

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

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First Notice Submitted to all I & APs 03/09/2025					
1.	Thank you for your correspondence. The Directorate acknowledges its receipt.	04/09/2025 E-mailed Comment		DEADP EIA Admin Region 1	(Email response dated 04/09/2025) Thank you for acknowledging receipt.
2.	The subjoined is for the attention of Subcouncil 1, Mr van der Westhuizen.	04/09/2025 E-mailed Comment		Subcouncil Manager 3 (Ward 4, 55, 56, 104 & 113) Department: Citizen Interface Directorate: Corporate Services Area North City of Cape Town	(Email response dated 04/09/2025). Thank you for your comment. I have included Sub Council 1, Mr. van der Westhuizen, in all notices, correspondence, and the I & AP list, as of 04/09/2025.
3.	Thank you for the notification of the Draft BAR and inclusion as an identified Interested and Affected Party (I&AP) for the N7 Vissershok Weighbridge development. Please note that the Directorate: Pollution and Chemicals Management will not be submitting comments on the Draft Basic Assessment Report (BAR) at this stage and requests to be removed as an Interested and Affected Party (I&AP) for this project. However, if input is required from our Directorate: Development Management (Region 1), we will gladly provide the necessary comments.	15/09/2025 E-mailed comments		Western Cape Government Department of Pollution and Chemicals Management	Thank you for your comment, and you have been removed as an I & AP as of immediate effect. (Updated the I&AP Registry to exclude contact in notice reminders - EAP responded via email on the 15/09/2025).
4.	1. (Document 1) – appended to C&R The Application Form and supporting documentation, received by this Directorate via electronic mail correspondence on 22 August 2025, this Directorate's acknowledgement thereof (dated 1 September 2025), and the draft Basic Assessment Report ("BAR"), Environmental Management Programme ("EMPr") and supporting documentation, received by this Directorate via electronic mail correspondence on 4 September 2025, refer.	15/09/2025 E-mailed comments		DEA&DP Region 1	<ol style="list-style-type: none"> 1. Acknowledged. All submissions were received by the Directorate as indicated. 2. I take note that the Directorate has received the BAR, EMPr and supporting documentation. 3. We understand that we will wait for comments within the specified timeframe.

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	<p>2. This letter serves to acknowledge receipt of the draft BAR, EMPr and supporting documentation by this Directorate.</p> <p>3. This Directorate will provide comment on the draft BAR and EMPr within the stipulated thirty (30) day comment period.</p> <p>4. You are reminded that it is an offence in terms of Section 49A of the NEMA for a person to commence with a Listed Activity unless the Competent Authority has granted an Environmental Authorisation for the undertaking of the activity.</p> <p>5. This Directorate reserves the right to revise or withdraw its comments or request further information from you based on any information received.</p>				<p>4. It is confirmed that no listed activity will commence before receiving Environmental Authorisation.</p> <p>5. We acknowledge that further requests or revisions may arise, and we will comply as required.</p>
5.	<p>1. Thank you for the opportunity to comment on the Draft Basic Assessment Report for the proposed N7 Vissershok Weighbridge. I would like to register as an Interested and Affected Party (I&AP) and submit the following comments.</p> <p>2. Firstly, I acknowledge the positive aspects of the project, including the improved road safety from relocating the weighbridge, the use of modern weigh-in-motion technology, potential integration of solar energy, job creation opportunities, and the commitment to rehabilitate the existing weighbridge site. These are commendable steps that will bring long-term value to the region.</p> <p>3. However, I also wish to raise some concerns. The project area includes Cape Flats Sand Fynbos, a Critically Endangered ecosystem, and even with Layout 5 chosen, strong biodiversity safeguards and monitoring will be necessary.</p> <p>4. I am also concerned about cumulative impacts from the</p>	17/09/2025 E-mailed comments	Private I & AP		<p>1. Thank you for providing comments on the Proposed N7 Weighbridge project. I have included you as an I & AP as of 17/09/2025.</p> <p>2. I acknowledge the positive aspects of the project as outlined in the DBAR. These include:</p> <ul style="list-style-type: none"> • Enhanced road safety due to the relocation of the weighbridge (EMPr Pg55). • Implementation of modern weigh-in-motion (WIM) technology to improve efficiency (EMPr Pg64). • Employment creation during both construction and operational phases (EMPr Pg54). • Commitment to rehabilitate the existing weighbridge site (EMPr, Page 25, and 59). <p>3. EMPr Section 4.4.1: Prescribes mitigation measures, including pre-construction flora and fauna sweeps, sensitive area demarcation, and monitoring during</p>

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	<p>broader N7 upgrade programme,</p> <p>5. as well as construction-phase effects such as dust, noise, and traffic disruptions.</p> <p>6. Furthermore, water use and stormwater management require strict controls to avoid pollution risks.</p> <p>7. Lastly, I request that additional opportunities for public participation be provided, as the absence of a pre-application process limited early engagement.</p> <p>8. In conclusion, while I support the project's potential benefits, I urge that the above concerns be addressed and that stronger mitigation and monitoring measures be incorporated into the EMPr.</p> <p>9. I support the project's potential benefits. I urge that the above concerns be addressed and that stronger mitigation and monitoring measures be incorporated into the EMPr</p>				<p>construction.</p> <ul style="list-style-type: none"> • EMPr Section 4.3: Provides rehabilitation protocols post-construction using indigenous vegetation. • Thus, strong biodiversity safeguards are already incorporated in the EMPr. • During the construction phase, it will be necessary to appoint an Environmental Site Officer (ESO) and an Environmental Control Officer (ECO); additional measures will also include appointing an auditor to ensure environmental due diligence. <p>4. The BAR notes that the weighbridge relocation is part of the broader N7 freeway improvement programme already authorised under a separate EA. The EA Reference number is: DEADP 14/3/1/1A1/16/0564/21.</p> <ul style="list-style-type: none"> • The cumulative impacts of the relocation have been assessed as low, as it avoids the most sensitive vegetation and integrates into already disturbed areas. Additionally, according to the botanical specialist study, the overall cumulative ecological impact is expected to be regional in scale and classified as very low negative. From an agricultural perspective, the cumulative impacts are also considered low for the new proposed N7 Weighbridge development. <p>5. Dust and noise: Expected to be temporary and limited to excavation/building; no blasting is required. Proper mitigation will limit impacts. Furthermore, dust management has been included in the EMPr, Pg 24, as well as Objective 4: General Nuisance: Noise, Dust and General House-keeping. Moreover, dust mitigation</p>

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					<p>methods, noise mitigation, and light mitigation have all been included as an Environmental Impact management within the construction phase of the project Pg 51 of the EMPr. Dust and noise mitigation measures require well-planned construction activities to minimize disturbances. Dust must be controlled by covering cleared areas and stockpiles, limiting vehicle speed (20-40 km/h), using dust suppression methods, and complying with national dust regulations.</p> <p>Noise should be limited to working hours (7:30–17:30), with maintained machinery, silencers, and proper worker awareness. Complaint registers for both dust and noise must be kept, and all measures must align with relevant environmental and safety regulations.</p> <p>Traffic disruptions: Short-term impacts expected when constructing service roads, but mitigated through traffic management plans and signage.</p> <p>General nuisance/safety: Security measures and controlled site access will be implemented.</p> <p>The road safety: Traffic Impacts and Road safety have been included as an Environmental Impact Management within the construction phase of the project Pg 55.</p> <p>Construction activities must follow strict signage and traffic safety measures in line with the National Road Traffic Act. Clear, visible signage must warn and inform road users about construction zones, detours, timeframes, and contact details. Work is not allowed during peak holiday periods unless approved. All</p>

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					<p>delivery drivers must obey traffic laws, including speed limits and load restrictions, both on and off-site. The project's communication plan must be followed, and the use of public or staff transport is encouraged to reduce traffic impact.</p> <p>6. The EMPr addressed the concerns relating to Erosion and Stormwater Management Pg 22. Erosion control and stormwater management must align with the Municipal Stormwater Management By-law and Sustainable Drainage Systems (SUDS), aiming to mimic natural flow patterns and reduce pollution. Where needed, site-specific Stormwater Management Plans must address construction-phase runoff, infrastructure installation, and post-construction maintenance. Measures include using berms to slow sheet runoff, constructing diversion channels, maintaining indigenous vegetation, rehabilitating disturbed areas, and profiling slopes at a maximum 1:3 gradient to prevent erosion. Monitoring must be implemented, and erosion control measures such as geo-fabric or brush-packing applied where necessary. Stockpiling must be approved by the ECO and not placed on slopes, and cleared areas should be covered and stabilised promptly.</p> <p>The stormwater management has been included within the EMPr under objective 1 of the Environmental Impact Management for the construction phase. A Stormwater Management Plan must be developed for the site, addressing stormwater control during and after construction. This includes installing and maintaining erosion and stormwater control infrastructure, protecting downstream natural drainage systems, and</p>

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					<p>rehabilitating eroded areas. Regular visual inspections will monitor the stability of water control structures and check for erosion and siltation. Diversion channels should also be constructed in advance to intercept clean runoff and redirect it away from disturbed areas.</p> <p>7. A formal Public Participation Process has been conducted in accordance with Regulations 40 and 41. While the pre-application process is not mandatory for this proposed project, it will follow a Basic Assessment Process.</p> <p>8. The BAR acknowledges environmental impacts but shows they can be effectively mitigated through measures outlined within the EMPr. The proposed project further includes a dedicated team to enforce environmental compliance for the project through the roles and responsibilities, such as the Environmental Safety Officer (ESO) and an Environmental Compliance Officer (ECO); Additional measures will include appointing an auditor to ensure environmental due diligence as stipulated within the EMPr – Appendix D Roles and Responsibilities.</p> <p>9. Thank you for your constructive comments; we have addressed them in the responses above. Please note that extensive research from the EAP, engineers, and specialists has been incorporated into this BAR process. We place a high value on the feedback provided by our I & APs.</p>

Second Notice Submitted 18/09/2025

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6.	The Directorate confirms receipt of your correspondence. Please be advised that the assigned case officer will provide a formal response within the legislated timeframe.	18/09/2025 E-mailed Comments		DEADP: EIA Admin	Comment has been acknowledged, and we await comment from DEADP.
7.	Please can you send me the link (the one provided is not working) along with HWC reference number.	19/09/2025 E-mailed Comments		Heritage Western Cape	The comment was well received, and a new link was shared, as well as supporting heritage documents as requested. (Email response dated 19/09/2025).
8.	DFFE Directorate: Biodiversity Conservation hereby acknowledge receipt of the invitation on the 03rd of September 2025 to review and comment on the project mentioned on the subject line. Kindly note that the project has been allocated to Mrs M Rabothata and Ms Khuliso Khomari (Copied on this email). Please note: All Public Participation Process documents related to Biodiversity EIA review and any other Biodiversity EIA queries must be submitted to the Directorate: Biodiversity Conservation at Email: BCAdmin@dff.e.gov.za for attention of Mr Seoka Lekota.	22/09/2025 E-mailed Comments		Department of Forestry, Fisheries and the Environment	Thank you for acknowledging receipt of the invitation to review the project and for allocating it to Mrs Rabothata and Ms Khomari. Noted on the submission of all Public Participation Process documents and Biodiversity EIA queries to BCAdmin@dff.e.gov.za
9.	1. The Application Form and supporting documentation, received by this Directorate via electronic mail correspondence on 22 August 2025, this Directorate's acknowledgement thereof (dated 1 September 2025), and the draft Basic Assessment Report ("BAR"), Environmental Management Programme ("EMPr") and supporting documentation, received by this Directorate via electronic mail correspondence on 4 September 2025, and this Directorate's acknowledgement thereof (dated 15 September 2025), refer. This Directorate has considered the information contained in the draft BAR and has the following comments:	01/10/2025		DEADP: Region 1	<ol style="list-style-type: none"> 1. We acknowledge DEADPs response as well as the provided dates regarding correspondence. 2. We acknowledge DEADPs response regarding the applicable listed activities pertaining to the project. The project has followed all aspects regarding the Basic Assessment Public Participation process in line with the Regulations 40 and 41. The Public participation has been appended to the BAR , with supplementary of the I & AP List. 3. All comments and responses have been included in

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	<p>2. Listed Activities</p> <p>This Directorate confirms that Listed Activity 27 and 56 of Listing Notice 1 and Listed Activity 12 and 18 of Listing Notice 3 of the EIA Regulations, 2014 (as amended) is applicable to the proposed development of the N7 Vissershok Weighbridge on Farm No. 153, Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape.</p> <p>2.2. Public Participation Process</p> <p>You are required to submit proof of the Public Participation Process being conducted for the draft BAR. This will include (but is not limited to):</p> <p>2.2.1.</p> <p>Proof that the draft BAR was made available to all relevant and registered Interested and Affected Parties ("I&APs"), which includes the following relevant authorities:</p> <p>2.2.1.1. Eskom;</p> <p>2.2.1.2. CapeNature;</p> <p>2.2.1.3. Heritage Western Cape;</p> <p>2.2.1.4. Relevant Departments within the City of Cape Town;</p> <p>2.2.1.5. South African Civil Aviation Authority;</p> <p>2.2.1.6. South African National Roads Agency ("SANRAL");</p> <p>2.2.1.7. Department of Environmental Affairs and Development Planning ("DEA&DP") Directorate: Pollution and Chemicals Management;</p> <p>2.2.1.8. DEA&DP Directorate: Air Quality;</p> <p>2.2.1.9. Western Cape Government: Agriculture;</p> <p>2.2.1.10. Western Cape Government: Mobility Department;</p> <p>2.2.1.11. Western Cape Government: Infrastructure;</p> <p>2.2.1.12. Morningstar Flying Club; and</p> <p>2.2.1.13. The National Department of Water and Sanitation.</p> <p>2.2.2.</p>				<p>the Public Participation folder. Found within Appendix F.</p> <p>4. Comments from the City of Cape Town have been received within the stipulated timeframes. And has been addressed within the Comments and Response table within Appendix F of this document.</p> <p>5. The comments have been addressed promptly, and relevant bodies to the project have been notified for further clarity and information.</p> <p>6. Heritage Western Cape has received all documentation within the public participation period and the NID stipulates that no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.</p> <p>7. The proposed project has examined five layouts to determine the most suitable and feasible option while avoiding highly sensitive botanical plant species. Additionally, the Environmental Management Program (EMPr) emphasizes the importance of adhering to the proposed development footprint at all times. It also specifies that the Environmental Site Officer (ESO) and the Environmental Control Officer (ECO) will monitor and manage the project to ensure that construction remains within the approved area. (EMPr Pg 17).</p> <p>8. Engineering Comment: Specialist geotechnical engineers Kantey & Templer is appointed for structural foundations and pavement engineering is provided by Hatch Africa for design of the road pavement. No additional specialist input is deemed necessary.</p>

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	<p>3. A complete list of registered I&APs and the Comments and Response Report, indicating all the comments received from I&APs on the draft BAR and the responses thereto.</p> <p>4. 2.2.3. Please be advised to ensure that comments from the City of Cape Town are provided in the Final BAR.</p> <p>5. 2.2.4 .Please ensure that all comments are adequately addressed, prior to the submission of the final BAR for decision-making.</p> <p>6. 2.2.5. It is noted that Heritage Western Cape has been consulted and has confirmed that the proposed development does not require any action under Section 38 of the National Heritage Resources Act, 1999 (Act No. 25 of 1999).</p> <p>7. 2.3. Specialist Reports</p> <p>2.3.1. According to the Botanical Assessment Report (dated 26 March 2025 and compiled by Nick Helme), the site contains Critically Endangered vegetation and has high sensitivity areas and Species of Conservation Concern ("SCC") near the development footprint, including <i>Restio impolitus</i> (Vulnerable) and <i>Aspalathus ternata</i> (Near Threatened). Therefore, please ensure that highly sensitive areas are avoided for the development proposal through the application of the mitigation hierarchy and the assessment of alternatives.</p> <p>8. 2.3.2. It is noted that the Traffic Impact Assessment and Geotechnical Assessment will not be undertaken for the proposed development. Please note that any development that affects a National or Provincial Road requires a Traffic Impact Assessment under SANRAL or Provincial Transport Regulations. Therefore, a Traffic Impact Assessment is required to assess the impacts on the National route (N7 National Road), new access</p>				<p>9. Signed declaration forms will be included within the final submitted BAR.</p> <p>10. All specialists have included their professional affiliations, and CVs are included in Appendix G of the BAR.</p> <p>11. Noted and understood that the content of specialist reports complies with the relevant Protocols, or Appendix 6 of the EIA Regulations, 2014 (as amended), where no protocol exists.</p> <p>12. All specialist reports have been included into the BAR and EMPr, including the recommendations.</p> <p>13. The proposed development area is located outside of designated green space, and the land is not provincially owned. Additionally, the design of the new weighbridge will serve a dual purpose by also functioning as a firebreak along the fence line, enhancing fire management due to its layout and construction materials.</p> <p>14. The Botanical specialist, Nick Helme provided environmental management outcomes and mitigation measures for monitoring and management of ants during the construction and post-construction phase for the proposed N7 weighbridge project. Found within the EMPr on pages 50 and 65.</p> <p>Potential Impacts to avoid:</p> <ul style="list-style-type: none"> • Spread of invasive ants during construction through soil or material movement. • Attraction & establishment of ants due to poor site hygiene.

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	<p>and freight movement. Moreover, the proposed N7 Weighbridge will support heavy freight vehicles, requiring soil stability analysis to prevent subsidence or structural failure. Therefore, a minimum Phase 1 Geotechnical Assessment is required to assess soil stability, excavation risks and infrastructure safety, providing appropriate foundations and mitigations for drainage and erosion risks. These specialist assessments are important to ensure that safety risks on road users and structural risks are considered.</p> <p>9. 2.3.3. Please note that signed declarations from all relevant specialists must be appended to the final BAR.</p> <p>10. 2.3.4. Please ensure that all specialists appointed, as registered with the relevant professional bodies and their credentials such as CV and professional registration are provided in the Final BAR.</p> <p>11. 2.3.5. Kindly be advised to ensure that the content of specialist reports complies with the relevant Protocols, or Appendix 6 of the EIA Regulations, 2014 (as amended), where no protocol exists. Failure to do so may render your application invalid.</p> <p>12. 2.4.EMPr Requirements</p> <p>2.4.1.The relevant recommendations of specialist professionals contained in specialist reports and in comments provided by commenting authorities must be transferred into the Environmental Management Programme ("EMPr") to be submitted with the final BAR for decision-making.</p> <p>13. 2.4.2. This Directorate notes that the site has not burned in over twenty (20) years, leading to senescent vegetation and reduced species diversity. Fire is essential for seed germination</p>				<ul style="list-style-type: none"> • Loss of native ant assemblages associated with remnant Sand Fynbos • Expansion of invasive ant populations post-construction (biannually during construction phase) • Ineffective or non-target control actions • Poor record keeping and oversight <p>Impact Management Outcome:</p> <ul style="list-style-type: none"> • No invasive ants detected in imported materials or on site. • No ant infestation linked to refuse or water leaks. • intact vegetation buffer between footprint and Fynbos. • Monitoring reports confirm no new invasive species established. • Targeted control actions applied; no collateral impact to native fauna. • Evidence of regular monitoring and adaptive management updates. <p>Botanical specialist mitigation:</p> <ul style="list-style-type: none"> • Avoid importing soil, sand, or plant material from infested areas. Inspect and, if necessary, treat imported materials (e.g. solarisation or approved insecticidal treatment). • Store all waste and food scraps in sealed bins; remove regularly to approved disposal sites. Prevent standing water and moisture accumulation around infrastructure. • Maintain buffer zones between construction areas and natural vegetation. Avoid unnecessary vegetation clearing. • Implement six-monthly ant monitoring during construction and annual surveys post-construction using baiting or pitfall trapping biannually.

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	<p>and ecological functioning in Fynbos systems. Therefore, it is advised to include a fire management strategy in the EMPr to support ecological restoration and avoid further fire suppression due to infrastructure placement.</p> <p>14. 2.4.3. According to the Botanical Assessment Report (dated 26 March 2025 and compiled by Nick Helme), the proposed development may result in Argentine ant invasion, which disrupts native seed dispersal mechanisms critical for Fynbos regeneration. Therefore, the monitoring and management of ant population within the development footprint, including ant control protocols must be included in the EMPr. Contractors will be required to be educated on ecological risks of soil and plant movement.</p> <p>15. 2.4.4. Please be advised to include the Faunal Relocation Protocol in the EMPr, adequately detailing the methods, timing and responsibilities for relocating burrowing mammals, reptiles and birds, specifying that the relocation must occur only to adjacent undeveloped area on the west of the site, as per the recommendation of the Faunal Biodiversity Specialist in the Terrestrial Fauna and Avifauna Species Compliance Statement Report (dated January 2025 and compiled by Dr Jacobus H. Visser).</p> <p>16. 2.4.5. Your attention is drawn to Appendix 4 of the EIA Regulations, 2014, (as amended), for the requirements with respect to the 'Content of Environmental Management Programme'. Please ensure that you fulfil these requirements.</p> <p>2.5. BAR Requirements</p> <p>Your attention is once more drawn to Appendix 1 of the EIA Regulations, 2014 (as amended), for the requirements with respect to the 'Content of basic assessment reports'. Please ensure that these requirements are met.</p>				<ul style="list-style-type: none"> • Engage qualified pest control professional if invasive ants are detected. Use targeted baiting with low-toxicity, species-specific products (like 9% Fipronil). Avoid broad-spectrum spraying, especially near Fynbos. • ECO to log monitoring and control results in EMPr compliance reports; report any invasive ant incursions to CapeNature or SANBI Biannually. <p>15. The terrestrial, Faunal and Avi-faunal Specialist has provided a detailed management outcome in order to minimise disturbance to fauna. Along with the management actions:</p> <ul style="list-style-type: none"> • Any animals (including snakes, tortoises and lizards) directly threatened by the clearing or construction activities should be removed to a safe location outside of the construction area by the ECO or other suitably qualified/experienced person. • All trenches, open excavations and fence lines should be inspected on a daily basis (first thing in the morning) for any trapped fauna (particularly small mammals and reptiles). These should be removed to a safe location outside of the construction area by the ECO or other suitably qualified / experienced person. • Faunal ladders to be installed in all temporary water storage areas. • The development footprint may need to be flushed prior to completion of the perimeter fence to ensure that no large mammals become trapped within the development site. • All faunal mortalities are to be reported to the ECO, who must maintain a register of faunal mortalities. The Site ECO must maintain a register of all faunal observations within the development site. <p>Including the specific project actions:</p>

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	<p>17. 2.6. Prescribed Timeframes 2.6.1. Please be reminded that in accordance with Regulation 19(1) of the EIA Regulations, 2014 (as amended), the final BAR must be submitted within ninety (90) days of receipt of the application by the Competent Authority, calculated from 22 August 2025. 2.6.2. In terms of Regulation 45 of the EIA Regulations, 2014 (as amended), an application in terms of the EIA Regulations, 2014 (as amended) lapses and the Competent Authority will deem the application as having lapsed, if the applicant fails to meet any of the timeframes prescribed in terms of these Regulations.</p> <p>18. 2.6.3. If, however, significant changes have been made or significant new information has been added to the BAR, the applicant/EAP must notify the Competent Authority that an additional 50 days (i.e., 140 days from receipt of the Application Form for Environmental Authorisation) will be required for the submission of the final BAR for decision-making. The additional 50 days must include a minimum commenting period of thirty (30) days to allow I&APs to comment on the revised report/additional information.</p> <p>19. 2.7. General 2.7.1. This Directorate awaits the submission of the final BAR for decision-making.</p> <p>2.7.2. Please note that the final BAR must be submitted via mail correspondence to the central email address (DEADPEIAAdmin@westerncape.gov.za) and must include a link to download the documents. The submission of the final BAR must contain an MS Word document/pdf (not scanned) copy of the final BAR and separate appendices.</p> <p>20. 3. You are reminded that it is an offence in terms of Section 49A of the NEMA for a person to commence with a Listed Activity unless the Competent Authority has granted an</p>				<ul style="list-style-type: none"> • Every effort should be made to save and relocate any mammal, reptile, amphibian, bird, or invertebrate that cannot flee of its own accord, encountered during site preparation (i.e., to avoid and minimise the direct mortality of faunal species). • These animals should be relocated to a suitable habitat area immediately outside the project footprint (preferably to the patch of vegetation to the north), but under no circumstance to an area further away. <p>Furthermore, the implementation and monitoring within the construction phase, as well as the responsible person (ECO). The provided specialist information has been included into the updated EMPr for final submission.</p> <p>These Management mitigations and outcomes have been included into the BAR Pg 50.</p> <p>16. All information outlined within Appendix 4 and Appendix 1 of the EIA Regulations, 2014, (as amended), for the requirements with respect to the 'Content of Environmental Management Programme', and the 'Content of basic assessment reports', have been fulfilled as required.</p> <p>17. The comment from DEADP has been noted, and that the initial calculated submission is the 22nd of August 2025 and that the deadline for submission is 90 days, that will be the 20th of November 2025. An extension was granted until the 31st of March 2026. Based on the need for new alternatives.</p> <p>18. Should any further significant changes to the BAR be identified, an extension as requested from the EAP.</p>

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

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	<p>Environmental Authorisation for the undertaking of the activity.</p> <p>4. Kindly quote the abovementioned reference number in any future correspondence regarding this application.</p> <p>5. This Directorate reserves the right to revise or withdraw its comments and request further information from you based on any information received. Your interest in the future of the environment is greatly appreciated.</p>				<p>19. Submission will be made available for decision-making and will be sent through via the appropriate channels that will be the central email address (DEADPEIAAdmin@westerncape.gov.za) and include a link to download the documents. The submission of the final BAR copy of the final BAR and appendices.</p> <p>20. It is understood that none of the listed activities will commence until a decision has been made by the competent authority and an Environmental Authorisation (EA) has been granted. The reference number that will be used will be REFERENCE: 16/3/3/1/A1/41/3042/25</p>

**Third Notice Submitted 03/10/2025
And called I & APs to follow-up on comments**

10.	<p>My apologies for missing your call this afternoon, I did try returning it but was unable to get through.</p> <p>I will touch base with our development team and revert to you on Monday with their comments regarding the N7 weighbridge. At this stage, there don't appear to be any specific concerns from our side, but I'll confirm once I've spoken with them.</p> <p>In the meantime, please let me know if there's any specific information you require from us.</p>	03/10/2025 E-Mailed Comments		Communicare – Real Estate Analyst	Thank you for your response. Please let me know if you have any comments regarding the proposed N7 Weighbridge development by the end of the business day today, as public participation will close then.
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For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

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11.	<p>1. In respect to the proposed, your public participation process is flawed, only a singular resident/owner of Morning Star was included in the notification, and not even a resident/owner that will be directly affected. The information has only come to light on October 3rd, which leaves absolutely no time for proper proposal evaluation.</p> <p>2. Based off the Alternate 5 plan your proposal implies closure of the Morning Star intersection giving access to the N7 to the Morning Star Community, which is a highly contentious point as no alternative access proposals have been forthcoming from either the COCT or National Roads Department, despite numerous attempts to obtain clarity. Or does the proposal ludicrously imply residents will enter a weighbridge lane area to gain access ?</p> <p>3. The area proposed is identified as an area of low value when it comes to Environmental, this again is factually incorrect as fynbos species are propagated from this area and extremely prohibitive regulations/rules were placed when the said area's were proposed to be cleared, such as no use of Machinery, clearing done only by hand. If such restrictions are placed on just clearing, how then can total destruction of the area be even considered.</p> <p>4.The property demarcated by the red arrow, known locally as Miltrans, was denied its departure to continue running a Truck Yard, due to noise and nuisance complaints by the residents immediately adjacent, so again, how can the proposed even be considered when a pre-existing departure was subsequently denied.</p>	03/10/2025 E-Mailed Comments		CComputers – private / Morningstar Community	<p>1. Thank you for your comment. We acknowledge your concerns. Prior to the commencement of the public participation process, a designated community liaison identified as the point of contact for circulating information within the Morning Star community was informed of the project via an initial phone call. This was followed by three reminder emails and an additional follow-up phone call to ensure the information was shared with the broader community. All relevant stakeholders and affected parties have been informed about the new proposed layout and will be contacted during the 30-day public participation process for the second round of public participation.</p> <p>We understand the importance of inclusive and timely communication, and we regret that the information only came to your attention on October 3rd 2025. While efforts were made to reach the community through the agreed communication channels.</p> <p>2. We would like to clarify that the closure of the Morning Star intersection does not form part of this current Environmental Application. This closure is being undertaken independently of the proposed N7 Weighbridge project and would proceed irrespective of the outcome of this application.</p> <p>The closure of the intersection was addressed under a separate environmental authorisation process (EA Reference: DEADP 14/3/1/1A1/16/0564/21), and we recommend directing any further queries regarding alternative access arrangements to the relevant authorities tal.clientservices@westerncape.gov.za. Transport & Public Works / Mobility Department.</p> <p>3. The Fynbos system as a whole is recognised as environmentally sensitive. The specific footprint proposed for development lies within the most disturbed and least intact section of the</p>

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First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

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	<p>N7 Vissershok Weighbridge Alternative 5</p>  <p>5. While much attention has been given to the Environment, Traffic and mentioning alternate Power and linkage to infrastructure such as sewerage, no such consideration has been given to the residents of the Morning Star Community and the 2 low-income Communities living in the area and serviced by the N7 highway. No nuisance evaluation has been done as to the environmental pollution regarding Light and Sound pollution.</p> <p>6. In closing and as mentioned due to the flawed public participation notification process, above are just surface observations until such time as I am able to fully inspect the documentation, when I am sure more objections will be raised. I would go so far as to say, due to the flawed public participation process notification, the initial proposal should be voided and resubmitted to open another 30 Day commentary window which would allow residents and owners appropriate time to mount and compile a more complete objection list.</p>				<p>vegetation unit. Development in this area has been redesigned to minimise impact, and significant rehabilitation measures have been included in the EMPr to enhance ecological functioning – stipulated in the specialist Nick Helme's report included mitigations for the proposed project outlined on page 11 and 12 of the EMPr, as well as measures are in place to include pre-construction, rehabilitation & operational Phase . The project therefore does not entail "total destruction" of a pristine Fynbos remnant, but rather a managed intervention that balances essential infrastructure needs with measurable biodiversity conservation outcomes. Two additional alternatives have been included which avoid fynbos disturbances.</p> <p>4. The proposed weighbridge is a state-managed, regulatory infrastructure facility forming part of the national road safety and compliance system. It is not a private trucking yard but a controlled facility used to monitor and enforce load-limits on heavy vehicles travelling along the N7. The site selection was informed by its direct interface with the N7 corridor and its limited proximity to sensitive receptors, as identified in the EMPr and supporting specialist studies.</p> <p>The Environmental Management Programme includes comprehensive mitigation measures to address potential noise and nuisance concerns (Pg 24, 10.6 Objective 6 - General Nuisance: Noise, Dust, light and general housekeeping and 66, Objective 3 - Nuisance and pollution management: Dust, Noise and Visual Impacts.</p> <p>Furthermore, the weighbridge has undergone full environmental assessment and public participation, resulting in a comprehensive EMPr. Each application is therefore evaluated on its own merits, land-use zoning, environmental context, and</p>

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First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

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					<p>mitigation capability.</p> <p>Accordingly, while the community's prior experience with Miltrans is acknowledged, the current proposal differs significantly in function, intensity, and control measures, and its environmental authorisation is being considered within a separate regulatory framework that ensures noise and nuisance impacts remain within acceptable limits.</p> <p>5. Before the commencement of the public participation process, a designated community liaison identified as the point of contact for circulating information within the Morning Star community was informed of the project via an initial phone call. This was followed by three reminder emails and an additional follow-up phone call to ensure the information was shared with the broader community.</p> <p>We understand the importance of inclusive and timely communication, and we regret that the information only came to your attention on October 3rd 2025. While efforts were made to reach the community through the agreed communication channels.</p> <p>All relevant stakeholders and affected parties have been informed about the new proposed layout and will be contacted during the 30-day public participation process for the second round of public participation.</p> <p>Kindly note that light and (Noise) sound pollution have been considered and efforts have been put in place to address these concerns. The Environmental Management Programme includes comprehensive mitigation measures to address potential noise and nuisance concerns (Pg 24, 51 and 61) for the proposed N7 weighbridge project.</p>

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First Round of Public Participation

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					6. The public participation process complied with all statutory requirements under NEMA and the EIA Regulations, including notification of I&APs and provision of a commenting period, this includes the local and provincial newspaper advertisements, site notices (English and Afrikaans) as well as a physical copy at the Table View Library. While the I&AP has raised observations, all feedback submitted during the consultation period will be considered. The suggestion to void the initial proposal is not supported, as the process followed was procedurally correct. The project team remains committed to addressing concerns raised by Interested and Affected Parties.
12.	<p>1. You have not sent this to all of Morningstar Community, to find out about this on the third when closing is the sixth is a joke of the Public Participation process.</p> <p>Why was this not communicated to our Ward Councillor ?</p> <p>2. I am currently querying why the New Interchange documents and the spatial planning documents do not correspond, now you come along with outdated google pictures with your process.</p> <p>3.Was this all documented in the New Interchange documents along with the closure of our access to the N7 as well as the Feb 2024 Spatial Development Documents ?</p> <p>4.I see you give more consideration to the airfield than the residents of Morningstar. You bringing more noise and light pollution to us than what we currently have.</p> <p>We are already impacted by the noise from the current placement of the weighbridge.</p> <p>5.Are you aware that we have been zoned Agriculture Residential which is madness from the city of cape town already when we should be Rural as in close proximity of the waste facilities.</p> <p>How can a weighbridge being moved closer to Agriculture</p>	04/10/2025 E-Mailed Comments		CComputers – private / Morningstar Community	<p>1.The public participation process was conducted in accordance with Regulations 40 and 41 of the EIA Regulations (GNR 326 of 2017). All registered Interested and Affected Parties (I&APs), adjacent landowners, and ward representatives were formally notified through various means, including:</p> <ul style="list-style-type: none"> - Site notices - Email distribution - Newspaper advertisements (refer to Section F, Table 3 of the Basic Assessment Report). <p>The Ward Councillors and officials from the City of Cape Town were included in the stakeholder database. While the timeline for this process adhered to statutory requirements, any community members who did not receive direct notification were still given the opportunity to provide comments before the final decision is submitted to the Department of Environmental Affairs and Development Planning (DEADP). All relevant stakeholders and affected parties have been informed about the new proposed layouts and will be contacted during the 30-day public participation process for the second round of public</p>

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First Round of Public Participation

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	<p>Residential area be of benefit ?</p> <p>6.A transport company Miltrans owns a property (section close to your proposal of new site) and they had to move because the city would not grant them their departure because of noise.</p> <p>The noise and light pollution from a weighbridge will be much much more than what Miltrans created, so if the city is in agreement to this then its double standards.</p> <p>7.The bush area where we should have a fire break opposite us in Morningstar we are not allowed to clear with machinery and it must be done by hand, because of fynbos, yet land that is adjacent to this you are allowed to destroy to build a new weighbridge, this does not make any sense.</p> <p>8.This weighbridge will effect us negatively and can not see any benefit from it being moved closer to us.</p>				<p>participation.</p> <p>2.The proposed relocation of the weighbridge forms part of the N7 Van Schoorsdrift Interchange Upgrade (EA Ref. 14/3/1/1A1/16/0564/21) and aligns with the February 2024 Spatial Development Framework (SDF).</p> <p>Updated datasets and verified mapping (Cape Farm Mapper, 2025) were used. The Final BAR (Figures 6-12) confirms that no outdated Google imagery informed decision-making.</p> <p>Both the Spatial Planning and Environmental Assessments are consistent and complementary, addressing identified transport and safety objectives.</p> <p>3. The closure of the existing access point and its integration into the new interchange design are documented in:</p> <ul style="list-style-type: none"> • Section E (Need and Desirability) and Section H (Alternatives) of the BAR; and the engineering plans in Appendices B1–B2 and the EMPr (Section 5). • This forms part of a coordinated upgrade of the TR11/1 corridor to national freeway standards, that does not form part of this application. <p>4.The Morningstar Airfield remains fully operational, with the Final BAR (Figure 4) showing adequate separation between the airfield and the weighbridge, as well as the an originally established weighbridge located 600m to 1600m north to the proposed new weighbridge alternatives, providing the proposed weighbridge will be further away from Morningstar Airfield.</p> <p>Noise and light impacts were classified as low significance following mitigation, with measures in the EMPr (Sections 7.12, 10.4, and 11.2). under construction and post-construction phase.</p> <p>5.Per Section E of the BAR, the development footprint occurs</p>

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First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

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					<p>within Agriculture 1 and Transport 2 zones, compatible with existing infrastructure along the N7. It is a replacement facility, not a new or expanded industrial land use. Mitigation measures (vegetative screening, restricted access, and noise buffers) ensure minimal interface with nearby Agricultural Residential properties. Zoning of the Monringstar area is outside of the scope of this application and should be queried with the City of Cape Town.</p> <p>6.The N7 weighbridge is a public enforcement and safety facility under provincial control. It has undergone full environmental authorisation and operates under strict regulatory oversight. Therefore, there is no policy inconsistency or double standard. It should also be noted that this process is for Environmental Authorisation through DEA&DP, and not a land use application with the City of Cape Town.</p> <p>7.The botanical specialist (Nick Helme, 2025) confirmed that high-sensitivity Cape Flats Sand Fynbos areas were avoided through the selection of Layout 5. Only low-sensitivity, previously disturbed vegetation (~1 ha) will be cleared. An Alien Vegetation Management and Rehabilitation Plan (Appendix G of EMPr) ensures restoration of disturbed areas.</p> <p>8.While Alternative 5 is nearer to Morningstar, the overall impact rating is low after mitigation, and benefits include:</p> <ul style="list-style-type: none"> • Enhanced road safety and traffic management; • Job creation during construction (EMPr Section 10.5); • Rehabilitation of the existing degraded weighbridge site; and • Support for regional logistics and economic efficiency along the N7. <p>All potential negative effects noise, dust, and visual intrusion are</p>

COMMENTS AND RESPONSE TABLE: **First Round of Public Participation**

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

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					managed via enforceable EMPr actions.
13.	<p>1. Please register the Friends of the Blaauwberg Conservation Area (FoBCA) as an I&AP.</p> <p>2. Note that although our environmental and heritage commenting organisation is registered on the City of Cape Town's database to receive notifications from both Subcouncils 1 and 3, we did not receive any notification regarding this Draft BAR. The proposed footprint falls within Ward 23, in Subcouncil 1. We note that in Appendix F1 - the I&AP registry your contact is Roxanne Moses, she is in fact the Subcouncil 3 Manager.</p> <p>3. Our environmental organization has been active in the local area since 2003, and it has been our understanding that there was a vision to connect the conservation areas in the Blaauwberg District with the conservation areas of the Tygerberg Hills in the Northern District. The only remaining east - west key linking area is this area to the south of Morningstar and the Van Schoorsdrif Conservation Areas. The "final" footprint of the proposed new weighbridge lies right in the middle of this bottleneck of remaining vegetation. We therefore reject the proposed placement of the footprint at the northern end of the site. We would however support the southern most placement (Figure 2: Layout 3 (Option 5b) as proposed by the botanical specialist Nick Helm in his first report and assessment.</p> <p>4. The most northern placement of the site will result in the south and western boundaries being directly adjacent to good quality veld. It is inevitable that the boundary areas adjacent to the weighbridge will degrade in time with the introduction of invasive grasses, herbaceous weeds and the like. The northern site is directly adjacent to the ESKOM servitude where 42 observations of twelve red listed species have been recorded on</p>	05/10/2025 E-Mailed Comments		Chairperson – Friends of the Blaauwberg Conservation Area	<p>1.The Friends of Blaauwberg Conservation Area (FoBCA) have been formally registered as an I&AP for the N7 Vissershok Weighbridge Project. Your details have been included in the updated I&AP Register (Appendix F1) and will remain on record for all future notifications, updates, and decision correspondence from DEA&DP.</p> <p>2.Thank you for bringing up the clarification regarding communication with the subcouncils. The notification was sent to all relevant Subcouncils and Ward Councillors in accordance with Regulation 41(2)(b) of the EIA Regulations (2014, as amended). As noted in Appendix F1, Subcouncil 1 (Ward 23), where the project is located, was duly notified through Mr. Wessie van der Westhuizen, the Manager, as well as Ms. Lorraine Frost, the Manager of Subcouncil 7 (Ward 105). Other relevant City departments, including Environmental & Heritage Management, Biodiversity, and Spatial Planning, were also informed.</p> <p>Ms. Roxanne Moses, who is listed in the register as the Subcouncil 3 Manager, was assisting Subcouncil 1 administratively during the notification period, according to our records. Both contacts were included to ensure continuity of communication. All relevant stakeholders and affected parties have been informed about the new proposed layout and will be contacted during the 30-day public participation process for the second round of public participation.</p>

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

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	<p>the iNaturalist platform. https://www.inaturalist.org/observations?lat=-33.75352739076184&lng=18.54444280732423&radius=0.19386919015013143&subview=map&threatened&view=species&iconic_taxa=Planteae Again the southern most placement is favoured because the weighbridge boundaries will face poor quality veld, already highly disturbed.</p> <p>5. The landowner of the site (the City of Cape Town) is required under law to remove invasive aliens or at least have a management plan in place for removal. A few years ago, Vula Environmental Services worked on the entire site removing all the aliens. This may have been mitigation from another development, as the veld quality was certainly better than poor at that stage. We are not privy to the details. Clearly at that time the entire site was considered worthy of alien clearing by the City. There was no follow-up or maintenance to remove resprouting aliens by the City of Cape Town and the site again became overgrown with alien species.</p> <p>6. The botanical specialist Nick Helm recommends in his reports that the existing weighbridge site not be rehabilitated due to the cost and likely level of success, and we agree. He does also recommend that this money be used to remove alien vegetation in the surrounding areas where natural veld can still be rehabilitated. Could we get a firm commitment for the removal of alien species from a specific site/s and subsequent maintenance to avoid the matter raised under point 4.</p> <p>7. Prior to the construction of the Van Schoorsdrif Interchange nearby in 2024 / 2025 a large number of Eucalyptus trees were felled. After the felling, tens of local woodcutters and their vehicles swarmed onto the site cutting and removing wood. The ensuing chaos on the site, right next to the N7, could be described as exactly the opposite of any well crafted and intended EMPr. Could we as the public get a reassurance that any Eucalyptus trees felled on the site will be removed under controlled means. Our primary concern is that the ESKOM</p>				<p>3. Your organisation's concern regarding the east-west ecological linkage between Blaauwberg and Tygerberg conservation areas is both valid and consistent with regional biodiversity objectives.</p> <p>The proposed N7 weighbridge has been relocated to consider the linkage between Blaauwberg and Tygerberg conservation areas, and a second round of public participation is being followed.</p> <p>4. It is acknowledged that long-term edge effects can contribute to vegetation degradation. To mitigate this, the EMPr (Sections 7.5, 7.6, and 11.1) prescribes:</p> <ul style="list-style-type: none"> • Establishment of a permanent fenced boundary and no-go buffer between the weighbridge and adjacent veld; • Implementation of an Alien Invasive Species Management Plan (Appendix G); and • Quarterly ECO monitoring to ensure no encroachment or dumping within the Eskom servitude. <p>5. The Final EMPr now places explicit responsibility on the proponent (WCG: Department of Infrastructure) to:</p> <ul style="list-style-type: none"> • Implement alien vegetation clearing within the project boundary; The CoCT will remain responsible for the ongoing alien invasive management on their land. <p>6. The EAP notes FoBCA's reference to the botanical specialist's discussion regarding rehabilitation feasibility. However, the rehabilitation will focus on the removal of remaining infrastructure, re-profiling and re-vegetation of disturbed areas,</p>

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First Round of Public Participation

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	<p>servitude to the west, might be used to access felled material and good quality veld be destroyed in the process. The area under the ESKOM pylons, right next to the footprint, is filled with redlisted species and the veld quality is very good.</p> <p>8. Have any large bird nests been observed in the Eucalyptus trees ?</p> <p>9. Given the amount of pollution produced by large vehicles, in terms of tire wear and oil leaks, what is the final destination of rain water onsite? This is of concern because there is a shallow depression under the ESKOM powerlines where water collects in winter creating damp conditions that favour certain plants including Lampranthus reptans (Near Threatened).</p> <p>In conclusion, the FoBCA wishes to be kept informed of further opportunities to comment, to be informed of the outcomes and to be provided with feedback regarding our comments.</p>				<p>and implementation of an alien vegetation control programme as prescribed in the EMPr Appendix G – Alien Management Programme and outlined on pg 64.</p> <p>All works will be undertaken under the supervision of the Environmental Control Officer (ECO) to ensure environmental compliance and post-construction monitoring.</p> <p>Furthermore, the weighbridge facility land is not owned by the proponent, and therefore rehabilitation will focus on the rehabilitation of the current exiting weighbridge facility, and disturbed construction footprint only.</p> <p>7. In accordance with the EMPr requirements the site will be monitored and managed by 24/h manned security additionally, the EMPr (Sections 7.2.2, 7.3.1, 7.6 as well as Appendix G) includes that:</p> <ul style="list-style-type: none"> • All woody alien invasive vegetation should be removed from within the fenced off project area, prior to the development of any authorised development footprints. This material should be removed from site by a means approved through a Method Statement. Removal of the alien vegetation must be undertaken by a trained and licensed alien vegetation removal team, and must be undertaken using methodology outlined in the Best Practise Guidelines (see Martens et al 2021). <p>In accordance with the specialists reports no plant/ tree species of conservation concern or heritage significance was identified on the proposed sites.</p> <p>8. No large or active bird nests were recorded during the faunal</p>

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

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					<p>specialist site assessment (Visser, 2025), including within Eucalyptus stands. However, the EMPr stipulates a pre-construction faunal sweep by the appointed Environmental Site Officer (ESO) to verify the absence of nests immediately before felling commences.</p> <p>9.The proposed N7 weighbridge project will follow all stormwater management controls outlined in the EMPr page 22. Furthermore, the ECO will ensure that environmental compliance is adhered to. The installation of stormwater and erosion control infrastructure. The management of infrastructure after the completion of construction.</p> <p>10.FoBCA will remain a registered stakeholder for all future notifications, including:</p> <ul style="list-style-type: none">• DEA&DP Environmental Authorisation decision and appeal period;• Any subsequent amendments to the EMPr or site layout; and <p>Your organisation's ecological insights are valued and will continue to inform adaptive environmental management as the project progresses.</p>
14.	1.We have no comments to add. We have checked with our town planner to see whether this impacts or development framework and he is happy that it does not. So no comment from us.	06/10/2025 E-Mailed Comments		Communicare – Head of Property/ Development	<p>Thank you for your comments. I appreciate that the project does not pose any issues for Communicare.</p> <p>(EAP response via email on the 6/10/2025).</p>

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

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Final Reminder Notice Submitted 06/10/2025					
15.	<p>REMAINDER CAPE FARM 153, VISSERSHOK, PORTION 24 OF CAPE FARM 141 MORNINGSTAR AND REMAINDER CAPE FARM 141 MORNINGSTAR, LOCATED OFF TRUNK ROAD 11/1 (N7): PROPOSED NEW WEIGHBRIDGE – DRAFT BASIC ASSESSMENT REPORT (DEA&DP REFERENCE: 16/3/3/1/A1/41/3042/25)The draft Basic Assessment Report (DBAR), dated August 2025, submitted under your e-mail communication, dated 2 September 2025, pertaining to the abovementioned project, refers.The following comment is provided from the relevant City of Cape Town Departments based on the information provided in the DBAR report:</p> <p>1. Spatial Planning and Environment Directorate: Environmental Management Department - Environmental and Heritage Management Branch</p> <p>Draft Basic Impact Assessment Report (DBAR):</p> <p>.Section B, point 4: Policies (pages 24 to 25 of the DBAR) refer: The two relevant approved City of Cape Town spatial policies are the Municipal Spatial Development Framework, 2023 (MSDF) and the Blaauwberg District Plan, 2023. Please list both spatial policies.</p> <p>The summary in the DBAR (see the extract below) is not reflective of the Strategies, Policies and Objectives contained in the MSDF.</p> <div style="background-color: #cccccc; padding: 5px; margin-top: 10px;"> <p><small>City of Cape Town Municipal Spatial Development Framework (MSDF, 2022/2023) Land Use Management: The facility is proposed on City-owned land (Outspan Farm Erf 153), which is acceptable for transport infrastructure, and partially on adjacent privately owned land with no current conflicting land use.</small></p> </div> <p>2.According to the MSDF the subject site falls in an area earmarked as a Critical Natural Asset. The DBAR fails to disclose this information.</p>	06/10/2025 E-Mailed Comments (Document attached to the C&R form.		City of Cape Town – Spatial Planning and Environment Directorate: Environmental Management Department	<p>1.Thank you for bringing both of the City of Cape Town, as well as the Blaauwberg District Plan (2023) policies to our attention. the documents have been included into the final BAR.</p> <p>The summary in the Draft Basic Assessment Report (DBAR) strategies, policies, and objectives outlined in the City of Cape Town's Municipal Spatial Development Framework (MSDF, 2022/2023) regarding land use management. Consequently, this summary has been updated to reflect the policies.</p> <p>2.The Land Zoning Map as seen in Appendix A2 – Zoning Map identifies the area being overlayed as Agriculture, Open Space 3 and Transport 2.</p> 

Figure 1. The Proposed N7 Weighbridge Land Zoning Map (2025).

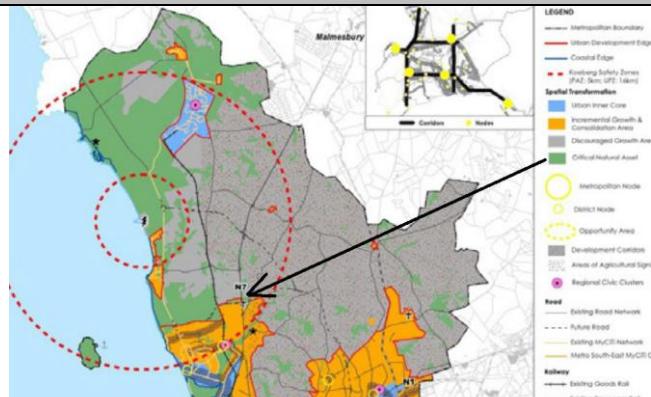
The biodiversity corridor link has not been formally adopted in accordance with public data records, and no evidence provided by the specialists have outlined that the area is regarded as biodiversity corridor link.

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

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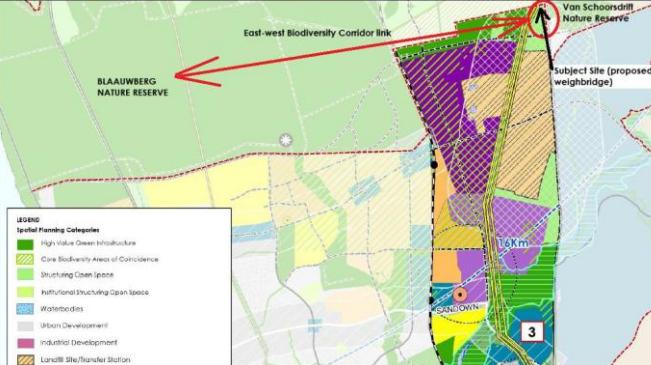
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	<p></p> <p>Extract from the MSDF Consolidated Spatial Planning Concept map. The location of the weighbridge indicated by the black arrow</p> <p>Objective 9 of the MSDF commits the City of Cape Town to a Healthy and sustainable environment. In order to achieve this the MSDF lists several strategic intents, amongst other, Policy 18.3 contained under Substrategy 2.4: Appropriately manage land development impacts on natural resources, green infrastructure and critical biodiversity networks, that stipulates the following: P18.3 Land development proposals and decision making to consider biodiversity connectivity, and the protection and reinforcement of existing critical natural assets and biodiversity linkages, where possible. The location of the weighbridge is not consistent with P18.3 as it will sever a biodiversity corridor link for reasons further elaborated in this correspondence.</p> <p>According to the Blaauwberg District Plan (2023), the site is identified as a "Structuring Open Space".</p>				<p>The specialist and the EAP have identified encroachment into the Van Schoorsdrift Nature Reserve and this information has been included into the BAR and for further consideration. Furthermore, no evidence provided by the specialists have outlined that the area is regarded as biodiversity corridor link, or that the proposed weighbridge is located within a biodiversity corridor. It has however appreciated that the City has brought this to our attention and careful consideration has been taken.</p> <p>Two alternatives have been proposed outside of the corridor area.</p> <p>3. The proposed Frankendale Industrial developments open space has not been mapped formally, and therefore this information was unknown.</p> <p>The site has been designated as CBA1 and CBA2. However, specialists have identified that the proposed location for the weighbridge is heavily degraded and infested with alien vegetation, rendering it unsuitable for the current mapped biodiversity. Therefore, the specialists confirm that layout 5 is appropriate for the construction of the weighbridge.</p> <p>The BAR and the Botanical Specialist Report acknowledge a limited encroachment by the southbound approach lane into the boundary of the Van Schoorsdrift Protected Area, quantified at approximately 10-12 m (± 0.8 ha). The affected strip is described by the specialist as historically degraded by alien invasion, of low current diversity but under rehabilitation. No high-sensitivity vegetation or Species of Conservation Concern were recorded within the proposed construction footprint.</p> <p>The City's concern regarding any loss of Protected Area is fully</p>

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

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	<p>From a strategic biodiversity perspective, the site is located between the Blaauwberg Nature Reserve and the Van Schoordrift Nature Reserve. The site is therefore the only remaining east-west biodiversity corridor link between die Van Schoordrift Nature Reserve - via the Frankendale Open Space link - to the Blaauwberg Nature Reserve. The biodiversity corridor link is visually overlayed (for ease of reference) on an extract of the Sub-District 2 map of the Blaauwberg District Plan in Figure 1 below.</p> <p>The abutting Frankendale Industrial development's open space (indicated in dark green on Figure 1 below) was identified as a future east-west ecological corridor and subsequently protected as such in the Frankendale Industrial development Environmental Authorization. The adjacent City of Cape Town-owned Remainder Cape Farm 153 falls within the Vissershok Waste Management Facility's 800m "No-Go" buffer. The intent was therefore always for this portion of Remainder Cape Farm 153 to form part of the natural continuation of the ecological/biodiversity corridor.</p>  <p>Most of the proposed weighbridge and its approach roads fall within farmland selected as a critical biodiversity area (CBA2)</p>				<p>recognised and regarded as a significant issue. The EAP and specialists confirm that the core weighbridge facility (Layout 5) was selected specifically to avoid the highest-sensitivity patches of Cape Flats Sand Fynbos (Critically Endangered), with the small intrusion limited to the eastern edge of the N7 carriageway.</p> <p>Regarding the "east-west biodiversity corridor", neither the botanical and terrestrial biodiversity specialists nor CapeNature identified the corridor dataset within publicly available City spatial layers (BioNet/Cape Farm Mapper), nor approved planning documents.</p> <p>4. Thank you for acknowledging the NID and that the impacts on the Blue gum grove will be minimal and negatable. No further action required.</p> <p>5. Thank you for providing the point of contact email person for the proposed project and further comments and information will be addressed to Sonja.warnichstemmet@capetown.gov.za</p> <p>An online meeting was also held Wednesday, the 15th of October to address the City of Cape Towns concerns regarding the environmental directorates concerns. An additional two layouts have been proposed, based also on the recommendations from the City of Cape Town to ensure environmental diligence, and a meeting well held to address any outstanding environmental concerns 29/01/2026.</p> <p>6. Kindly note that various ESKOM departments have been included into the BAR; however it has been brought to our attention to include Eskom (Nuclear Generation) and the National Nuclear Regulator (NNR). They have been added for future correspondence.</p>

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First Round of Public Participation

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	<p>), as well as a CBA1, on the latest Cape Town Biodiversity Network map (refer to Figure 2 below).</p> <p>Figure 1: Extract from the Blaauwberg District Plan. Note the location of the proposed weighbridge in the middle of the east-west biodiversity corridor link between the Van Schoorsdrift Nature Reserve and the Blaauwberg Nature Reserve.</p>  <p>Figure 2: Extract from the City of Cape Town: Biodiversity Network Map with biodiversity areas overlay. Note the encroachment into the Van Schoorsdrift Nature Reserve (indicated in red).</p> <p>The project furthermore impacts on the existing Van Schoorsdrift Nature Reserve. The south-bound approach road (i.e. the new incoming turning lane on the eastern side of Trunk Road 11/1) encroaches into the Van Schoorsdrift Nature Reserve as illustrated in Figure 2 above.</p> <p>The Van Schoorsdrift Nature Reserve is home to more than 60 threatened species of plants and animals and is key site for the protection and restoration of Critically Endangered Cape Flats Sand Fynbos. In the short period since the Nature Reserve was established, immense effort has gone into invasive species clearing with the next phase focussing on ecological restoration. The nature reserve is in the process of being declared in terms of</p>				<p>It is acknowledged that the proposed N7 weighbridge falls within the 5-16 km UPZ south-east sector of KNPS. In accordance with Procedure 7.2.38 (revision 2, dated 16/10/2015) of the City of Cape Town Koeberg Nuclear Power Station Radiological Release Hazard Disaster Risk Management Plan (RRR), a TEM assessment is required for all land use changes that may increase population within this zone. The TEM form (Annexure A) has been completed and submitted with the final BAR to assess the evacuation feasibility for both construction and operational phases of the weighbridge.</p> <p>7. The EMPr requires that all dust-generating activities be managed so that dust nuisance is prevented beyond the site boundary and explicitly requires compliance with the National Dust Control Regulations (GN R827 of 1 November 2013) and the City of Cape Town Air Quality Management By-law. The Construction Dust Mitigation measures in the EMPr include: limiting earthworks during strong winds; covering stockpiles; siting stockpiles with respect to prevailing winds; speed limits for on-site vehicles (20-40 km/h); regular wetting or use of biodegradable (page 21, 43). stabilisers on access roads; covering truck loads with tarpaulins; and maintaining a complaints register. These measures are set out in the EMPr (Dust Mitigation section, Construction phase).</p> <p>The contractor will prepare a site-specific Dust Management Plan (DMP) and submit it to the City of Cape Town: Air Quality Management Unit for evaluation and comment at least 30 days prior to construction mobilisation. The DMP will be a stand-alone document that implements the EMPr and will be implemented on-site once the ECO confirms acceptance of the DMP.</p>

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

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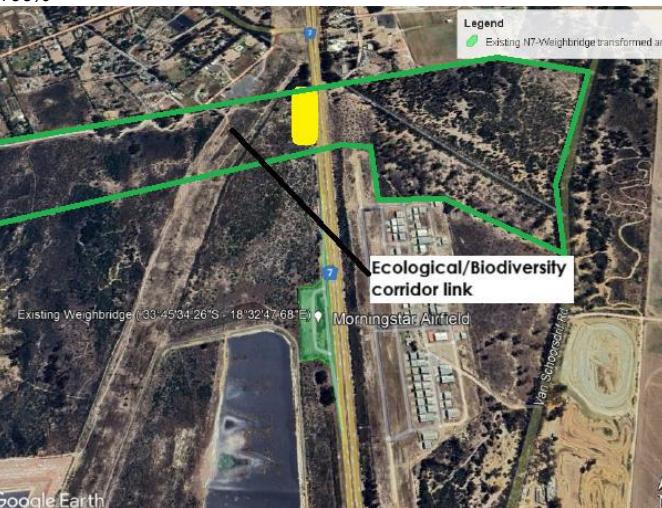
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	<p>the NEM: Protected Areas Act (NEM: PAA).</p> <p>Even the Botanical Specialist report acknowledges this as follows: "No High sensitivity vegetation should be lost in the proposed footprint. However, it should be noted that in the section east of the N7 the new layout will intrude about 10m into a declared Protected Area, which is currently managed for conservation. This area is degraded by a long history of alien plant invasion (now cleared), and is of low diversity, but is slowly rehabilitating."</p> <p>Any loss of Protected Area, irrespective of the habitat condition or extent, sets a dangerous precedent and should be avoided at all costs. Cape Flat Sand Fynbos is Critically Endangered, endemic to the City of Cape Town and currently has less than 10 % of the original extent remaining. Of this rare 10%, less than 2 % is formally protected classifying it as Not Protected in the latest 2022 National Biodiversity Assessment. Already a significant patch of Fynbos was recently lost, without mitigation, within the N7 road verge during the construction of the new intersection resulting in the loss of two populations of Critically Endangered species, <i>Marasmodes fasciculata</i> (with only three other remaining populations now) and <i>Leucadendron thymifolium</i>. No further loss of habitat, particularly within a Protected Area, irrespective of condition can be supported.</p> <p>The encroachment into the nature reserve, as well as the severing of the east-west ecological / biodiversity corridor link, is not identified in the DBAR and therefore considered to be a fatal flaw.</p> <p>Figure 3: A visual illustration of the location of the proposed weighbridge development's footprint in relation to the east-west ecological / biodiversity corridor link. The intact natural vegetation is clearly visible compared to the surrounding transformed urban development</p>				<p>The DMP will detail area- and activity-specific mitigation, including frequency schedules for suppression (e.g., regular road wetting schedule during dry periods, additional wetting during high winds, daily covering of stockpiles when inactive), methods for controlling fugitive emissions at loading/unloading/tipping points (localised water sprays, temporary screening, covered conveyors or hosing during transfer), and maintenance regimes for plant and silos to prevent accidental dust releases. The DMP will also require routine inspection of the access roads and of the N7 verge for entrained material and will set out responsibilities (ECO/ESO, Site Foreman, Contractor Plant Supervisor) for each action. Where non-potable or borehole water is used for suppression, the DMP will record volumes and promote efficient use; where practicable, biodegradable soil stabilisers or polymer stabilisers will be specified as alternatives to potable water. The EMPr already contains the base measures (wetting, tarps, speed limits) and these will be expanded into operational schedules within the DMP.</p> <p>The EMPr identifies shade cloth / perimeter screening as an available control (used where dust is continuous). The site-specific DMP will include screening measures at the site perimeter, around areas of prominent dust generation and above sensitive excavations. Screening materials (e.g., 70% shade cloth or equivalent) will be selected and installed such that they reduce wind-driven dust to below nuisance levels at the fence line; the DMP will include drawings showing screening locations and specification of materials.</p> <p>The EMPr already requires tarpaulins on loads and speed limits to reduce entrainment; the DMP will translate these into</p>

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

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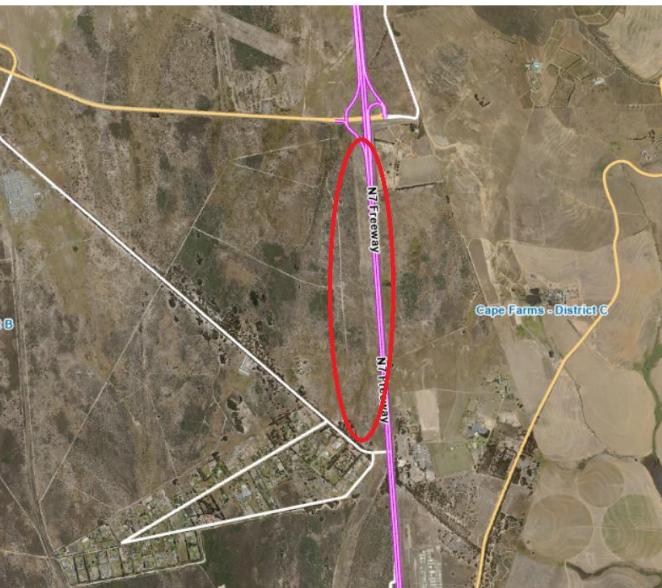
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	<p>In light of the above an alternative site further north along Trunk Road 11/1 must be sought (and assessed). In this regard, the agricultural land on Remainder Cape Farm 141 located between the R304 (Mamre road) and the M19 (Melksbosstrand Road) must be assessed as a site alternative. This stretch of agricultural land (illustrated on Figure 4 below) is 100%</p>  <p>Figure 3: A visual illustration of the location of the proposed weighbridge development's footprint in relation to the east-west ecological / biodiversity corridor link. The intact natural vegetation is clearly visible compared to the surrounding transformed urban development</p> <p>In light of the above an alternative site further north along Trunk Road 11/1 must be sought (and assessed). In this regard, the agricultural land on Remainder Cape Farm 141 located between the R304 (Mamre road) and the M19 (Melksbosstrand Road) must be assessed as a site alternative. This stretch of</p>				<p>measurable requirements (e.g., sweeping daily during dry windy periods).</p> <p>The EMPr does outline mitigation measure for the site that addresses winds P55 – 56. Construction Phase mitigation, and within the post-construction/ rehabilitation Phase P 66, more mitigations have been included to address the Cities concerns.</p> <p>The EMPr already states that exposed areas shall be covered if left for long periods; Unplanned/Planned shut-down P 30 of the EMPr.</p> <p>The Applicant acknowledges the City of Cape Town Air Quality Management By-law, 2016 (Section 4 Duty of Care) and confirms that the measures in the EMPr and the forthcoming site-specific DMP are designed to meet the "all reasonable measures" and "best practicable environmental option" obligations described in that by-law. The DMP will be implemented, audited by the ECO, and records (suppression logs, complaints register, sweep logs, and monitoring results) will be maintained on site and made available to the City on request.</p> <p>The EMPr already provides noise management measures (working hours restricted to normal construction hours, equipment in good working order, mufflers/exhaust silencers, a noise complaints register and monitoring by the Health & Safety Officer). These measures align with SANS 10103 guidance on rating levels and the Western Cape Noise Control Regulations (PN200/2013). The appointed contractor will ensure operational noise monitoring is undertaken if a noise complaint is received or if the ECO deems monitoring necessary; any monitoring will adopt the SANS 10103 approach (rating levels by district) and the criteria set out in PN200/2013. Records of complaints,</p>

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	<p>agricultural land (illustrated on Figure 4 below) is 100% transformed from a botanical perspective and therefore more suitable from a botanical perspective.</p>  <p>Figure 4: Proposed site alternative on Remainder CFM 141 that should be assessed.</p> <p>4. It is noted that the required heritage submission in terms of Section 38 of the National Heritage Resources Act, No. 25 of 1999 (NHRRA) has been concluded. Heritage Western Cape issued a Response to NID, dated 21 May 2025.</p> <p>.The proposed new weighbridge platform will have some impact on the remnants of the Van Schoorsdrift & Old Rygersdal Road</p>				<p>monitoring results and remedial actions will be retained in the environmental file and provided to the City on request as outlined in the EMPr P57.</p> <p>8. Thank you for verifying Eskom is the custodians for the electricity that will be needed for the proposed weighbridge site. this information will be provided within the final BAR phase.</p> <p>9. The EMPr confirms that no direct connection to the municipality water network is proposed during construction phase or operational phase of the proposed N7 Weighbridge facility. Construction water will be sourced from a permitted non-portable or borehole system, or alternatively from approved water tankers, as per the EMPr</p> <p>10. The EMPr acknowledges that no municipal sewer connection exists near the site, and therefore on-site sanitation facilities (e.g., chemical toilets or sealed conservancy tanks) will be used during construction and, if necessary, during operation.</p> <p>11. The EMPr notes that no bulk water infrastructure will be affected or required for this project. The proposed development's water demand is minimal and localised to construction-phase dust suppression, concrete batching, and staff use. All water use will be drawn from authorised alternative sources (borehole or water tanker) and not from bulk municipal supply systems.</p> <p>12. The EMPr confirms that the proposed project will not discharge significant additional wastewater to the Potsdam WWTW or any City wastewater network. During construction and operation, all sewage will be contained and removed off-site by licensed waste management contractors, and disposal certificates will be kept in the site's Environmental File for audit purposes. Therefore, the project will not impose any additional</p>

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First Round of Public Participation

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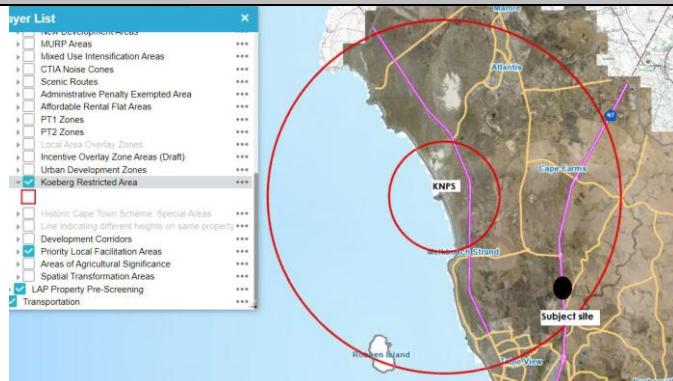
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	<p>Blue Gum trees. However, considering the holistic impact the construction of the N7 highway (including the diversions of both roads) has had on this section on the historic tree lane, the impact on the blue gum grove will be minimal and negligible.</p> <p>Appendix F: I&AP Database:</p> <p>5. Be advised that the Environmental Management Department (EMD) is the duly mandated City of Cape Town department that provides co-ordinated City comment on NEMA EIA applications on behalf of the City. As such all NEMA EIA related documents pertaining to this weighbridge project must be submitted to the EMD Blaauwberg district branch (For Attention: Ms Sonja Warnich-Stemmet; e-mail: Sonja.warnichstemmet@capetown.gov.za).</p> <p>5. Please include both the Eskom (Nuclear Generation) and the National Nuclear Regulator (NNR) on the I & AP database (also refer to point 2 below in this regard).</p> <p>7. Safety and Security Directorate: Disaster Risk Management Centre (DRMC)</p> <p>The subject property is situated between the 5 – 16km Urgent Protective Action Planning Zone (UPZ) south-east sector of the Koeberg Nuclear Power Station (KNPS) as illustrated in Figure 5 below.</p>				<p>load on the Potsdam WWTW and remains independent of municipal wastewater treatment capacity constraints.</p> <p>13. The engineers working on the proposed N7 weighbridge development will contact the relevant departments to verify and obtain necessary confirmations regarding services before construction begins. This information will be included in the final BAR submission.</p> <p>As outlined in the EMPr (Impact Management Actions – Water Use and Management; Waste Management Sections, pp. 43–47), the project's water demand will be limited to activities during the construction phase, such as dust suppression, concrete mixing, and sanitation facilities.</p> <p>Water Supply: Construction water will be sourced from authorized non-potable water supplies, borehole sources, or licensed water tankers, with daily volume logging. No permanent connection to municipal water is planned.</p> <p>Sanitation: Sanitary waste will be managed using chemical toilets or sealed conservancy tanks, which will be serviced by licensed waste contractors and disposed of at approved treatment facilities, as outlined in the EMPr Waste and Pollution Prevention section.</p> <p>Operational Phase: During the operational phase of the weighbridge facility, ongoing water requirements will be minimal and limited to staff ablutions and cleaning. If needed, a non-municipal or tanker-based water supply will continue to be used.</p> <p>Therefore, we do not anticipate any measurable impact on existing municipal water or sanitation infrastructure, and no capacity analysis is needed at this stage. If any permanent</p>

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First Round of Public Participation

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	<p></p> <p>Figure 5: Location of the Subject Farm in relation to the Koeberg Nuclear Power Station 5km PAZ and 16km UPZ.</p> <p>The Disaster Risk Management Centre (DRMC) is the custodian (on behalf of the City of Cape Town) and responsible for the execution of the Koeberg Nuclear Emergency Plan. In this regard, DRMC is tasked with the responsibility of ensuring that public safety arrangements are in place and that individual citizens are not endangered in the event of a nuclear emergency. Emphasis is placed on the population residing in the 0 to 16km area around the KNPS.</p> <p>Procedure 7.2.38 (revision 2), dated 16/10/2015 of the City of Cape Town: Koeberg Nuclear Power Station Radiological Release Hazard Disaster Risk Management Plan (RRR) stipulates that the Traffic Evacuation Model (TEM) Testing Protocol shall be processed 'once the City's Department of Development Management received an application for land use changes or the Environmental Management Department (EMD) receives any documentation relating to the National Environmental Management Act'.</p>				<p>connection is proposed in the future, a separate engineering services report will be submitted to the City's Water and Sanitation Department in accordance with city procedures.</p> <p>It should be noted that this is a like-for-like propose development, so no additional capacity for services could be required, above what is already provided.</p> <p>14. Currently, the project is designed to operate independently of City water and sewer infrastructure, as stated in the EMPr (Water Use and Management Section).</p> <p>If in future the operational phase requires a permanent connection, the Applicant will:</p> <ul style="list-style-type: none"> • Prepare a detailed engineering report quantifying projected water and sewer demands, • Request a formal capacity report from the City prior to any works, and • Implement all conditions stipulated by the City before connection approval. <p>This approach ensures compliance with both the City of Cape Town Water and Sanitation By-law (2010, as amended) and the City's Service Connection Policy.</p> <p>15. The EMPr specifies that no construction involving water or sewer connections may begin without prior written approval from the appropriate City departments. If these services are required, the Applicant must submit all relevant engineering drawings and proposed plans for further assessment by the city service providers.</p>

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First Round of Public Participation

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	<p>As such, the attached TEM form (refer to Annexure A) must be completed and attached to the draft BAR to test whether the increased population as a result of the proposed weigh bridge activity (both construction- and operational phase) can be evacuated within 16 hours.</p> <p>6. City Health: Specialised Environmental Health Services: Air Quality Management Unit</p> <p>. The Air Quality Management Unit has the following comment.</p> <p>Dust Management: The measures indicated in the Draft EMPr are noted but require amendments, specifically considering the proximity to the Morningstar community. It is recommended that the air quality impacts of all potential dust generating activities, which may be caused during site preparation, construction activities and the operational phase of the project, be evaluated and addressed. In this regard:</p> <p>Dust mitigation measures must ensure that dust nuisances are not experienced outside the fence line of the property and must comply with the provisions of the Dust Control</p> <p>Regulations, No. R 827 dated 1 November 2013, as well as the City of Cape Town's Air Quality Management Bylaw, 2016, as amended.</p> <p>7. The City's Air Quality Unit hereby requests that a Dust Management Plan (DMP), be provided to the City of Cape Town: Air Quality Management Unit for evaluation/comment and approval for implementation on site.</p> <p>. 3.1.2. The DMP must be site-specific and identify all potential dust generating activities, include vehicle movement, product stockpiles/storage, etc. on site.</p>				<p>.Eskom (Nuclear Generation) and the National Nuclear Regulator (NNR) will be included on the Interested and Affected Parties (I&AP) database and engaged further during the BAR process. In addition, the Disaster Risk Management Centre (DRMC) has been noted as a relevant authority given the location of the subject property within the 5–16 km Urgent Protective Action Planning Zone (UPZ), south-east sector of the Koeberg Nuclear Power Station (KNPS). A Traffic and Emergency Management (TEM) Plan will be completed and submitted as part of the Basic Assessment Report (BAR) process for review by the relevant authorities.</p> <p>6. Thank you for providing comments City Health: Specialised Environmental Health Services: Air Quality Management Unit, the mitigations included by the directorate have been included into the EMPr page 56.</p> <p>7. The City's Air Quality Unit hereby requests that a Dust Management Plan (DMP), be provided to the City of Cape Town: Air Quality Management Unit for evaluation/comment and approval. Implementation on site has been included into the BAR page 31 under legislative compliance.</p> <p>All mitigations that have been recommended by your directorate have been included into the EMPr page 57.</p> <p>8. City of Cape Town's Air Quality Management mitigations have been included into the EMPr page 58 – 59.</p> <p>9. Engineer Comment: The electrical engineer will resolve the matter as referred to Eskom to confirm availability of electricity supply, as they are responsible for electrical distribution in this area before construction.</p> <p>10. Engineering Comment: There is a 110mm Ø water reticulation main situated north-west of the proposed relocation project site, the engineer confirmed that he</p>

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>Mitigation measures must:</p> <ul style="list-style-type: none"> a.be area/activity specific. b.be instituted for each of the potential dust emission sources. c.be reapplied often and the frequency of applying dust suppressant measures (e.g. suppressant to roadways, wetting of access roads, etc.) must be indicated. d.detail how fugitive dust emissions will be addressed, e.g. dust emissions dust from stockpiles, tipping, loading, etc. especially during times of strong winds, etc. e.include the maintenance of the silo pumps and equipment related to the operation of the silos to ensure that no accidental. f.address entrained dust carried into public roadways and how it will be managed and cleared (if necessary). g.record any other relevant sources and related mitigation measures. h.identify persons responsible for specific actions, e.g. site foreman or similar. i.consider responsible use of non-potable and borehole water is advised. Alternative dust suppressant means should be investigated and applied where possible. <p>Furthermore, site screening methods are to be employed to minimize the potential transport of dust, to prevent a potential dust nuisance. Such dust screening measures should be installed on the site perimeter or at excavations or at areas of high dust generation. The materials used should be capable of minimising</p>				<p>will be using that line, should alternative 1 be approved.</p> <p>11. Based on the sewer reticulation of the proposed site, the engineering comment: A conservancy tank system will be used with a private contractor responsible for emptying.</p> <p>12. The engineers confirmed that this does not affect the project in terms of bulk water.</p> <p>13. The engineers have confirmed that this does not affect the project as there is no sewer reticulation system and a conservancy tank system will be used.</p> <p>14. Engineering comments: The water demand is low based on two toilets, hand basins and a kitchenette sink.</p> <p>15. Engineers confirmed that Water Demand Management Branch's Conditions will be followed and have been included into the EMPr planning phase page 31.</p>

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>or reducing the quantity of dust being blown off site to below nuisance levels.</p> <p>All access roads on site should be suitably hard surfaced to prevent dust emissions caused by vehicular movements on site.</p> <p>Furthermore, suitable measures to prevent entrained dust from being deposited in the general roadway, i.e. N7 freeway (Trunk Road 11/1), must be investigated and implemented.</p> <p>It may be necessary to include routine manual or mechanical sweeping/cleaning to remove sand deposits from the roadways used to access the site.</p> <p>Consideration must be given and measures identified in the DMP to address periods of strong winds and the potential for sand/construction material to be blown off-site. These measures may include soil stabilisation by using straw or a bonding agent in addition to the use of non-potable water or ceasing activities on-site which may result in dust emissions.</p> <p>Any areas which may be left exposed for long periods of time, such as the festive season builder's holiday, and may result in a windblown dust nuisance, must be suitably covered and all reasonable measures put in place to prevent nuisance conditions from being created while site activities stop during these periods.</p> <p>8.General:3.2. The applicant's attention is drawn to Section 4 of the City of Cape Town's Air Quality Management Bylaw, Duty of Care, which states:</p> <p>"Any person who is wholly or partially responsible for causing air pollution or creating a risk of air pollution occurring must take all reasonable measures including the best practicable</p>				

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>environmental option-</p> <p>(a) to prevent any potential significant air pollution from occurring; and</p> <p>(b) to mitigate and, as far as reasonably possible, remedy the environmental impacts and consequences of any air pollution that has occurred"</p> <p>Regarding any noise emission from the operation at the site, or any part thereof, must comply with the Noise Control Regulations PN200/13 in that:</p> <p>i)The SANS 10103 Table 2 – the typical Rating Level for noise is adhered to.</p> <p>ii)No Noise Disturbance is caused in terms of the Provincial Noise Control Regulation PN200/13.</p> <p>iii)No Noise Nuisance is caused in terms of the Provincial Noise Control Regulation PN200/13.</p> <p>9.Energy Directorate: Electricity Generation and Distribution</p> <p>Section B, point 4.4: Project detail (pages 20 to 21 of the DBAR) refers: It is erroneously stipulated that "electricity will be sourced from the municipality". The land in question does not fall within City of Cape Town's electrical distribution area. The matter must be referred to Eskom to confirm availability of electricity supply, as they are responsible for electrical distribution in this area.</p> <p>10.Water & Sanitation Department: Water Demand Management Branch</p> <p>The Water Demand Management Branch provided the following</p>				

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>comment pertaining to water and sanitation infrastructure capacity.</p> <p>The comment provides an overview of the existing water and sewer infrastructure near the development, as well as associated conditions that would apply. The information provided is based on City of Cape Town master plan model as well as comments from relevant branches of the department.</p> <p>.Water Reticulation:</p> <p>There is a 110mm Ø water reticulation main situated north-west of the proposed relocation project site.</p> <p>See attached Annexure B: Figure 1 for water reticulation system.</p> <p>11.Sewer Reticulation:</p> <p>There are no sewer reticulation pipelines or infrastructure under the control of the City of Cape Town's Reticulation Water Branch exist in the immediate vicinity of the project site.</p> <p>See attached Annexure C: Figure 2 for sewer reticulation system</p> <p>12)Bulk Water:</p> <p>No bulk water pipelines or infrastructure under the control of the City of Cape Town's Bulk Water Branch exist in the immediate vicinity of the proposed project site.</p> <p>13)Wastewater Treatment Works:</p> <p>This proposed development is situated within the catchment of the Postdam Wastewater Treatment Works (WwTW). This plant is currently operating at capacity, upgrades are currently</p>				

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

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	<p>underway, and completion is estimated in 2028.</p> <p>14) Water Demand Management Branch's Conclusion:</p> <p>No water nor sewer demands have yet been provided. A detailed capacity analysis will be required once the actual demands are known (if any), to determine the impact of the proposed application on the water and sanitation infrastructure.</p> <p>15) Water Demand Management Branch's Conditions:</p> <p>This comment from the Water Demand Management Branch is not a capacity letter. The applicant is required to submit an engineering report to water.info@capetown.gov.za and request a capacity report to confirm capacity in the municipal water and sewer reticulation systems.</p> <p>Detailed drawings of water and sewer services must be submitted for approval, before the commencement of any work.</p> <p>Disclaimer</p> <p>1. Information provided is based on the best available data. The infrastructure as-built information referred to and used in the analysis is based on the GIS asset records, while modelled pressures, flows, velocities, capacities and volumes are based on hydraulic models of the current land use and demands. Where appropriate, future land use and demands are considered. The flows and pressures provided are theoretical and not measured. All levels provided to be verified on site.</p> <p>The above comments from the City of Cape Town internal departments must be addressed in the final Basic Assessment Report and the Comments and Response Report and a copy</p>				

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

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	<p>provided to the City for final comment and record keeping.</p> <p>A second form was also provided. - Form 2:</p> <p>PROPOSED DEVELOPMENT REGISTRATION AND INFORMATION SHEET FOR THE DEPARTMENTS OF:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Planning & Building Development Management Department (PBDM) (to be used in the analysis of the proposed development into the Development Management Scheme sec 158 of the City of Cape Town By-law 1 July 2015); <input type="checkbox"/> Spatial Planning & Urban Design (SPUD) (to be used in the analysis of the proposed development into the Cape Town Spatial Development Framework and the District Plans); and <input type="checkbox"/> Transport for Cape Town (Department of Modeling, TIA & Dev Planning) (to be used in the analysis of the project into the TEM). <input type="checkbox"/> Environmental Resource Management (to be used in analysis of proposed development alternative into the National management Resource Act, 108 of 1998) APPLICATION WITHIN THE FORMAL EMERGENCY PLANNING ZONE (EPZ) OF THE KOEBERG NUCLEAR POWER 				
16.	I am a contact for all NTCSA wayleaves, John retired and Khululwa is responsible for environmental comments.	06/10/2025 E-mailed Comments		ESKOM – NTCSA Wayleaves	Thank you for providing feedback and your comment is acknowledged.

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

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17.	<p>This is an unfortunate situation, I just viewed the site development plan and it looks like the bridge is going to impact our powerlines. This is quite a very short notice for me to comment as I need to investigate and formally respond. I will definitely not meet today's deadline for comments.</p>	06/10/2025 E-mailed Comments		ESKOM – NTCSA Wayleaves	<p>We acknowledge the concern regarding the bridge's potential impact on existing powerlines. We understand that the timeframe provided was limited and that further investigation is required to assess the implications. While the deadline was set to meet project planning requirements, we value accurate technical input and request that you advise on the earliest feasible date for your formal response. Your input will be accommodated as far as possible within the project's overall timeline.</p>
18.	<p>RE: PROPOSED CONSTRUCTION OF THE N7 VISSERSHOK WEIGHBRIDGE ON FARM 153 VISSERSHOK OUTSPAN, MORNING STAR 25/141 AND MORNING STAR RE/141 (C1038: UPGRADING OF TR11/1), CITY OF CAPE TOWN MUNICIPALITY, WESTERN CAPE PROVINCE</p> <p>DEA&DP ref: 16/3/3/1/A1/41/3042/25</p> <p>Herewith comment on this application.</p> <p>1. Based on the botanical/terrestrial and faunal assessments provided the following is understood:</p> <p>The botanical specialist has assessed the majority of the development footprint to be low-medium botanical sensitivity with moderate rehabilitation potential due to changes in soil chemistry from alien vegetation infestation and past soil disturbance, with one area high botanical sensitivity within the project footprint that is proposed to be avoided by considering different layout options. The botanical specialist has also assessed the area east of the N7 at the road reserve that is highly degraded and low-medium botanical sensitivity. The botanical specialist has recommended layouts that avoid the high botanical sensitivity area, which would translate to low-medium residual impact on vegetation. No botanical species of conservation concern were found within the project footprint,</p>	07/10/2025 E-mailed Comments (Document attached to the C&R table)		Cape Nature	<p>The comments from CapeNature are acknowledged and welcomed.</p> <p>The avoidance of the high botanical sensitivity area, as well as the layout alternatives proposed, are aligned with the findings of the botanical and faunal specialists and are supported by the proponent.</p> <p>It is confirmed that the preferred layout avoids both the high botanical sensitivity area and the areas noted to have slightly higher faunal value. The recommendation to avoid encroachment into the protected area is noted and will be adhered to in final layout planning.</p> <p>The proponent also supports the recommendation for alien invasive species clearing and rehabilitation within the site.</p> <p>Engagement with CapeNature regarding potential stewardship of the high sensitivity area is noted and will be communicated with the landowner, City of Cape Town.</p>

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

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	<p>but outside the project footprint.</p> <p>The faunal specialist has also noted the degraded nature of the habitat on site, apart from the high botanical sensitivity area. The degraded habitat on site has also contributed to depauperate faunal component of the site in mammals, reptiles, insects and avifauna. It is noted that faunal SCC as indicated in the DFFE screening tool is unlikely to breed on site or be present on site considering the lack of appropriate habitat as indicated by the faunal specialist. The faunal specialist has assessed all areas within the project footprint as very low SEI.</p> <p>The project footprint encompasses CBA1c area, and based on the botanical assessment the project footprint should be CBA1c (degraded to highly degraded sand fynbos present) while the only CBA1a area should be the area of high sensitivity as groundtrutched by the botanical specialist.</p> <p>The layout that avoids the high sensitivity botanical area as well as the high sensitivity area as per the faunal assessment is supported.</p> <p>The botanical assessment is supported, it is understood that the low-medium residual impact as assessed by the specialist is related to the degraded to highly degraded nature of the vegetation in the project footprint. The assessed impacts are currently at a level that do not warrant a biodiversity offset. The rehabilitation via eradication of invasive alien plants on site and in the high sensitivity areas is also supported.</p> <p>The faunal assessment is supported.</p> <p>While the botanical specialist has assessed the area of the protected area to be encroached as low-medium sensitivity, it is strongly recommended that the protected area not be encroached, as the developed edge is then moved further into</p>				

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>the protected area.</p> <p>Regarding conservation of the high sensitivity area – the proposed development is avoiding these areas which has subsequently reduced residual impacts via avoidance, as assessed by the botanical specialist. If the proponent chooses they may engage CapeNature regarding stewardship of the high sensitivity areas, but it must be noted that all resource costs associated with the establishment and management of the conservation area will be for the proponent.</p> <p>CapeNature reserves the right to revise initial comments and request further information based on any additional information that may be received.</p>				
19.	<p>Please can you provide me with HWC reference number for me to provide you with a comment.</p> <p>If there was no NID trigger, please note that HWC cannot comment on matters that do not form part of our mandate.</p> <p>Please include your HWC reference number in future correspondence to assist in responding to your query promptly.</p> <p>Kindly note: Due to volume of queries I receive I may not be able to respond to you immediately, if you have not received a reply from within ten working days, please resend your query</p>	08/10/2025 E-mailed Comments		Heritage Western Cape	<p>(Email response dated 08/10/2025)</p> <p>Please see the attached NID comments from Heritage Western Cape.</p> <p>Kindly note the Case No. 25120RB0509.</p> <p>For ease of reference, I have extracted the following from the document, "You are hereby notified that, since there is no reason to believe that the proposed construction of the N7 Vissershok Weighbridge on Farm 153 Vissershok Outspan (C1038: Upgrading Of Tr11/1), City of Cape Town Municipality, Western Cape will have an impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.</p> <p>However, should any heritage resources, including evidence of graves and human burials, archaeological material and paleontological material be discovered during the execution of</p>

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

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					<p>the activities above, all works must be stopped immediately, and Heritage Western Cape must be notified without delay".</p> <p>Please do not hesitate to contact me should you require further information.</p>
20.	<p>Please add our information as we are directly impacted by this.</p> <p>We were not notified directly.</p> <p>We object to the weighbridge proposed new location.</p>	08/10/2025 E-mailed Comments		Morningstar Private Landowner	<p>, (Email response dated 08/10/2025)</p> <p>Thank you for your message regarding the proposed new location of the weighbridge. We appreciate your engagement and understand that you are directly impacted by this development.</p> <p>We would like to clarify the communication process that was followed: the ward councillor, as well as the Morningstar Residents' Committee, were formally informed of the proposal and asked to facilitate distribution of the information to residents. This approach aimed to reach all affected parties through established community communication channels.</p> <p>We acknowledge your concern about not being notified directly. While the intention was to ensure broad community awareness, we recognize that relying solely on intermediary channels may have led to gaps in direct communication with some residents. All relevant stakeholders and affected parties have been informed about the new proposed layout and will be contacted during the 30-day public participation process for the second round of public participation.</p> <p>Your objection to the proposed location has been noted, and it will be formally recorded as part of the consultation process. We encourage you to submit any specific concerns or suggestions in writing so that they can be fully considered during the decision-making process.</p>

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

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					We remain committed to ensuring transparent communication and fair consideration of all stakeholders in this matter.
21.	<p>COMMENTS ON THE DRAFT BASIC ASSESSMENT REPORT FOR THE PROPOSED CONSTRUCTION OF THE N7 VISSERSHOK WEIGHBRIDGE ON FARM 153 VISSERSHOK OUTSPAN, MORNING STAR 25/141 AND MORNING STAR RE/141 (C1038: UPGRADING OF TR11/1), CITY OF CAPE TOWN MUNICIPALITY, WESTERN CAPE PROVINCE</p> <p>The Directorate: Biodiversity Conservation reviewed and evaluated the aforementioned report.</p> <p>Based on the information provided in the report, the following direct and indirect ecological impacts will result from the proposed construction of the N7 Vissershok weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141, and Morning Star RE/141 (C1038: Upgrading of TR11/1).</p> <ol style="list-style-type: none"> 1. Habitat Loss and Fragmentation: <ul style="list-style-type: none"> ➤ The proposed site is likely to lead to significant habitat loss, which may negatively impact local flora and fauna. It is essential to conduct a detailed ecological assessment to identify the specific habitats present, their ecological significance, and any potential fragmentation effects on wildlife. 2. Impact on Flora and Fauna: <ul style="list-style-type: none"> ➤ The area may contain protected or sensitive species. A comprehensive species inventory must be conducted to evaluate potential impacts on these species and their habitats. Special attention must be given to any endangered or endemic species that may be present. 	10/10/2025		Department of Forestry Fisheries and the Environment	<p>1. Potential habitat loss and fragmentation were assessed during the layout alternatives assessment and site sensitivity verification undertaken as part of the Basic Assessment process. An area of high conservation value Cape Flats Sand Fynbos was identified during the specialist verification, which directly informed the rejection of earlier layout options and the selection of the Alternative 5, specifically to avoid areas of high botanical sensitivity and minimise habitat loss (DBAR, Section G, pp. 59–74; Section H, pp. 78–85; Figures 10, 22 and 30). The final development footprint for all 5 is confined to a disturbed transport corridor adjacent to the existing N7 and does not introduce new fragmentation of intact habitat. Residual impacts are limited in extent and are mitigated through strict footprint demarcation, establishment of no-go areas, rehabilitation of disturbed areas, and ongoing environmental control as prescribed in the EMPr (EMPr, Sections 7.2 and 10.2, pp. 17 and 46).</p> <p>2. Flora and fauna sensitivity was assessed through site inspections and review of the DFFE Screening Tool outputs, SANBI datasets, Cape Farm Mapper, and City of Cape Town BioNet information (DBAR, Section G, pp. 59–72; Figures 23–32). While the broader ecosystem is classified as Critically Endangered, the preferred layout avoids intact high-value vegetation and is largely</p>

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

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	<p>3. Invasive Species Concerns: ➤ Construction activities could facilitate the introduction of invasive species, which pose a significant threat to local biodiversity. A proactive Invasive management plan must be developed to monitor and control invasive species during and after construction to minimize their impact.</p> <p>4. Water Quality and Hydrology: ➤ The project may alter local water drainage patterns and increase runoff, potentially leading to sedimentation and pollution in nearby water bodies. An assessment of the hydrological impacts must be included in the report, along with measures to mitigate any adverse effects on water quality.</p> <p>5. Pollution and Disturbance: ➤ The anticipated noise and dust from construction activities could disrupt local wildlife behavior and health. Specific mitigation measures must be outlined to minimize disturbances, particularly during critical breeding or migration periods.</p> <p>6. Cumulative Impacts: ➤ The cumulative effects of this project alongside other nearby developments must be considered. A landscape-level assessment is needed to understand the broader ecological impacts and to identify potential synergistic effects on local biodiversity.</p> <p>7. Ecological Corridors: ➤ Disruption of ecological corridors could impede wildlife movement and gene flow. The report must explore options for maintaining or enhancing these corridors to promote connectivity for species.</p> <p>8. Mitigation Measures: ➤ Effective mitigation strategies must be proposed to address identified biodiversity impacts. This must include habitat restoration plans, creation of buffer zones, and ongoing monitoring of affected species post-construction.</p> <p>In conclusion, the Directorate Biodiversity Conservation request that the above biodiversity issues be addressed in the final assessment report for the proposed project. Ensuring the protection of local ecosystems is crucial for maintaining biodiversity and ecological integrity in the area.</p> <p>All the Public Participation Process documents related to Biodiversity EIA for review and queries should be submitted to the Directorate: Biodiversity Conservation at Email: BCAdmin@dfpe.gov.za for the attention of Mr. Seoka Lekota.</p> <p>Yours faithfully</p>				<p>located within transformed and disturbed areas. No confirmed occurrences of protected, endemic, or Red Listed faunal species were identified within the final development footprint during the site sensitivity verification. Mitigation measures include pre-construction environmental walk-downs, fauna protection protocols, restriction of construction activities to daylight hours, and rehabilitation using appropriate indigenous species, as detailed in the EMPr (EMPr, Sections 7.4, 9.2 and 11.1, pp. 20, 33 and 60).</p> <p>3. Invasive alien species management has been comprehensively addressed in the EMPr. An Alien Invasive Species Management Plan has been included and provides for the identification, control, and monitoring of invasive species during construction and post-construction rehabilitation (EMPr, Section 7.6 and Appendix G, p. 21). Measures include limiting disturbance to approved working areas, cleaning of construction vehicles and equipment, removal of alien vegetation where encountered, and post-construction monitoring to prevent re-establishment. Implementation will be overseen by the Environmental Control Officer in accordance with NEMBA requirements (EMPr, Section 12, pp. 65–68).</p> <p>4. The proposed development is not located within a watercourse, wetland, or estuarine functional zone. Hydrological sensitivity was assessed using the DFFE Screening Tool and Cape Farm Mapper datasets, which indicated no direct interaction with aquatic features (DBAR, Section G, pp. 59–61). Stormwater management and erosion control measures are detailed in the EMPr and include controlled routing of runoff, erosion protection, energy dissipation measures, and pollution prevention controls (EMPr, Sections 7.9</p>

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

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					<p>and 10.1, pp. 22 and 42). With these measures implemented, no significant impacts on water quality or local hydrology are anticipated.</p> <p>5. Noise, dust, and general construction-related disturbance impacts were assessed and are expected to be temporary and localised in nature (DBAR, Section I, pp. 120-125). Mitigation measures include dust suppression, regular maintenance of construction equipment, restriction of construction activities to normal working hours, and implementation of good housekeeping practices, as detailed in the EMPr (EMPr, Sections 7.11, 7.12, 7.13 and 10.4, pp. 24-25 and 51). Given the site's location adjacent to an existing national road and within an already disturbed corridor, additional disturbance to wildlife is expected to be negligible.</p> <p>6. Cumulative impacts were assessed in the context of the existing N7 transport corridor, surrounding infrastructure, and approved road upgrade projects (DBAR, Section I, pp. 120-128). The proposed weighbridge forms part of an established and authorised road infrastructure network and does not introduce new development into previously undisturbed areas. The Alternative 5 consolidates infrastructure within an already transformed landscape, thereby limiting cumulative ecological impacts at both local and regional scales.</p> <p>7. No regionally significant ecological corridors were identified within the preferred development footprint during the sensitivity assessment (DBAR, Section G, pp. 68-73). The site is located adjacent to the existing N7 national road, which already functions as a major barrier to faunal movement. The proposed development is therefore not expected to materially</p>

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

For the proposed Construction of the N7 Vissershoek Weighbridge on Farm 153 Vissershok Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape Province.

Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

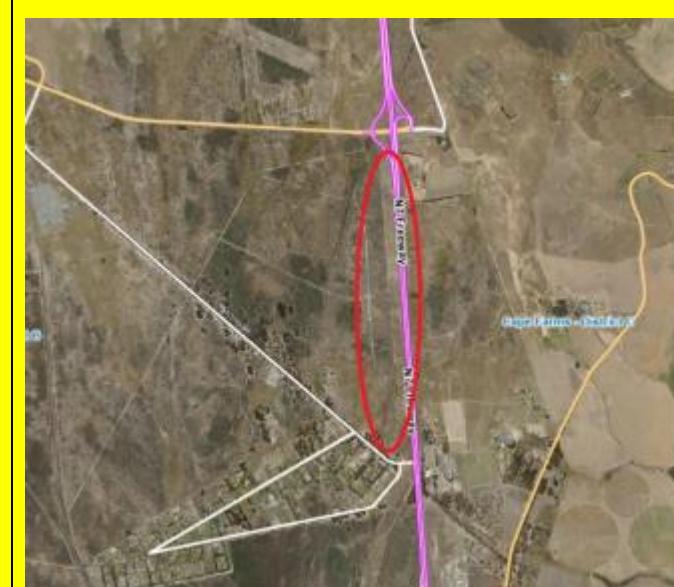
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					<p>alter existing ecological connectivity patterns. Rehabilitation of disturbed areas will further minimise any minor localised effects on movement within the surrounding landscape (EMPr, Section 11.1, p. 60).</p> <p>8. Mitigation measures have been developed in accordance with the mitigation hierarchy of avoidance, minimisation, rehabilitation, and monitoring (DBAR, Section 1 and Figure 15, pp. 120–130). Key measures include the selection of Alternative 5 to avoid sensitive vegetation, demarcation of no-go areas, alien invasive species control, topsoil management, rehabilitation with indigenous species, and ongoing monitoring by an Environmental Control Officer, as detailed in the EMPr (EMPr, Sections 7, 10 and 12, pp. 15–58 and 65–68). These measures are considered sufficient to manage the identified biodiversity impacts associated with the proposed development.</p> <p>It is important to note that an additional 2 new alternatives have been proposed.</p>
21.	I have received this email for our review. Please confirm date for comments as the website indicates 6 October.	13/10/2025 E-mailed Comments		SANRAL	<p>, (Email response dated 13/10/2025) Thank you for your response.</p> <p>Although the public participation period has concluded, we would appreciate receiving comments from SANRAL by the end of the business day on Wednesday, October 15, 2025. This will assist us in finalising the public participation process.</p> <p>If you need any additional information, please do not hesitate to contact me.</p> <p>Thank you. Kind regards,</p>

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First Round of Public Participation

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22.	<p>Meeting Request was scheduled with the City of Cape Town to provide clarity on the weighbridge location, conducted on the 15th of October 2025 from 2-2:30 pm.</p> <p>The purpose of the meeting was to address the Environmental management Senior Environmental Professional: Environmental & Heritage Management, Environmental Management Department - The encroachment into the nature reserve, as well as the severing of the east-west ecological / biodiversity corridor link, is not identified in the DBAR and therefore considered to be a fatal flaw.</p>	13/10/2025 E-mailed correspondence.		City of Cape Town, HATCH Engineering and SEScc	<p>During the meeting, the proposed N7 weighbridge was deemed not suitable from the City of Cape Town's internal mapping as the proposed weighbridge was identified as a future east-west ecological corridor and subsequently protected as such in the Frankendale Industrial development Environmental Authorisation.</p> <p>The engineers have re assessed and provided new locations that consider the City of Cape Towns concerns as seen in the figure below, proposed by the City.</p>  <p>The engineers have now provided new proposed alternatives that consider the Proposed site alternative on Remainder CFM 141 that was proposed to be assessed.</p>

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First Round of Public Participation

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Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

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First Round of Public Participation

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	<p>PROVINCE.</p> <p>I refer to your application received on 16 October 2025 in this regard and wish to inform you that the following National Transmission Company South Africa's (NTCSA's) overhead power lines will be affected by this application:</p> <p>a) NTCSA's Acacia- Muldersvlei 1 400kV overhead power line</p> <p>b)NTCSA's Acacia-Koeberg 1 &2 400kV overhead power lines</p> <p>NTCSA grants in-principle approval and will raise no objection to the proposed weigh bridge environmental impact assessment, provided NTCSA's rights and services are acknowledged and respected at all times.</p> <p>Detailed designs of the proposed weigh bridge infrastructure must be referred to NTCSA for final approval.</p> <p>The following terms and conditions pertaining to the proposed application should be adhered to:</p> <ol style="list-style-type: none"> 1. NTCSA's rights and services must be acknowledged and respected at all times. 2. NTCSA shall at all times retain unobstructed access to and egress from its servitudes. 3. NTCSA's consent does not relieve the applicant from obtaining the necessary statutory, landowner or municipal approvals. 4. The applicant will adhere to all relevant environmental legislation. Any cost incurred by NTCSA as a result of non- 				

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First Round of Public Participation

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	<p>compliance will be charged to the applicant.</p> <p>5. All work within NTCSA's servitude areas shall comply with the relevant Eskom earthing standards in force at the time.</p> <p>6. No construction or excavation work shall be executed within 20 metres from any NTCSA powerline structure, and/or within 20 metres from any stay wire.</p> <p>7. If NTCSA has to incur any expenditure in order to comply with statutory clearances or other regulations as a result of the applicant's activities or because of the presence of his equipment or installation within the servitude restriction area, the applicant shall pay such costs to NTCSA on demand.</p> <p>8. The use of explosives of any type within 500 metres of NTCSA's services, shall only occur with NTCSA's previous written permission. If such permission is granted the applicant must give at least fourteen working days prior notice of the commencement of blasting. This allows time for arrangements to be made for supervision and/or precautionary instructions to be issued in terms of the blasting process. It is advisable to make application separately in this regard.</p> <p>9. Changes in ground level may not infringe statutory ground to conductor clearances or statutory visibility clearances. After any changes in ground level, the surface shall be rehabilitated and stabilised so as to prevent erosion. The measures taken shall be to NTCSA's requirements.</p> <p>10. NTCSA shall not be liable for the death of or injury to any person or for the loss of or damage to any property whether as a result of the encroachment or of the use of the servitude area by the applicant, his/her agent, contractors, employees, successors in title and assignee. The applicant indemnifies NTCSA against loss, claims or damages including claims pertaining to consequential damages by third parties and whether as a result</p>				

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First Round of Public Participation

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	<p>of damage to or interruption of or interference with NTCSA's services or apparatus or otherwise. NTCSA will not be held responsible for damage to the applicant's equipment.</p> <p>11. No mechanical equipment, including mechanical excavators or high lifting machinery, shall be used in the vicinity of NTCSA's apparatus and/or services, without prior written permission having been granted by NTCSA. If such permission is granted the applicant must give at least seven working days' notice prior to the commencement of work. This allows time for arrangements to be made for supervision and/or precautionary instructions to be issued by the Lines- and Servitudes Manager.</p> <p>12. NTCSA's rights and duties in the servitude shall be accepted as having prior right at all times and shall not be obstructed or interfered with. Note: Where an electrical outage is required, at least fourteen workdays are required to arrange it.</p> <p>13. Under no circumstances shall rubble, earth or other material be dumped within the servitude restriction area. The applicant shall maintain the area concerned to NTCSA's satisfaction. The applicant shall be liable to NTCSA for the cost of any remedial action which has to be carried out by NTCSA.</p> <p>14. The clearances between NTCSA's live electrical equipment and the proposed construction work shall be observed as stipulated by the Regulation 19 of Electrical Machinery Regulations 2011 (with reference to SANS10280-1) of the Occupational Health and Safety Act, 1993 (Act 85 of 1993).</p> <p>15. Equipment shall be regarded electrically live and therefore dangerous at all times.</p> <p>16. In spite of the restrictions stipulated by Regulation 19 of Electrical Machinery Regulations 2011 (with reference to SANS10280-1) of the Occupational Health and Safety Act, 1993 (Act 85 of 1993), as an additional safety precaution, NTCSA will</p>				

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First Round of Public Participation

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	<p>not approve the erection of houses, or structures occupied or frequented by human beings, under the powerlines or within the servitude restriction area.</p> <p>17. NTCSA may stipulate any additional requirements to eliminate any possible exposure to Customers or Public to coming into contact or be exposed to any dangers of NTCSA plant.</p> <p>18. It is required of the applicant to familiarise him/herself with all safety hazards related to Electrical plant.</p> <p>NB: Kindly note that this application also affects Western Cape Eskom Distribution (Dx) infrastructures. Their correspondence email address is WayleavesWesternOU@eskom.co.za.</p> <p>For any further information please contact the writer at the above-mentioned contact details.</p>				
25.	<p>PORTION 25 OF THE FARM NO 141 REMAINDER OF THE FARM NO 141</p> <p>Your application of 28 August 2025 has reference.</p> <p>Sharples Environmental Services CC has been appointed by the Western Cape Government: Department of Infrastructure to manage the environmental processes for the proposed relocation and construction of the N7 Vissershok Weighbridge.</p> <p>The proposed facility will be located primarily on Farm 153 Vissershok Outspan, extending into Morning Star 25/141 and Remaining Extent of Farm 141, within the City of Cape Town Metropolitan Municipality. The development footprint is approximately 4.7 ha.</p> <p>The existing northbound weighbridge will be demolished and rehabilitated once the new facility, situated approximately 600 m north of the current site, is operational. The relocation forms part of the broader N7 freeway upgrade.</p>	29/01/2026 Emailed comment		Department of Agriculture: Land-use management	The comment is noted. The Western Cape Department of Agriculture has confirmed that it has no objection to the proposed relocation and construction of the N7 Vissershok Weighbridge. This confirmation is contained in correspondence dated 21 January 2026, issued by the Land Use Management component of the Department. The relevant reference numbers will be quoted in all future correspondence, and the competent authority's right to request additional information is acknowledged.

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First Round of Public Participation

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	<p>The Western Cape Department of Agriculture has no objection to the proposed relocation and construction of the N7 Vissershok Weighbridge.</p> <p>Please note:</p> <ul style="list-style-type: none"> Kindly quote the above-mentioned reference number in any future correspondence in respect of the application. The Department reserves the right to revise initial comments and request further information based on the information received. <p>Yours sincerely</p> <p>Cor van der Walt <small>Digitally signed by Cor van der Walt Date: 2026.01.27 10:43:07 +02'00'</small></p> <p>Mr. CJ van der Walt LANDUSE MANAGER: LANDUSE MANAGEMENT 2026-01-21</p>				