

**Appendix B**

**Environmental Management Plan for the**

**Proposed Servitude for the**

**Subdivision of Erf 3462, Klein Windhoek.**

**ECC Application No.: APP- 005698**

**April 2025**

**Client: A L Marais**

**Owner: Erf 3462, KW**

**10 Schuckmann Street,**

**Avis,**

**Windhoek**

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# 1 Introduction

**The project:** The owner of Erf 3462, Klein Windhoek, situated at 10 Schuckmann Street, Avis, Windhoek, wishes to subdivide the erf into two parts. The new erf that will be created (Portion A) will use the existing panhandle driveway to the neighbouring properties (Erven 3141 and 3142), for access. The driveway is already registered as an existing private Right of Way Servitude (Figures 1 and 2).

The requirement for an Environmental Clearance Certificate (ECC) for this servitude for Portion A was previously cancelled by the City of Windhoek (Appendix A). The City of Windhoek has approved the subdivision, and all the required infrastructure for Portion A has been put in place. The requirement for an ECC for the servitude was re-instated by the Urban and Rural Planning Board. This Scoping Report serves as the application for Environmental Clearance for the servitude that will serve Portion A.

**Location:** 22.575478°S, 17.122724°E. 10 Schuckmann Street, Avis, Windhoek.

**Proponent:** The Client is the owner of Erf 3462 KW, Anna Marais.

**Environmental Assessment Practitioner:** Ms Henriette Potgieter (EAP registered with EAPAN) was appointed by Anna Marais to undertake an environmental assessment for the purpose of applying for an ECC for the servitude.







Figure 2. GoogleEarth image of Erf 3462 KW, showing the proposed new erf (Portion A) and the existing private servitude. The inset shows the project area (the yellow rectangle) in the context of greater Windhoek.



## 2 Project Description

The Right-of-Way Servitude is 55 m long and 8 m wide. The total area of the servitude is therefore 0.04 hectares. The servitude has been in existence since 2007, and no construction or change is necessary. i.e. there will be no construction phase.

Vehicle use of the servitude for Portion A is very low, about 1 – 3 trips per day, and this is not expected to change significantly from the current situation which has existed since 2007. The Servitude will remain as a private Right of Way.

The servitude is paved with interlock pavers and is lined on both sides with trees (Figure 3).



**Figure 3. View up the servitude towards Schuckmann Street, from near the bottom of the downward slope of the servitude.**

### 3 Environmental Impacts

The potential impacts associated with the use of the servitude for Portion A are presented below.

#### 3.1 Damage to vegetation lining the servitude

Physical damage to the trees lining the servitude might be caused by large vehicles, such as delivery trucks.

**Mitigation:** This can be prevented by ensuring that items or materials delivered to the proposed erf are carried onto the property by hand. This has been done on previous occasions: it is a short distance down the driveway (only 55 m) and is quite feasible.

#### 3.2 Increased risk of accidents by traffic on the servitude

The risk of accidents with pedestrians or animals might increase if the traffic on the servitude increases.

**Mitigation:** Gateways leading on to the driveway should continue to be kept closed when not in use, so that children and domestic pets do not stray onto the driveway. This safety measure is already practiced by all three properties that use the servitude.

## 4 Environmental Management Plan

The management measures for the servitude are simple and all users of the servitude practice them already, as the servitude has been in place for over 20 years. Instructions to the users of the servitude are as follows:

4.1 Drivers should exercise caution so that their vehicles do not damage the trees lining the servitude.

4.2 Deliveries of large items or bulky materials should be offloaded at the top of the driveway and carried by hand onto the respective properties.

4.3 Gateways leading on to the driveway should continue to be kept closed when not in use, so that children and domestic pets do not stray onto the driveway which could cause an accident.



## 5 Conclusion and Recommendations

The private servitude for the proposed subdivision exists already. The creation of Portion A as a separate property, and the continued use of the servitude, will have no significant impact on the receiving biophysical and socio-economic environment.

The management measures for the servitude, as set out in this EMP, are simple and all users of the servitude practice them already.