ENVIRONMENTAL SCOPING REPORT FOR A NEW SERVICE STATION AT OCEAN VIEW EXTENSION 29 IN SWAKOPMUND – ERONGO REGION.

Prepared by:

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<table>
<thead>
<tr>
<th><strong>Project Title</strong></th>
<th>The proposed development of the Swakopmund Service Station to be developed on Erf 9794 Ocean View Extension 29, Swakopmund, Erongo region, Namibia zoned area for general business purposes.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Report status</strong></td>
<td>Final Scoping Report</td>
</tr>
<tr>
<td><strong>Proponent</strong></td>
<td>Swakopmund Service Station CC</td>
</tr>
</tbody>
</table>
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| **Date**          | 22 October 2019                                                                                     |
Executive Summary

Swakopmund Service Station CC is proposing to construct and operate a service station trading as Swakopmund Service Station (“The Project”). This is envisaged to be a standard service station with dispensing pumps (petrol and diesel), double walled Underground Storage Tanks (UST’s), a canopy covered forecourt, ablutions and various supportive convenient components.

The proposed service station will be located on Erf No. 9794 Ocean View Extension 29, Swakopmund, Erongo Region, zoned for business purposes. It measures 4 429 m² and is located along the main road linking Swakopmund to Henties Bay. The construction and operation of bulk storage facilities for hazardous materials such as fuel requires compliance with the Environmental Impact Assessment (EIA) Regulations of 6 February 2012 Government Notice No 28, 29 and 30, promulgated in terms of the Environmental Management Act (EMA), Act no. 7 of 2007.

In order to verify and fully understand the true significance of the impacts of the proposed development on the landscape, a site visit was conducted by the Environmental Assessment Practitioner during the month of September in 2019. This was part of the public consultation which was augmented by stakeholder engagement to inform Interested and/or Affected Parties (I&APs) about the EIA of the project and provide them with the opportunity to participate.

The proposed site is being serviced by the municipality of Swakopmund. The promoter only needs to install the internal civil and electrical reticulation services and connect them to the connection points onsite as well as the construction of the facilities and ancillary infrastructure.

Based on the site location and, after careful assessments it is concluded that, the proposed activities will pose limited environmental, occupational health and safety, social and traffic impacts risks. In fact, it will have a positive community and social impact by creating employment opportunities and bringing much needed services closer to the local residents and travelers between Swakopmund and Henties Bay. All identified risks can be easily mitigated and managed.
by implementing the hierarchy of controls following environmental management standards, best practices and management systems.
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Table 1: List of abbreviations

<table>
<thead>
<tr>
<th>ACRONYM</th>
<th>FULL DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>EIA</td>
<td>Environmental Impact Assessment</td>
</tr>
<tr>
<td>EMA</td>
<td>Environmental Management Act</td>
</tr>
<tr>
<td>ATM</td>
<td>Automated Teller Machine</td>
</tr>
<tr>
<td>MET</td>
<td>Ministry of Environment &amp; Tourism</td>
</tr>
<tr>
<td>ECC</td>
<td>Environmental Clearance Certificate</td>
</tr>
<tr>
<td>IAP</td>
<td>Interested and Affected Party</td>
</tr>
<tr>
<td>ESMP</td>
<td>Environmental and Social Management Plan</td>
</tr>
<tr>
<td>ESIA</td>
<td>Environmental and Social Impact Assessment</td>
</tr>
</tbody>
</table>
1. Introduction and Background

Outrun Consultants CC is an independent environmental consulting company, which has been appointed by the proponent. Therefore, we are tasked to undertake all the authorizations required for the construction and operation of the proposed facility as requested by the Proponent who proposes to establish a new service station and all associated infrastructures.

The Swakopmund Service Station will be located on the serviced area Erf 9794, an area that was initially zoned housing purposes only and later converted to general business purposes. It measures about 4 429 m² and is situated at Ocean View Extension 29 in Swakopmund, Erongo region, on the main road to Henties Bay.

Design and construction activities comprising of:

- Access and exit roads to the service station
- Convenient shop
- Underground storage tanks
- Restaurant
- Offices
- Car wash
- Tyre repairs workshop
- Toilets for both staff and customers
- Customers’ parking area
- Automated teller machines
- Fire safety equipment
- Fishing and Tackling Shop
- Butchery
1.1. Environmental Impact Assessment Requirements

The proposed activity requires an ECC in terms of the activities presented below:

GN no. R4878 Activity no;

- 9.1 The manufacturing, storage, handling or processing of a hazardous substance defined in the Hazardous Substances Ordinance, 1974.
- 9.4 The storage and handling of a dangerous goods, including petrol, diesel, liquid petroleum gas or paraffin, in containers with a combined capacity of more than 30 cubic meters at any one location.
- 9.5 Construction of service stations or any other facility for the underground and aboveground storage of dangerous goods, including petrol, diesel, liquid, petroleum, gas or paraffin.

Environmental baseline or situational study was carried out as part of an Environmental Impact Assessment (EIA) study of the site. The major factor of consideration centered on the vehicle count in order to ascertain the feasibility of establishing a service station. The environmental scoping report will be submitted to both the Competent Authority (MME) and MET.
2. Methodology

2.1. Scope of the Study

The study will be limited to the immediate environment i.e. on and around the location of the service station at Erf No. 9794 Ocean View Extension 29, Swakopmund, Erongo Region. The study will specifically look at the activities in the following phases:

2.1.1. Construction phase
- Excavation of trenches and pits for services and infrastructure
- Installation of engineering services, underground storage tanks, oil separator, spill control infrastructure, submersibles, generator and dispensing pumps
- Electrical reticulation above and below ground
- Construction of buildings, paving, pump islands, storm water drainage, site access streets and related infrastructure
- Site clean-up and housekeeping

2.1.2. Operational phase
- Decanting fuel to the underground storage tanks from street tankers
- Fuel dispensing into vehicles and approved containers
- Car wash operations
- Operations of the kitchen and onsite shops
- Site clean-up and housekeeping

2.1.3. Decommissioning phase
- Demolition and removal of physical structure not to be reused for further land use
- Site rehabilitation and clean-up
2.2. The EIA Process Followed

An EIA is the process of identifying, predicting, evaluating and mitigating the biophysical, social, health and other relevant effects of development projects prior to major decisions being taken and commitments made.

The objectives of the EIA are to:

- Provide you with adequate information to understand the potential environmental and socio-economic impacts of the proposed project and opportunities to comment on the project and the process.
- Provide information that will assist the consultants to incorporate effective mitigatory measures into the design and implementation of the project.
- Provide the regulatory authorities with sufficient information to serve as a basis for sound decision making.

Figure 1: The EIA methodological process followed during this study.
2.3. Environmental Scoping and Public Consultation

The first phase of the EIA involved the scoping exercise which commenced with the compilation of the BID, advertising the notice of the EIA in the local media and pinning posters onsite. The BID provided information on the EIA process, the benefits of the proposed project, potential impacts of the project and proposed environmental studies needed. Furthermore, it advised on how one can become involved in the project, raise concerns or receive information which may be of interest. This is the core of public participation during the EIA process. Information sharing is the cornerstone of successful Public Participation and inputs help ensure that all potential issues are taken into consideration before critical decisions are made.

Table 2: Local media used to publicize the EIA notice and the dates.

<table>
<thead>
<tr>
<th>Media</th>
<th>Publication Date(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Windhoek Observer</td>
<td>06 September 2019</td>
</tr>
<tr>
<td>Windhoek Observer</td>
<td>13 September 2019</td>
</tr>
<tr>
<td>Confidente</td>
<td>12 – 18 September 2019</td>
</tr>
<tr>
<td>Confidente</td>
<td>19 – 25 September 2019</td>
</tr>
</tbody>
</table>

Figure 2: One of the posters pinned onsite informing passersby of the EIA process, date and time of the meeting onsite.
3. Description of the Affected Environment

3.1. Project location

The proposed development of the Swakopmund Service Station to be developed on Erf 9794 Ocean View Extension 29, Swakopmund, Erongo region, Namibia zoned area for business purposes.

Figure 3: The location of the proposed new service station in Ocean View Extension 29, Swakopmund.
Figure 4: Visual outlook of the project site

3.2. Project Site Work

No clearing of land is going to be undertaken as the site is natural plain / bare.

Critical work to be done is

- Construction of access road works, paving and parking
- Excavation of trenches for underground services, oil separator, storage tanks, office and ancillary buildings foundations
- Excavation for and Installation of USTs
- Installation of oil separator
- Generator installation
- Electrical kiosk construction
- Internal Electrical reticulation
- Internal sewer reticulation
- Internal water reticulation
- Internal storm water reticulation and construction of drainages
• Construction of buildings
• Construction of steel canopy
• Installation of double fueling islands
• Installation of dispensing pumps (petrol and diesel) on the islands
• Installation of submersibles and valves
• Installation of air gauges and compressor
• Installation of air-conditioning, data communication systems and signage
• Installation of electrical fence
• Landscaping

3.3. Need and desirability

The economy of the Swakopmund is driven mainly by fishing, construction, retail, manufacturing, tourism, education and transport. These commercial activities are the reason the Tsavorite Street is dominated by local and long-distance traffic and tourists travelling to Henties Bay. The proposed development falls on a well-established route leaving the City and civil services such as sanitation, water, storm water and electricity are being developed and will be seen as an advantage for the development. This route decongests the city, travelers from Henties Bay can leave C34 and fuel at the proposed new station and rejoin C34 using Tsavorite street and proceed to Arandis / Windhoek. This is a busy road with traffic volume which can sustain a service station profitably.

Table 3: Average traffic flow passing through the proposed project site from Swakopmund to Henties Bay

<table>
<thead>
<tr>
<th>Road Number</th>
<th>Telephone Number</th>
<th>Equipment Position</th>
<th>Start - End Roads</th>
<th>KM from Start Road</th>
<th>Station Type: Ad-Hoc and Base</th>
</tr>
</thead>
<tbody>
<tr>
<td>M044</td>
<td></td>
<td></td>
<td>D1897 PILOTISBAKEN NORTH - HENTIES BAY SOUTH</td>
<td>09.02</td>
<td>Swakopmund - Hentiesbay</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Hours</td>
<td>7,847</td>
<td>228,941</td>
</tr>
<tr>
<td>Heavy</td>
<td>21,756</td>
<td>250,736</td>
</tr>
<tr>
<td>% Heavy</td>
<td>9%</td>
<td>9%</td>
</tr>
<tr>
<td>Days</td>
<td>327</td>
<td>767</td>
</tr>
<tr>
<td>% Days</td>
<td>67%</td>
<td>9%</td>
</tr>
</tbody>
</table>
Ocean View Extension 29 residents are expected to visit the service station because of its proximity to their homes and the availability of services such as all major banks ATM’s and a convenience store is a popular demand among consumers. The movement of traffic flow in this area is very high because the site is adjacent to the main road to Henties Bay. Investing in a service station in an urban environment is an essential service for the surrounding communities as it helps them to get fuel and basic necessities at ease within their locations. It saves them from having to go all the way to the supermarkets which are usually located quite a distance.

3.4. Project Site and Surrounding Land Use
The site is located on the main road to Henties Bay. The closest land is being used for housing purposes but is not restricted from development into a business area.

![Map of proposed site](image)

*Figure 5: The nearest Shell Service Station is at least 2 km from the proposed project site.*

3.5. Geographical and Biophysical Information
3.5.1. Topography

Swakopmund falls within the Central Western Plains where the broad plain areas extend inland for about 450km in different places. The landscape is classified as an area of dissection and cutback, due to erosion. The site itself is relatively flat, with a gentle slope to the south-west. As
a result, drainage at the site is poorly developed. The facility is not expected to have any impact on surface water, as the nearest open water body (Atlantic Ocean) is approximately 1.75 km West of the site. Proper drainage systems (e.g. erection of culverts) should be developed at the facility, in order to control the flow of surface water run-off from the site; thereby preventing any possibility of flooding at the fuel retail facility. It is imperative that storm water management systems form part of the engineering services being installed by the Municipality of Swakopmund.

3.5.2. Geology and hydrology

Deep unconsolidated sediments of tertiary to recent age underlie the Swakopmund area. The deposits have been formed by a combination of fluvial, estuarine, coastal and aeolian processes (sand sea of the Namib Desert). Bedrock is estimated to occur at depths of between 40 – 60 m below surface. The site has generally a clayey soil consisting of Petric Gypsisols, with some dune sand. Groundwater flow would be mostly through primary porosity in the unconsolidated formations. Groundwater flow from the site can be expected into a westerly direction, towards the Atlantic Ocean. According to the Department of Water Affairs database, no groundwater points exist within a 5km radius from the site, hence there are no groundwater users in the area.

3.5.3. Climate

3.5.3.1. Air Temperature, Precipitation and Relative Air Humidity.

Figure 6. The Air temperature, precipitation and relative air humidity of the project area.
### Table 4: Climatic conditions of the project area.

<table>
<thead>
<tr>
<th>Classification of climate:</th>
<th>Extremely arid area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average rainfall:</td>
<td>Rainfall in the area is averaged to be less than 50 mm per year.</td>
</tr>
<tr>
<td>Variation in rainfall:</td>
<td>Variation in rainfall is averaged to be more than 100% per year.</td>
</tr>
<tr>
<td>Average evaporation:</td>
<td>Evaporation in the area is averaged to be between 2600-2800 mm per year.</td>
</tr>
<tr>
<td>Precipitation:</td>
<td>The highest summer rains are experienced in April.</td>
</tr>
<tr>
<td>Water Deficit:</td>
<td>Water deficit in the area is averaged to be between 1701-1900 mm per year.</td>
</tr>
<tr>
<td>Temperatures:</td>
<td>Temperatures in the area are averaged to be between 17-18°C per year.</td>
</tr>
</tbody>
</table>

#### 3.5.3.2. Wind

![Average wind speeds](image1)

![Percentage of wind directions](image2)

*Figure 7 is the climatic condition of the projected site area.*
3.6. Utilities and Aesthetics

Swakopmund is a coastal town situated in the north-western parts of Namibia. The infrastructure clearly displays the town’s historical events that occurred in the past. Although most roads are tarred especially in the Centre of the town, many roads in suburbs like DRC and Mondessa are still gravel. A railway track from Swakopmund to Windhoek is also currently available. Other facilities like telecommunication and electricity in the town are well established.

In Erongo Region, 96% of households have access to safe water. Over 11% have no access to toilet facilities mainly in the informal settlements. Also 75% of all households have access to radio, 15% have access to wood/charcoal for cooking and only 81% to electricity.

The number of traffic in the area is expected to increase slightly and it might contribute to heavy traffic during peak hours and a higher number of car accidents. Roads linking to the proposed project site are likely to endure increased traffic congestion during the construction phase due to slow moving construction vehicles and other equipment accessing the site.

3.7. Socio-Economic Status

The area attracts a lot of tourists from all over the world. Excessive waste, dust, noise and vibrations can have negative impacts on the tourism industry in the area, as it can become a nuisance to tourists. Mitigation measures at the site must be put in place to reduce these impacts. Swakopmund, which falls under the Erongo Region, has had developments with the building of upmarket lodges, residential areas and guesthouses which are frequented by wealthy business people. Tourists travelling to Walvis Bay, Swakopmund or Henties Bay for a historical experience often make use of these accommodation establishments and food outlets. The National Marine Aquarium, Snake Park, the Rossmund Desert Golf Course and the Jetty are some of the major tourism attraction sites in coastal areas.

Part time employment will be created during construction of the development utilized low skilled employees from the surrounding community of Mondessa and the informal settlements
and adding to skills development to the locals. During operations, the proponent expects to create about 16-20 permanent jobs including three-part time positions. The business will be operating 24 hours. Employment will be dependent on the success of the business going forward. Considering the biophysical and socio-economic impacts discussed in detail in this report it is evident that the proposed development of this service station is suitable for the proposed site.
4. Identified Relevant Legal and Policy Instruments Governing the Project

4.1. Applicable legislation, Policies and /or Guidelines

The EIA of the site has to abide by the following list of all legislation, policies and/or guidelines of government that is applicable to the application presented below:

- Constitution of the Republic of Namibia 1 of 1990
- Environmental Management Act 7 of 2007 (and accompanying regulations Government Notice (GN) 29 and 30, Government Gazette (GG) 4878, 6/2/2012;
- Atmospheric Pollution Prevention Ordinance 11 of 1976
- Hazardous Substances Ordinance 14 of 1974 as amended by the Atomic Energy Radiation Protection Act, 2005
- Labour Act 11 of 2007
- No. 156 Labour Act, 1992: Regulations relating to the health and safety of Employees at work
- Petroleum Act regulations were made in 1991 and 2000 under the Petroleum Products and Energy Act 13 of 1990 (“Petroleum Act Regulations”), to provide for the application of environmental standards and the prevention of environmental damages caused by storage, handling, conveying, using and disposing of petroleum products.

- Public Health Act 36 of 1919
- National Heritage Act 27 of 2004
- Road Traffic and Transport Act 22 of 1999; (as amended by the Road Traffic and Transport Amendment Act 6 of 2008)
- The Road Traffic and Transport Regulations, 2001 PART 4 of the regulations govern the transportation of dangerous goods.
- Soil Conservation Act 76 of 1969 (as amended in South Africa to March 1978)
- Tobacco Products Control Act, 2010 (Act No. 1 of 2010) GG 4831, GN No. 209
- Social Security Act 34 of 1994
- Water Act 54 of 1956
- Water Resources Management Act 24 of 2004
- Town Planning Amendment Act No 27 of 1993
4.2. Key Industry Standards for the Proposed Project

This section presents the best environmental best practice, engineering design controls and standards that must be met during the design, construction and operation of the new service station:

- SANS 100131 (1979): The storage and Handling of Liquid Fuel. Part 11: Larger Consumer Installations;
- SANS 10400 (1990): The application of the National Building Regulations;
- SANS 10089-1 (1999): The petroleum industry Part 1: Storage and distribution of petroleum products in above-ground bulk installations;
- SABS 0131 (1999): The petroleum industry Part 3: The installation, modification, and decommissioning of underground storage tanks, pumps/dispensers and pipework at service stations and consumer installations;
- SANS 10142-1 (2003): The wiring of the premises Part 1: Low-voltage installations;
- SANS 10131 2004, Above-ground storage tanks for petroleum products;
- SANS 10089-3 (2010): The petroleum industry Part 3: The installation, modification, and decommissioning of underground storage tanks, pumps/dispensers and pipework at service stations and consumer installations;

These standards should be taken into account by the design Team and should be satisfied during procurement of material, construction and operation of the new service station in order to comply with the minimum standards.
5. Identified Potential Impacts and Other Findings

5.1. The biophysical environment

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Potential Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction phase</td>
<td>The biophysical environment will be affected by construction activities that could result in excessive noise and dust.</td>
</tr>
<tr>
<td></td>
<td>The soil conditions of the study area are regarded as sandy texture and thus are highly permeable. The mitigation measures as proposed for groundwater protection MUST be applied.</td>
</tr>
<tr>
<td>Operational phase</td>
<td>Storm water management channels should be kept clear and free of blockages to avoid overflows from the bunded areas onto unsurfaced ground.</td>
</tr>
</tbody>
</table>

5.2. The socio-economic environment

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Potential Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction phase</td>
<td>The proposed development will have a positive impact on the economy due to temporary employment opportunities. It will also have a positive impact on the social environment as there will be visible investment from the private sector within this undeveloped area.</td>
</tr>
</tbody>
</table>
| Operational phase | The proposed development will have a positive impact on the socio-economic environment during the operational phase due to permanent employment opportunities and a central location for the local community to do shopping and fuel. All potential negative impacts are manageable and we are of the opinion that the project can proceed.

The development should however be planned, constructed and operated in strict accordance with the mitigation measures and EMP provided and should furthermore adhere to any and all requirement of any authorizations issued for the proposed development.

Occupational health and safety of employees and customers making use of the facility.

Fire Hazards are kept to a minimum by effecting the expected fire prevention standards procedures such as hosing down the bay at change of every shift, no naked flames, prohibit use of cellphone etc. |

It is expected that it will have a negative impact as it may cause nuisance due to dust and noise generation, but this can be mitigated to an acceptable standard.
Occupational health and safety of the employees.
Traffic flow should be controlled by legible and clearly visible traffic regulatory signs and complemented by a person directing traffic flow when the roads are very busy especially in the morning and in the afternoon.
Groundwater contamination should be prevented by ensuring that there are no leaks from the USTs and should be captured by the concrete bund walls.
6. Public Consultation and Description of Alternatives

6.1. No Go alternatives

The no development alternative is the option of not establishing the service station facility. Should the proposed development not take place, development in the area and the region at large is hindered due to lost income. The proposed service station will provide the much needed fueling point with all its associated services, to motorists in the area and long-distance motorists especially tourists travelling to Henties Bay. The facility will also house a 24-hour convenience retail outlet. The no development option is thus not considered to be a feasible alternative at this stage.

6.2. Site Alternative

The site is located within a serviced area of Swakopmund, which is generally suitable for this type of operation. The site is proposed to be located at Erf 9794 which lies along Henties Bay Road. The environment footprint is expected to be minimal as the project location is already disturbed and earmarked for development. There is other fuel station in the area, however they are quiet a distant especially to the motorists heading to Henties Bay. The possible impacts of the project location, both environmental and socio-economic, are of such a nature that they can be mitigated through good practice and compliance to the EMP. Hence there is room for another service station to be established.

6.3. Public Participation

The Advertisements and notices indicated that an application will be submitted to the competent authority in terms of the EMA regulations, the nature and location of the activity, where further information regarding the proposed activity can be obtained, invitation for meeting and further engagement during the EIA process.
6.3.1. Advertisements

Table 5: EIA notices publication dates and newspapers used.

<table>
<thead>
<tr>
<th>Local Newspaper</th>
<th>Publication Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Confidente</td>
<td>12 – 18 September 2019</td>
</tr>
<tr>
<td>Confidente</td>
<td>19 – t25 September 2019</td>
</tr>
<tr>
<td>Windhoek Observer</td>
<td>6 September 2019</td>
</tr>
<tr>
<td>Windhoek Observer</td>
<td>13 September 2019</td>
</tr>
</tbody>
</table>

Table 6: Issues Raised by IAPs and Responses or Mitigation Measures.

<table>
<thead>
<tr>
<th>Issues / Concerns raised</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>The proposed erf is zoned as General Residential. How can one develop a Service Station on a General Residential erf? According to my knowledge the above mention erf should be rezoned first for the intended purpose before applying for the EIA.</td>
<td>The plot earmarked for this development is zoned for general business: See annexed documentation for Municipality of Swakopmund.</td>
</tr>
<tr>
<td>To apply for the EIA approved plans from the Municipality should be attached, how the Municipality can have approved plans if zoned is not correct, can you please provide us with approved plans from the municipality.</td>
<td>This is a follow-up to the first issue above and the documentation is attached.</td>
</tr>
<tr>
<td>Please provide us with proof of Council Resolution letter that this erf has been approved to be rezoned into business erf.</td>
<td>Same as above</td>
</tr>
<tr>
<td>Question</td>
<td>Response</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Did the Developer of Swakopmund Service Station cc conduct a feasibility study including a traffic assessment to support the development of a new Service Station? I am raising this as; it could be negative socio-economic impact.</td>
<td>Traffic flow data was obtained from roads authority and the figures are encouraging to do business.</td>
</tr>
<tr>
<td>Does it make economic sense to develop a New Service Station along the Henties Bay Road where one already exists and a new one is about to be build.</td>
<td>It does make business sense from the Proponents’ existing figures and growth forecast for this area.</td>
</tr>
<tr>
<td>In the event that all these concerns are not answered satisfactorily, I would object that such a development takes place.</td>
<td>Objections are welcome and they will get attention they deserve based on facts.</td>
</tr>
</tbody>
</table>
7. Conclusion

In general, the proposed development would pose limited environmental and social risks. The site is generally suitable for the proposed fuel service station facility, in spite of having other sites in the vicinity. All environmental risks can be minimized and managed through implementing preventative measures and sound management systems. Based on that analogy we recommend that the Ministry of Environment & Tourism considers issuing and Environmental Clearance Certificate for the proposed construction of a service station at Ocean View Extension 29.
8. References


Department of Environmental Affairs and Tourism (DEAT), (2006): EIA Regulations.
