and the hundred-year flood line. The report takes into consideration of different sizes of rivers and streams and risks associated.

Budgeting and funding sources

This requires planned budgeting from

1. Central Government Funding via the relevant Ministries.

2. Disaster risk and climate adaptation funds to support riverbank protection.

3. Joint Ventures (JVs) for shared investment in infrastructure.

4. Municipal budget allocations for immediate and long-term works.

Recommendations

This motion seeks immediate action to

1. Construct new bridges and upgrade existing ones to ensure safety and prevent collapse of the transport system in the city.

2. Reinforce riverbanks to stop erosion, protect homes, prevent property damage and loss.

3. Develop safe pedestrian crossings and leisure walkways along riverbanks for public safety and recreation.

Motion Proposed By:

Sam Shafiishuna Nujoma
Councillor, Municipal Council of Windhoek



Motion Seconded By:

Queen Omagano Kamati
Councillor, Municipal Council of Windhoek

OFFICE OF THE CHIEF EXECUTIVE OFFICER

✉ 59
80 Independence Avenue
WINDHOEK, NAMIBIA

Tel: (+264) 61 290 2615 e-mail: CEO@windhoekcc.org.na www.cityofwindhoek.org.na

ENQ: KA Krotz
DATE: 20/03/2025

TEL: 061-2902615/2304
REF: Motion

Council Member Sam Shafishuna Nujoma
CITY OF WINDHOEK

Dear Council Member Nujoma,

RE: URGENT BRIDGE CONSTRUCTION, RIVERBED REINFORCEMENT, AND SAFE PEDESTRIAN INFRASTRUCTURE

Your Motion dated 18 March 2025, received on 20 March 2025, on the above subject matter is herewith being acknowledged.

As per the relevant provisions of the Standing Rules of Order, the Motion will be placed on the agenda of the upcoming Council meeting scheduled to be held on 27 March 2025.

Trust that you find this in order.

Yours Sincerely,

Chief Executive Officer 20 MAR 2025 Box 59 Windhoek Tel: 061 290 2615

Moses Matyila
CHIEF EXECUTIVE OFFICER