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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.

Compiled in terms of Appendix 1 of the Environmental Impact Assessment Regulations of 2014, as amended (GNR 326 of 2017; GNR517 of 2021), as promulgated in terms of the National Environmental Management Act of 1998 (Act No 107 of 1998).

APPLICANT:	WESTERN CAPE GOVERNMENT: DEPARTMENT OF INFRASTRUCTURE
ENVIRONMENTAL CONSULTANT:	SHARPLES ENVIRONMENTAL SERVICES CC Author: BETSY DITCHAM (EAPASA REG: 1480) and Contributing Author: JESSICA GOSSMAN (EAPASA REG: 6154).
SES REFERENCE NUMBER:	26/DBAR/02/26
DEADP REFERENCE:	16/3/3/1/A1/41/3042/25
DATE:	02/26

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CHANGES INCORPORATED FROM THE FIRST ROUND OF PUBLIC PARTICIPATION DRAFT BASIC ASSESSMENT REPORT

This section indicates the Sections within the Basic Assessment Report which saw changes following the conclusion of the Public Participation Process of the project:

- Executive Summary – Updated to incorporate comments from the City of Cape Town and to include Alternatives 6 and 7.
- General Project Description – Revised to address comments and to include Alternatives 6 and 7.
- Appendices – Updated to include the additional alternatives.
- Section B – Expanded to include Alternatives 6 and 7, together with the relevant engineering specifications.
- Section C – Policy section updated to reflect the revised layouts and to include the MSDF ecological corridor.
- Section D – Updated to reflect the consideration of Alternatives 6 and 7, including the 400 kW powerline structure associated with Alternative 6.
- Section E – Updated to include Alternatives 6 and 7 as additional options for consideration, incorporating the proposed layouts as well as the CBA and ESA of the proposed sites.
- Section F – Updated to include the concluded first round of Public Participation and the initiation of a second round. Section F will be finalised in the Final BAR submission.
- Section G – Revised to update the description of the receiving environment, including the City of Cape Town's newly mapped ecological corridor and the inclusion of Alternatives 6 and 7.
- Section H – Updated to include Alternatives 6 and 7 in the alternatives analysis, methodology, and impact assessment tables and ratings.
- Section I – Revised to ensure that findings, mitigation measures, and conclusions are fully incorporated, including Water Use Licence requirements, updated specialist report protocols, Screening Tool information, and the comparative assessment of all alternatives (including Alternatives 6 and 7).
- Section J – Updated to reflect the key findings of the EIA and revised impact tables.

Furthermore, the appendices, which were updated, have also been provided below:

- Appendix F – Updated to include the Proof of PPP and all correspondence received.
- Appendix H – Environmental Management Programme has been updated to include all recommendations received during the PPP, as stipulated in the CRR.

- Relavant Maps have also been changed and included as well as engineering layouts.

Please note that from this point onwards in the report, all changes to the contents of the Basic Assessment Report have been indicated in red text.

EXECUTIVE SUMMARY

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.

The Basic Assessment for the proposed N7 weighbridge was opened for public participation from August 28, 2025, to September 29, 2025. The City of Cape Town is concerned that the proposed Alternative 5 would be located within a newly mapped east-west ecological corridor and deemed the design fatally flawed. This concern was communicated to the engineers, who subsequently redesigned and relocated the proposed weighbridge further north (Approximately 1600 meters), to an area suggested by the City of Cape Town. Additionally, the engineers developed Alternative 6 (to the west of the N7) and Alternative 7 (to the east of the N7). Both designs are located on Morningstar RE/141.

The initially examined weighbridge Alternative 5 facility was proposed to be located predominantly on Farm 153 Vissershok Outspan, intercepting Morning Star 25/141 and Morning Star RE/141 and Alternatives 6 and 7 are proposed to be located on Morningstar RE/141. The proposed works include upgrading of TR11/1 within the City of Cape Town Local Municipality. The development footprint for Alternative 5 is approximately 4.7 hectares, Alternative 6 is approximately 14.2 ha, and Alternative 7 is approximately 7.84ha, with land zoned as Agriculture 1 and Transport 2, respectively.

Project Background and Purpose
The existing operational weighbridge on the N7 northbound will be demolished and rehabilitated after the new facility is established approximately 1600 metres north of the current site. This relocation forms part of a broader N7 upgrade to freeway standards (EA ref: DEADP 14/3/1/1/1A1/16/0564/21), aimed at:

- Improving road safety and traffic flow.
- Creating safer distances between the interchange on/off ramps and the weighbridge.
- Supporting infrastructure upgrades, job creation, and regional economic growth.

It should be noted that the closure of the at-grade accesses to the N7, including the closure of Morningstar (Mamre) Road, R304, fall outside of the scope of this application and were authorised under the previous application for the Van Schoorsdrif Interchange (EA ref: DEADP 14/3/1/1/1A1/16/0564/21).

Development Components
Key features include:

- An administration block similar to the current facility, with an Operations Room on the N7 side to enhance driver–staff communication.
- Potential integration of solar power following detailed design review.
- Alternative 5, represents a conventional static weighbridge with an indicative platform size of approximately 22 m in length and 3.2 m in width, which was used at a preliminary planning level to assess feasibility and land requirements. Subsequent design development introduced high-speed Weigh-In-Motion (WIM) technology, as reflected in Alternative 6 and Alternative 7, both of which comprise lane-based WIM installations with an approximate weighing slab length of 48 m and a lane width of 6.0 m. The variation in dimensions between the alternatives is therefore attributable to different weighbridge technologies and levels of design development.
- Weigh-in-motion facilities in both traffic directions.

- The southbound weigh-in-motion site will be positioned further north to remove the need for an auxiliary lane and optimise traffic flow.

Design Alternatives and Preferred Layout
Several design layouts were assessed, with Alternative 5 initially being investigated for public participation. However, due to the comments received, the Alternative 5 layout was deemed fatally flawed, and an additional two sites have now been examined. Alternatives 6 and 7 were selected as the preferred design for implementation. Both Alternative 6 and 7 avoids areas of high botanical sensitivity and minimises environmental disturbance.

Environmental Authorisation Process
An application will be submitted to the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP) in terms of the Environmental Impact Assessment Regulations, 2014 (as amended) under NEMA (Act 107 of 1998).

The following listed activities will be triggered:

GNR 327: Activities 27 and 56.
GNR 324: Activities 12 and 18.

The project will follow a Basic Assessment process in accordance with Regulation 15(2)(a) of the EIA Regulations.

Public Participation
While a pre-application public participation process was not undertaken (due to integration within a larger road infrastructure project), a formal Public Participation Process will be carried out as required under Regulations 40 and 41 of the EIA Regulations, 2017 (as amended). Details of this process are provided in Section F of the BAR. An extension of time was granted till Monday, the 31st of March 2026 (REFERENCE: 16/3/3/1/A1/41/3042/25), to allow for revised engineering designs, specialist studies and public participation .

Anticipated Impacts
Positive Impacts
Road Safety: Improved separation between the interchange ramps and weighbridge access points will reduce collision risk.

Traffic Flow: Relocation will remove unsafe weaving movements and streamline freight inspections.

Economic Benefits: Job creation during construction and continued employment for operational staff.

Infrastructure Modernisation: Upgraded weigh-in-motion technology will improve enforcement of vehicle mass limits, reducing road damage.

Sustainability Potential: Option for solar integration and reuse of demolition materials.

Negative Impacts (Mitigated)
Vegetation Loss: Minor disturbance to Cape Flats Sand Fynbos (Critically Endangered) avoided by selecting ; residual impacts managed via alien vegetation clearance and rehabilitation.

Construction Disturbance: Temporary dust, noise, and traffic disruptions, mitigated through the Environmental Management Programme (EMPr).

Waste Generation: Limited to construction and demolition phases, with reuse and licensed disposal measures in place.

Visual Impact: Minimal due to proximity to the existing N7 and replacement of the current infrastructure.

Biodiversity: Only Alternative 7 includes a small patch of bulrushes (*Typha capensis*).
This occurs in an artificial depression within the on-ramp area, approximately 40 m × 15 m in size.
The feature is not a natural wetland; it is associated with modified ground conditions (an artificial low point with a berm, Helme, 2025. No significant faunal nor aquatic impacts identified; mitigation to focus on alien invasive species control.

Conclusion
The relocation and construction of the N7 Vissershok Weighbridge is a strategic infrastructure upgrade supporting the broader N7 freeway improvement programme. With appropriate mitigation, the project will deliver significant safety, operational, and economic benefits while maintaining compliance with environmental legislation and minimising ecological impacts.

Western Cape Government

Department of Environmental Affairs and Development Planning

BASIC ASSESSMENT REPORT

THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) AND THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS.

APRIL 2024

Western Cape Government

Department of Environmental Affairs and Development Planning

BASIC ASSESSMENT REPORT

THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) AND THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS.

APRIL 2024

(For official use only)	
Pre-application Reference Number (if applicable):	
EIA Application Reference Number:	
NEAS Reference Number:	
Exemption Reference Number (if applicable):	
Date BAR received by Department:	
Date BAR received by Directorate:	
Date BAR received by Case Officer:	

GENERAL PROJECT DESCRIPTION

(This must Include an overview of the project including the Farm name/Portion/Erf number)

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

Sharples Environmental Services cc (SES) has been appointed by Hatch South Africa (Pty) Ltd on behalf of the Western Cape Government: Department of Infrastructure to undertake the environmental assessment in accordance with the National Environmental Management Act, 1998 (Act 107 of 1998), as amended, and the Environmental Impact Assessment (EIA) Regulations of 2014, as amended (GNR 326 of 2017), for the proposed relocation and construction of the N7 Vissershok Weighbridge (C1038: upgrading of TR11/1).

At present, there is an operational weighbridge along the N7 northbound (Figure 1). The proposed Alternative 5 was assessed and located on a portion of Farm Vissershok Outspan 153, City of Cape Town (CoCT) Municipality, Western Cape. Sections of the proposed weighbridge site, such as service roads, are located on Farm Morningstar 25/141 and a portion of Morningstar RE/141. Two other layout locations have been assessed for the proposed weighbridge. During the site sensitivity verification, an area of "High Conservation Value" Cape Flats Sand Fynbos was noted by the Botanical Specialist in the central portion of the site. Given the conservation importance of this vegetation type, three additional layouts have been assessed in conjunction with the originally proposed layouts. Engineering and environmental considerations have been proposed, with multiple design layouts that have been considered. However, Alternative 5 was initially selected as the final design for implementation (Figure 2).

Figure 1. Existing Vissershok Weighbridge.

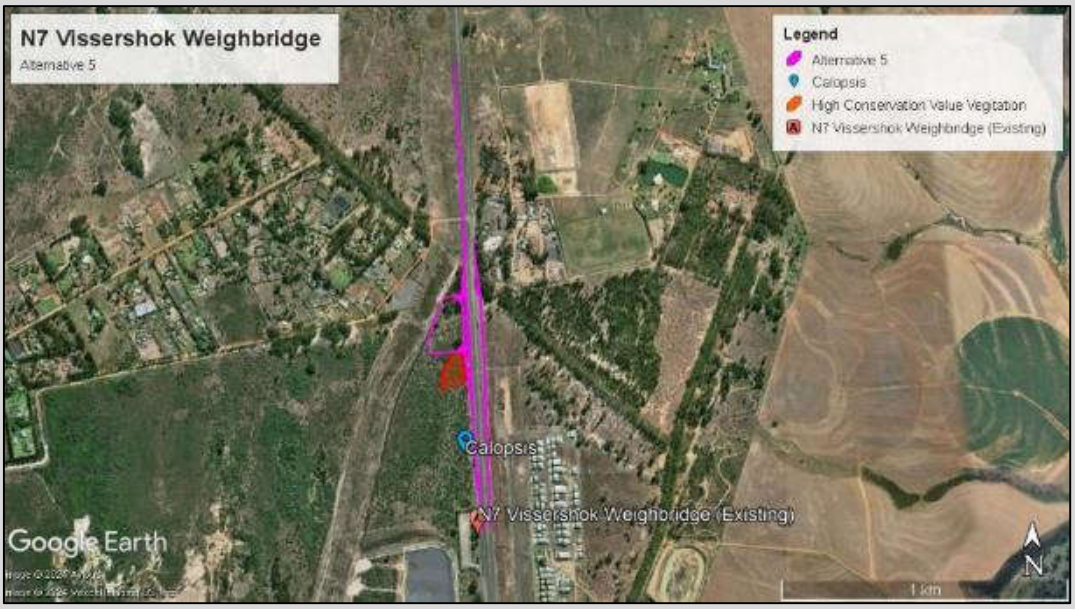

Figure 2. Proposed initial Alternative 5.

The Basic Assessment Report for the proposed N7 weighbridge was released for public participation from August 28, 2025, to September 29, 2025.

The City of Cape Town raised concern that the proposed Alternative 5 would be located within a newly mapped east-west ecological corridor and deemed the design fatally flawed. This concern was communicated to the Applicant and engineers, who subsequently redesigned and relocated the proposed weighbridge further north. The engineers developed Alternative 6 (Figure 3) to the west of the N7 and Alternative 7 (Figure 4) to the east of the N7. Both designs are located on Morningstar RE/141.

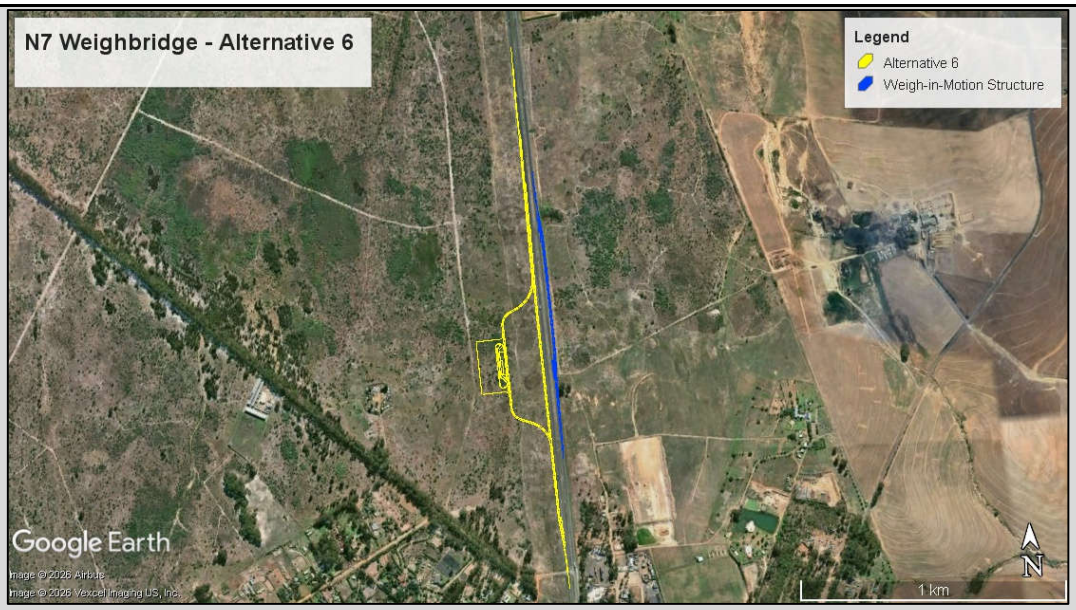

Figure 3. Alternative 6, west of the N7.

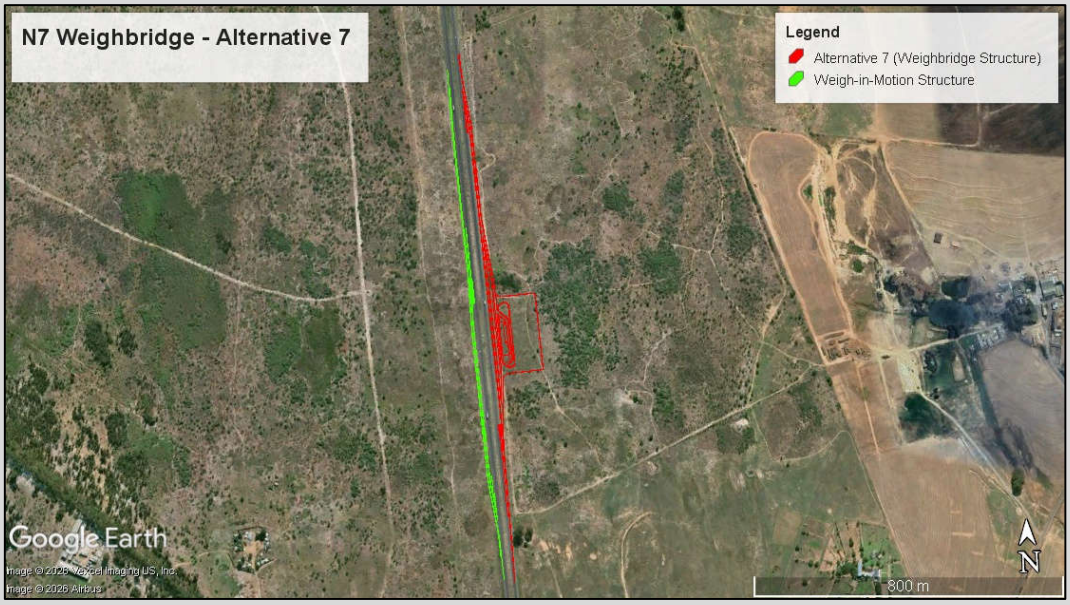

Figure 4. Alternative 7 east of the N7.

The intention is to establish the new Vissershok Weighbridge approximately 600 m north (Alternative 5) or 1600m north (Alternative 6 and 7) of the existing site, after which the existing weighbridge will be demolished and rehabilitated . This proposal aligns with a larger ongoing road works programme.to accommodate the N7 Van Schoorsdrift diamond interchange, to the south of the existing site, which was approved on 13 April 2022, DEADP Ref.: 14/3/1/1/1A1/16/0564/21. The new proposed project will help improve road safety along the route.

The proposed Vissershok weighbridge will include the main weighbridge structure, offices, parking areas, fencing and relevant service connections (water, sewer and electricity infrastructure) and connecting service roads. It will also include a weigh-in-motion station along the southbound corridor of the N7.

ENGINEERING INPUT (PLANNED INFRASTRUCTURE)

Administration Block
It is envisaged that provision would be made for an administration block similar to the existing one at the existing facility. An assessment will be carried out of the current facility in the detail design stage to ascertain whether any further improvements to the layout of the office block should be included in the new facility, such as the use of solar power.

Weighbridge Holding Area
Currently there is a gravelled holding area, which has a demarcated concrete block paved area, for the transfer and or re-packing of goods for vehicles that exceed the axle weight limitations. At this stage it is not envisaged to plan for anything larger or smaller.

Weighbridge
It is proposed that a totally new weighbridge with the latest technology and electronics be installed. It is further proposed that provision be made for a 3,2m wide scale similar to the existing scale.

Weigh-in Motion Facilities
It is proposed that weigh-in-motion facilities be installed in both the southbound and northbound directions.

Weighbridge Facility Access Road Layout
The proposed layout of the roadworks for the weighbridge facility is presented in Annexure B1. The weigh-in-motion facility, in the south bound direction, has been shifted further north (compared to the previous scheme) to avoid having to provide an auxiliary lane between the weigh-in-motion facility and the N7-southbound on ramp and off ramp of the Van Schoorsdrift Interchange.

The detailed design by the engineers (Hatch) has been included within Appendix B1 and B2.

The demolition of the existing weighbridge is illustrated in the engineering drawing below. This drawing will also be included in Appendix L. All demolition materials will be reused whenever possible or disposed of at a licensed landfill site.

Figure 5. The Demolition plan for the existing weighbridge facility after the new weighbridge is established.

IMPORTANT INFORMATION TO BE READ PRIOR TO COMPLETING THIS BASIC ASSESSMENT REPORT

1. **The purpose** of this template is to provide a format for the Basic Assessment report as set out in Appendix 1 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA"), Environmental Impact Assessment ("EIA") Regulations, 2014 (as amended) in order to ultimately obtain Environmental Authorisation.

2. The Environmental Impact Assessment ("EIA") Regulations is defined in terms of Chapter 5 of the National Environmental Management Act, 19998 (Act No. 107 of 1998) ("NEMA") hereinafter referred to as the "NEMA EIA Regulations".

3. *Submission of documentation, reports and other correspondence:*

   The Department has adopted a digital format for corresponding with proponents/applicants or the general public. If there is a conflict between this approach and any provision in the legislation, then the provisions in the legislation prevail. If there is any uncertainty about the requirements or arrangements, the relevant Competent Authority must be consulted.

   The Directorate: Development Management has created generic e-mail addresses for the respective Regions, to centralise their administration. Please make use of the relevant general administration e-mail address below when submitting documents:

   DEADPEIAAdmin@westerncape.gov.za
   Directorate: Development Management (Region 1):
   City of Cape Town; West Coast District Municipal area;
   Cape Winelands District Municipal area and Overberg District Municipal area.

   DEADPEIAAdmin.George@westerncape.gov.za
   Directorate: Development Management (Region 3):
   Garden Route District Municipal area and Central Karoo District Municipal area

   General queries must be submitted via the general administration e-mail for EIA related queries. Where a case-officer of DEA&DP has been assigned, correspondence may be directed to such official and copied to the relevant general administration e-mail for record purposes.

   All correspondence, comments, requests and decisions in terms of applications, will be issued to either the applicant/requester in a digital format via email, with digital signatures, and copied to the Environmental Assessment Practitioner ("EAP") (where applicable).

4. The required information must be typed within the spaces provided in this Basic Assessment Report ("BAR"). The sizes of the spaces provided are not necessarily indicative of the amount of information to be provided.

5. All applicable sections of this BAR must be completed.

6. Unless protected by law, all information contained in, and attached to this BAR, will become public information on receipt by the Competent Authority. If information is not submitted with this BAR due to such information being protected by law, the applicant and/or Environmental Assessment Practitioner ("EAP") must declare such non-disclosure and provide the reasons for believing that the information is protected.

7. This BAR is current as of **April 2024**. It is the responsibility of the Applicant/ EAP to ascertain whether subsequent versions of the BAR have been released by the Department. Visit this Department's website at http://www.westerncape.gov.za to check for the latest version of this BAR.

8. This BAR is the standard format, which must be used in all instances when preparing a BAR for Basic Assessment applications for an environmental authorisation in terms of the NEMA EIA Regulations when the Western Cape Government Department of Environmental Affairs and Development Planning ("DEA&DP") is the Competent Authority.

9. Unless otherwise indicated by the Department, one hard copy and one electronic copy of this BAR must be submitted to the Department at the postal address given below or by delivery thereof to the Registry Office of the Department. Reasonable access to copies of this Report must be provided to the relevant Organs of State for consultation purposes, which may, if so indicated by the Department, include providing a printed copy to a specific Organ of State.

10. This BAR must be duly dated and originally signed by the Applicant, EAP (if applicable) and Specialist(s) and must be submitted to the Department at the details provided below.

11. The Department's latest Circulars pertaining to the "One Environmental Management System" and the EIA Regulations, any subsequent Circulars, and guidelines must be taken into account when completing this BAR.

12. Should a water use licence application be required in terms of the National Water Act, 1998 (Act No. 36 of 1998) ("NWA"), the "One Environmental System" is applicable, specifically in terms of the synchronisation of the consideration of the application in terms of the NEMA and the NWA. Refer to this Department's Circular EADP 0028/2014: One Environmental Management System.

13. Where Section 38 of the National Heritage Resources Act, 1999 (Act No. 25 of 1999) ("NHRA") is triggered, a copy of Heritage Western Cape's final comment must be attached to the BAR.

14. The Screening Tool developed by the National Department of Environmental Affairs must be used to generate a screening report. Please use the Screening Tool link https://screening.environment.gov.za/screeningtool to generate the Screening Tool Report. The screening tool report must be attached to this BAR.

15. Where this Department is also identified as the Licencing Authority to decide on applications under the National Environmental Management: Air Quality Act (Act No. 29 of 2004) ('NEM:AQA"), the submission of the Report must also be made as follows, for-
Waste Management Licence Applications, this report must also (i.e., another hard copy and electronic copy) be submitted for the attention of the Department's Waste Management Directorate (Tel: 021-483-2728/2705 and Fax: 021-483-4425) at the same postal address as the Cape Town Office.

    Atmospheric Emissions Licence Applications, this report must also be (i.e., another hard copy and electronic copy) submitted for the attention of the Licensing Authority or this Department's Air Quality Management Directorate (Tel: 021 483 2888 and Fax: 021 483 4368) at the same postal address as the Cape Town Office.

DEPARTMENTAL DETAILS	
CAPE TOWN OFFICE: **DIRECTORATE: DEVELOPMENT MANAGEMENT (REGION 1)** (City of Cape Town, West Coast District, Cape Winelands District & Overberg District)	GEORGE REGIONAL OFFICE: DIRECTORATE: DEVELOPMENT MANAGEMENT (REGION 3) (Central Karoo District & Garden Route District)
The completed Form must be sent via electronic mail to: DEADPEIAAdmin@westerncape.gov.za Queries should be directed to the Directorate: Development Management (Region 1) at: E-mail: DEADPEIAAdmin@westerncape.gov.za Tel: (021) 483-5829 Western Cape Government Department of Environmental Affairs and Development Planning Attention: Directorate: Development Management (Region 1) Private Bag X 9086 Cape Town, 8000	The completed Form must be sent via electronic mail to: DEADPEIAAdmin.George@westerncape.gov.za Queries should be directed to the Directorate: Development Management (Region 3) at: E-mail: DEADPEIAAdmin.George@westerncape.gov.za Tel: (044) 814-2006 Western Cape Government Department of Environmental Affairs and Development Planning Attention: Directorate: Development Management (Region 3) Private Bag X 6509 George, 6530

MAPS

Provide a location map (see below) as Appendix A1 to this BAR that shows the location of the proposed development and associated structures and infrastructure on the property.	
Locality Map:	The scale of the locality map must be at least 1:50 000. For linear activities or development proposals of more than 25 kilometres, a smaller scale e.g., 1:250 000 can be used. The scale must be indicated on the map. The map must indicate the following: • an accurate indication of the project site position as well as the positions of the alternative sites, if any; • road names or numbers of all the major roads as well as the roads that provide access to the site(s) • a north arrow; • a legend; and • a linear scale. For ocean based or aquatic activity, the coordinates must be provided within which the activity is to be undertaken and a map at an appropriate scale clearly indicating the area within which the activity is to be undertaken. Where comment from the Western Cape Government: ff ramp is required, a map illustrating the properties (owned by the Western Cape Government: Transport and Public Works) that will be affected by the proposed development must be included in the Report.
Provide a detailed site development plan / site map (see below) as Appendix B1 to this BAR; and if applicable, all alternative properties and locations.	
Site Plan:	Detailed site development plan(s) must be prepared for each alternative site or alternative activity. The site plans must contain or conform to the following: • The detailed site plan must preferably be at a scale of 1:500 or at an appropriate scale. The scale must be clearly indicated on the plan, preferably together with a linear scale. • The property boundaries and numbers of all the properties within 50m of the site must be indicated on the site plan. • On land where the property has not been defined, the co-ordinates of the area in which the proposed activity or development is proposed must be provided. • The current land use (not zoning) as well as the land use zoning of each of the adjoining properties must be clearly indicated on the site plan. • The position of each component of the proposed activity or development as well as any other structures on the site must be indicated on the site plan. • Services, including electricity supply cables (indicate aboveground or underground), water supply pipelines, boreholes, sewage pipelines, storm water infrastructure and access roads that will form part of the proposed development **must** be clearly indicated on the site plan.

	• Servitudes and an indication of the purpose of each servitude must be indicated on the site plan. • Sensitive environmental elements within 100m of the site must be included on the site plan, including (but not limited to): o Watercourses / Rivers / Wetlands o Flood lines (*i.e.,* 1:100 year, 1:50 year and 1:10 year where applicable); o Coastal Risk Zones as delineated for the Western Cape by the Department of Environmental Affairs and Development Planning ("DEA&DP"): o Ridges; o Cultural and historical features/landscapes; o Areas with indigenous vegetation (even if degraded or infested with alien species). • Whenever the slope of the site exceeds 1:10, a contour map of the site must be submitted. • North arrow A map/site plan must also be provided at an appropriate scale, which superimposes the proposed development and its associated structures and infrastructure on the environmental sensitivities of the preferred and alternative sites indicating any areas that should be avoided, including buffer areas.
Site photographs	Colour photographs of the site that shows the overall condition of the site and its surroundings (taken on the site and taken from outside the site) with a description of each photograph. The vantage points from which the photographs were taken must be indicated on the site plan, or locality plan as applicable. If available, please also provide a recent aerial photograph. Photographs must be attached to this BAR as **Appendix C**. The aerial photograph(s) should be supplemented with additional photographs of relevant features on the site. Date of photographs must be included. Please note that the above requirements must be duplicated for all alternative sites.
Biodiversity Overlay Map:	A map of the relevant biodiversity information and conditions must be provided as an overlay map on the property/site plan. The Map must be attached to this BAR as **Appendix D**.
Linear activities or development and multiple properties	GPS co-ordinates must be provided in degrees, minutes and seconds using the Hartebeeshoek 94 WGS84 co-ordinate system. Where numerous properties/sites are involved (linear activities) you must attach a list of the Farm Name(s)/Portion(s)/Erf number(s) to this BAR as an Appendix. For linear activities that are longer than 500m, please provide a map with the co-ordinates taken every 100m along the route to this BAR as **Appendix A3**.

ACRONYMS

DFFE:	Department of Forestry, Fisheries and Environment
DEA& DP:	Department of Environmental Affairs and Development Planning
DoA:	Department of Agriculture
DoH:	Department of Health
DWS:	Department of Water and Sanitation
EMPr:	Environmental Management Programme
HWC:	Heritage Western Cape
NFEPA:	National Freshwater Ecosystem Protection Assessment
NSBA:	National Spatial Biodiversity Assessment
TOR:	Terms of Reference
WCBSP:	Western Cape Biodiversity Spatial Plan
WCG:	Western Cape Government

ATTACHMENTS

Note: The Appendices must be attached to the BAR as per the list below. Please use a ✓ **(**tick) or a **x** (cross) to indicate whether the Appendix is attached to the BAR.

The following checklist of attachments must be completed.

APPENDIX			**✓ (Tick) or x (cross)**
Appendix A:	**Maps**		
	Appendix A1:	**Locality Map**	✓
	Appendix A2:	**Zoning Map**	✓
	Appendix A3:	**Map with the GPS co-ordinates for linear activities**	✓
Appendix B:	**Appendix B1:**	**Site development plan(s)**	✓
	Appendix B2	**A map of appropriate scale, which superimposes the proposed development and its associated structures and infrastructure on the environmental sensitivities of the preferred site, indicating any areas that should be avoided, including buffer areas;**	✓
Appendix C:	**Photographs**		✓
Appendix D:	**Biodiversity overlay map**		✓
Appendix E:	**Permit(s) / license(s) / exemption notice, agreements, comments from State Department/Organs of state and service letters from the municipality.**		
	Appendix E1:	**Final comment/ROD from HWC**	✓
	Appendix E2:	**Copy of comment from Cape Nature**	✓
	Appendix E3:	**Final Comment from the DWS**	X
	Appendix E4:	**Comment from the DEA: Oceans and Coast**	X
	Appendix E5:	**Comment from the DAFF**	✓
	Appendix E6:	**Comment from WCG: Transport and Public Works**	X
	Appendix E7:	**Comment from WCG: DoA**	✓

	Appendix E8:	**Comment from WCG: DHS**	X
	Appendix E9:	**Comment from WCG: DoH**	X
	Appendix E10:	**Comment from DEA&DP: Pollution Management**	X
	Appendix E11:	**Comment from DEA&DP: Waste Management**	X
	Appendix E12:	**Comment from DEA&DP: Biodiversity**	X
	Appendix E13:	**Comment from DEA&DP: Air Quality**	X
	Appendix E14:	**Comment from DEA&DP: Coastal Management**	X
	Appendix E15:	**Comment from the local authority**	✓
	Appendix E16:	**Confirmation of all services (water, electricity, sewage, solid waste management)**	X
	Appendix E17:	**Comment from the District Municipality**	X
	Appendix E18:	**Copy of an exemption notice**	X
	Appendix E19	**Pre-approval for the reclamation of land**	X
	Appendix E20:	**Proof of agreement/TOR of the specialist studies conducted.**	✓
	Appendix E21:	**Proof of land use rights**	X
	Appendix E22:	**Proof of public participation agreement for linear activities**	X
Appendix F:	**Public participation information: including a copy of the register of I&APs, the comments and responses Report, proof of notices, advertisements and any other public participation information as is required.**		✓
Appendix G:	**Specialist Report(s)** • **Agricultural Compliance Statement** • **Notice of Intent to Develop** • **Terrestrial Biodiversity and Plant Species Impact Assessment**		✓

	• **Animal & Plant Species Compliance Statement**	
Appendix H:	**EMPr**	✓
Appendix I:	**Screening tool report**	✓
Appendix J:	**The impact and risk assessment for each alternative**	X
Appendix K:	**Need and desirability for the proposed activity or development in terms of this Department's guideline on Need and Desirability (March 2013)/DEA Integrated Environmental Management Guideline**	X
Appendix L:	**Engineering Report and Drawings**	✓

SECTION A: ADMINISTRATIVE DETAILS

Highlight the Departmental Region in which the intended application will fall	**CAPE TOWN OFFICE: REGION 1**		GEORGE OFFICE: BEGION 3
	(City of Cape Town, West Coast District	(Cape Winelands District & Overberg District)	(Central Karoo District & Garden Route District)
Duplicate this section where there is more than one Proponent Name of Applicant/Proponent:	Western Cape Government Department of Infrastructure		
Name of contact person for Applicant/Proponent (if other):	Ms. Louise Buys		
Company/ Trading name/State Department/Organ of State:	Western Cape Government Department of Infrastructure		
Company Registration Number:	N/A		
Postal address:	Private Bag X9185		
	Cape Town	Postal code: 8001	
Telephone:	021 483 0537	Cell: +27(0) 82 730 7792	
E-mail:	Louise.buys@westerncape.gov.za	Fax: ( )	
Company of EAP:	Sharples Environmental Services CC		
EAP name:	Author: Betsy Ditcham Contributing Author: Jessica Gossman		
Postal address:	P.O. Box 443		
	Milnerton	Postal code: 7435	
Telephone:	021 554 5195	Cell: 082 456 6918	
E-mail:	betsy@sescc.net jessica@sescc.net	Fax: (086) 575 2869	
Qualifications:	Highest qualification obtained: Betsy Ditcham: B.Sc. Honours Wildlife Management Jessica Gossman: B.Sc. Honours Geography		
EAP registration no:	Jessica Gossman: EAPASA Candidate EAP: 2022/6154 Betsy Ditcham: EAPASA Registered EAP: 2020/1480		
Duplicate this section where there is more than one landowner Name of landowner:	Alternative 5 - Vissershok Outspan 153: City of Cape Town (CoCT)		
Name of contact person for landowner (if other):	Bongiwe Mali-Swelindawo - Regional Head: Property Holding (Tygerberg Region)		
Postal address:	263 Voortrekker Road, Goodwood		
		Postal code: 7459	
Telephone:	+27(0) 21 444 4968	Cell:	
E-mail:	Bongiwe.mali-swelindawo@capetown.gov.za	Fax: ( )	
Duplicate this section where there is more than one landowner Name of landowner:	Alternative 5 - Morningstar 25/141: Zwiegberg Eiendomme (Pty) Ltd		
Name of contact person for landowner (if other):	Frans Badenhorst Stapelberg & Izak Gerhardus Zwieger sand Elizabeth Catherina Zwiegers		
Postal address:	–12 Sacks Circle Bellville Cape Town	Postal Code: 7441	
Telephone:	+27 21 972 1997	Cell:	
E-mail:	Rika.k@milltrans.co.za ighard@miltrans.co.za	Fax:	
Duplicate this section where there is more than one landowner	Alternative 5, 6 and 7 - Morningstar RE/141: Communicare (Pty) Ltd		

Name of landowner:		
Name of contact person for landowner (if other):	Dylan Hubner	
Postal address:	Block A, Park Lane Office Park 2 Park Road, Pinelands, Cape Town South Africa	Postal Code: 7405
Telephone:	+27 21 421 6008	Cell: 0800 266 737
E-mail:	dhubner@communicare.org.za	Fax:
Duplicate this section where there is more than one landowner Name of landowner:	Alternative 5 - Morning Star 75/141	
Name of contact person for	In-X-Trans (Pty) – Occupying land	
landowner (if other):		
Postal address:		
Telephone:	021 521 5880	
E-mail:	anthea@in-x-trans.co.za	

Duplicate this section where there is more than one Municipal Jurisdiction Municipality in whose area of jurisdiction the proposed activity will fall:	City of Cape Town Municipality: Environmental Management Department	
Contact person:	Sonja Warnich Stemmet	
Postal address:	Private Bag X 9086	
	Cape Town	Postal code: 8000
Telephone	(021) 444 0601	Cell:
E-mail:	Sonja.WarnichStemmet@capetown.gov.za	Fax: ( )

Section B: CONFIRMATION OF SPECIFIC PROJECT DETAILS AS INCLUDED IN THE APPLICATION FORM

1.	Is the proposed development (please tick):	New	✓	Expansion	
2.	Is the proposed site(s) a brownfield or **greenfield** site? Please explain.				

Alternative 5 is located between the disturbed properties related to the N7 national road and the CoCT Vissershok landfill site, while Alternatives 6 and 7 are located on either side of the N7, approximately 1600m north of the existing weighbridge facility. The development areas can be considered greenfield sites since no development-related land clearance has occurred within the proposed site footprint. After constructing the new weighbridge, the existing weighbridge site will be demolished, constituting a brownfield site. However, after demolition, the area will be rehabilitated to match the surrounding virgin land.

3.	**For Linear activities or developments**
3.1.	Provide the Farm(s)/Farm Portion(s)/Erf number(s) for all routes:

Property size(s) of all proposed cadastres:	Total property Size (ha)
Vissershok Outspan 153	430.89 ha
Morningstar 25/141	4.57 ha
Morningstar RE/141	373.14 ha
Morningstar 141	816.46 ha

3.2.	Development footprint of the proposed development for all alternatives.

Most of the weighbridge-related infrastructure will be located on a portion of Farm Vissershok Outspan 153, with some overlap from the on ramp and off ramp into Morningstar 25/141 and Morningstar RE/141. The proposed site will be approx. 46 914 m^2 in size.

Layouts proposed	Approx. Weighbridge Facility	Approx. Associated Road infrastructure	Approx. Total Infrastructure size (ha)
Layout 5	2.53 ha	2.17 ha	4.7 ha
Layout 6 (Preferred)	**2.12ha**	**5 ha**	**7.12 ha**
Layout 7	**2.24 ha**	**1.98 ha**	**4.22 ha**

3.3.	Provide a description of the proposed development (e.g. for roads the length, width and width of the road reserve in the case of pipelines, indicate the length and diameter) for all alternatives.

Alternative 5:

Road infrastructure:
The on-ramp infrastructure towards the weighbridge facility outbound Cape Town will be approximately 5900 m2 in total.
Length: Approx. 633 m
Road Width: Approx. 9 to 10 meters
The off-ramp infrastructure away from the weighbridge facility, outbound Cape Town, will be approximately 5800m2 in total.
Length: Approx. 825 m
Width: Approx. 9 to 10 meters
The weighbridge (Weigh-In-Motion) accommodation on the opposite side of the N7, Cape Town inbound, will be approximately 5900m2 in total.
Length: Approx. 1026 m
Width: Approx. 13 m

Based on the engineering cross sections:
Lane width approx. 3.7 m per lane (Standard)
Shoulders approx. 2 m
Taper zones 1:50 transition, width 3.6m and length 180m
A Weighbridge Scale width of 3.2 m, and a length of approx. 18 to 24 meters is proposed to accommodate abnormal load vehicles.
Holding area: Gravel surface, which will be used for vehicle inspections, goods transfer, or re-packing for over-load vehicles, the dimensions will be approx. 200m x 70m (1.4ha).
The Weigh-in-Motion facilities are proposed to be installed on both north and southbound lanes.

Alternative 6
Operationally preferred option

Development Description

Alternative 6 proposes the construction of a heavy vehicle weighbridge facility accessed from the existing national road via dedicated on- and off-ramps. The facility comprises a weighbridge, holding and screening areas, an office block, and internal circulation roads to support enforcement and operational activities.

Road Infrastructure

- Off-ramp:
  - Width: ±4 m (asphalt surfaced)
  - Provides direct access from the national road to the weighbridge facility.
- On-ramp:
  - Width: ±4 m (asphalt surfaced)
  - Includes an acceleration lane of approximately 600 m prior to merging back onto the national road.
- Internal screening and circulation roads:
  - Minimum width: ±6.0 m
  - Provide circulation between the weighbridge, holding area, and office block.
- Road reserve / affected corridor: ±20.0 m
  - The overall road and facility footprint varies between ±24 m and ±48 m in width, depending on the location within the layout.

Weighbridge and Operational Areas

- Weighbridge / Weigh-In-Motion (WIM) zone:
  - Located within the facility and aligned parallel to the national road.
- Holding area:
  - Provided for heavy vehicles awaiting weighing, inspection, or enforcement processing. Repacking if overweight
- Office block:
  - A small administrative building associated with weighbridge operations and enforcement activities.
- Ancillary infrastructure:
  - Perimeter fencing tied into existing boundary fences
  - Screening roads and controlled access points

Services and Constraints

- The layout avoids the Eskom 400 kV servitude, as indicated on the engineering drawings.

Weigh-In-Motion of Alternative 6, focusing on high-speed (50km/h max speed) vehicle screening on the main carriageway prior to diversion into the weighbridge facility.

Road and WIM Infrastructure

- WIM installation:
  - Installed within the existing road reserve.
  - Enables high-speed screening of heavy vehicles without stopping.
- Screening length:
  - Approximately 480 m, in accordance with the applicable SANRAL Green Book standard indicated on the layout drawings.
- Lane configuration:
  - Lane widths consistent with national road standards (±4 m per lane).
- Vehicle diversion:
  - Vehicles exceeding predefined thresholds are diverted via the off-ramp to the main weighbridge facility for further inspection.

Operational Considerations

- This variant reduces stopping requirements on the main carriageway.
- Improved enforcement efficiency is achieved through early identification and diversion of overloaded vehicles.

Alternative 7

Non-preferred location as overladen vehicles out of the metropole needs to turn around at the Melkbosstrand Interchange, drive to the weighbridge and turn around again on the Van Schoorsdrif Interchange to continue northwards. Vehicles driving south have possibly already been inspected at Klawer, Moorreesburg, Saldanha weighbridges or return empty to the metropole.

Alternative 7 proposes the development of a Weigh-In-Motion (WIM) weighbridge facility adjacent to the existing national road. The development is designed to enable the efficient weighing and screening of heavy vehicles and includes access ramps, internal screening roads, operational infrastructure, and ancillary facilities.

Road Infrastructure

- On-ramp to the WIM facility:
  - Width: ±4 m
  - Length: ±120–150 m
  - Surface: Asphalt
  - Provides access from the national road to the facility.
- Off-ramp from the WIM facility:
  - Width: ±4 m

- Length: ±120–150 m
- Surface: Asphalt
- Allows vehicles to re-enter the national road after weighing and screening.

- Internal screening road:
  - Width: ±4 m
  - Length: ±100 m
  - Connects the access ramps to the weighbridge and holding areas.

Weighbridge and Operational Areas

- Weigh-In-Motion (WIM) installation:
  - Integrated within the pavement structure of the screening road.
  - Approximate paved length: ±30–40 m.
- Holding area:
  - Designated area for heavy vehicles awaiting inspection or enforcement.
  - Approximate area: ±0.15–0.20 ha.
- Office block and associated hardstanding:
  - Small administrative building supporting weighbridge operations.
  - Approximate footprint (including hardstanding): ±300–500 m².
- Ancillary infrastructure:
  - Fencing tied into existing boundary fences
  - Controlled access points and screening infrastructure

Services and Constraints

- The layout avoids and respects the Eskom 400 kV servitude traversing the site.

After constructing the new weighbridge, the existing one will be demolished, and the area will be rehabilitated to match the surrounding virgin land. All demolition materials will be reused whereever possible or disposed of at a licensed landfill site

3.4.	Indicate how access to the proposed routes will be obtained for all alternatives.

Access for all alternatives will be along the N7.

3.5. SG Digit codes of the Farms/Farm Portions/Erf numbers for all alternatives

Vissershok Outspan 153	C	0	1	6	0	0	0	0	0	0	0	0	0	1	5	3	0	0	0	0	0
Morningstar 25/141	C	0	1	6	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	2	5
Morningstar RE/141	C	0	1	6	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0
Morningstar 141	C	0	1	6	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0

3.6. **co-ordinates for all alternatives**

Alt. 1	Latitude (S)	33°	45'	12.02"
	Longitude (E)	18°	32'	45.02"
Alt. 2	Latitude (S)	33°	45'	14.65"
	Longitude (E)	18°	32'	44.85"
Alt. 3	Latitude (S)	33°	45'	20.18"
	Longitude (E)	18°	32'	42.77"
Alt. 4	Latitude (S)	33°	45'	9.83"
	Longitude (E)	18°	32'	44.99"
Alt. 5	Latitude (S)	33°	75'	26.40"
	Longitude (E)	18°	54'	57.36"
Alt. 6	Latitude (S)	33°	44'	31.81"
	Longitude (E)	18°	32'	36.03"
Alt. 7	Latitude (S)	33°	44'	17.81"
	Longitude (E)	18°	32'	48.04"

Note: For Linear activities or developments longer than 500m, a map indicating the co-ordinates for every 100m along the route must be attached to this BAR as Appendix A3.

4.	**Other developments**
4.1.	Property size(s) of all proposed site(s):

Property size(s) of all proposed cadastres:	Total property Size (ha)	The proposed development on the property - Hectares (ha)
Alternative 5		
Vissershok Outspan 153	430.89 ha	2.45 ha

	Morningstar 25/141	4.57 ha	0.16 ha
	Alternative 6		
	Morningstar RE/141	816.46 ha	14.2 ha
	Alternative 7		
	Morningstar RE/141	816.46 ha	7.84 ha

4.2.	Developed footprint of the existing facility and associated infrastructure (if applicable):	1.9 ha

4.3. Development footprint of the proposed development and associated infrastructure size(s) for all alternatives:

Alternative 5	**2.53 ha**
Alternative 6	**2 ha**
Alternative 7	**2.29 ha**

4.4. Provide a detailed description of the proposed development and its associated infrastructure (This must include details of e.g. buildings, structures, infrastructure, storage facilities, sewage/effluent treatment and holding facilities).

Administration and Operations Block:
Reception and office space.
Ablution facilities
Meeting/ training rooms
Operation room - located closer to the weighbridge for improved driver-operator interaction.
May include solar power system (to be confirmed within the detailed design phase)

Holding Area:
Gravel and concrete block-paved section this will be used for –
Vehicle inspections.
Offloading and re-packing overloaded trucks.
Including lighting and drainage and fencing.

Security and access control:
Controlled access points upon entry and exit.
Fencing
Security booth and access booms

Drainage and stormwater:
Surface drainage for roads and holding areas to be integrated.

Utilities and Services:
Electricity will be sourced from ESKOM, and if solar energy systems are constructed, solar energy will be utilised.
Water supply to be connected to municipal line or borehole system.

Sewerage and sanitation:
Toilets for staff.
Effluent to be managed via connection to existing municipal sewer if feasible, or a conservancy tank or a package plant.

Solid waste:
Collected and removed by municipal or private waste contractor.

After constructing the new weighbridge, the existing weighbridge site will be demolished, and the area will be rehabilitated to match the surrounding virgin land, that is approx.. 1.48 ha. All demolition materials will be reused whenever possible or disposed of at a licensed landfill site.

4.5. Indicate how access to the proposed site(s) will be obtained for all alternatives.

Access will be from the N7.

4.6. SG Digit code(s) of the proposed site(s) for all alternatives:

Vissershok Outspan 153	C01600000000015300000
Morningstar 25/141	C01600000000014100025
Morningstar RE/141	C01600000000014100000
Morningstar 141	C01600000000014100000

4.7. Coordinates of the proposed site(s) for all alternatives:

Alt. 5	**Latitude (S)**	**33°**	**75'**	**26.40"**
	Longitude (E)	**18°**	**54'**	**57.36"**
Alt. 6	**Latitude (S)**	**33°**	**44'**	**31.95"**
	Longitude (E)	**18°**	**32'**	**38.10"**
Alt. 7	**Latitude (S)**	**33°**	**44'**	**17.83"**
	Longitude (E)	**18°**	**32'**	**45.91"**

SECTION C: LEGISLATION/POLICIES AND/OR GUIDELINES/PROTOCOLS

1. Exemption applied for in terms of the NEMA and the NEMA EIA Regulations

Has exemption been applied for in terms of the NEMA and the NEMA EIA Regulations. If yes, include a copy of the exemption notice in Appendix E18.	YES	**NO**

2. Is the following legislation applicable to the proposed activity or development.

The National Environmental Management: Integrated Coastal Management Act, 2008 (Act No. 24 of 2008) ("ICMA"). If yes, attach a copy of the comment from the relevant competent authority as Appendix E4 and the pre-approval for the reclamation of land as Appendix E19.	YES	**NO**
The National Heritage Resources Act, 1999 (Act No. 25 of 1999) ("NHRA"). If yes, attach a copy of the comment from Heritage Western Cape as Appendix E1.	**YES**	NO
The National Water Act, 1998 (Act No. 36 of 1998) ("NWA"). If yes, attach a copy of the comment from the DWS as Appendix E3.	YES	**NO**
The National Environmental Management: Air Quality Act, 2004 (Act No. 39 of 2004) ("NEM:AQA"). If yes, attach a copy of the comment from the relevant authorities as Appendix E13.	YES	**NO**
The National Environmental Management Waste Act (Act No. 59 of 2008) ("NEM:WA")	**YES**	**NO**
The National Environmental Management Biodiversity Act, 2004 (Act No. 10 of 2004 ("NEMBA").	**YES**	NO
The National Environmental Management: Protected Areas Act, 2003 (Act No. 57 of 2003) ("NEMPAA").	**YES**	NO
The Conservation of Agricultural Resources Act, 1983 (Act No. 43 of 1983). If yes, attach comment from the relevant competent authority as Appendix E5.	**YES**	NO

3. Other legislation

List any other legislation that is applicable to the proposed activity or development.

Other legislation which holds relevance over this project includes:

- **<u>The Constitution of the Republic of South Africa, 1998 (Act 108 of 1996) (The Constitution);</u>**

In 1996, the South African Government promulgated the constitution of the Republic of South Africa (Act No. 108 of 1996) (The Constitution). Section 24 of the Constitution describes the following:

24. Everyone has the right-

(a) To an environment that is not harmful to their health or wellbeing; and

(b) To have the environment protected, for the benefit of present and future generations, through reasonable legislative and other measures that-

i. Prevent pollution and ecological degradation;

ii. Promote conservation; and

iii. Secure ecologically sustainable development and use of natural resources while promoting justifiable economic and social development.

- **<u>National Environmental Management Act, 1998 (Act 107 of 1998) (NEMA);</u>**

In 1998, the South African Government promulgated the National Environmental Management Act (Act No. 107 of 1998) (NEMA) aimed towards providing means of governing of the environment and the latent impacts of activities on the different spheres of the environment (social, biophysical, cultural and economic), thereby promoting sustainable development. The Section 24 of the NEMA also provided the Government with the opportunity to promulgate regulations in terms of specific activities which would require approval authorisation prior to commencement. Through this, the following regulations were promulgated:

- Environmental Impact Assessment (EIA) Regulations of 2014, as amended (GNR 326 of 2017) – Providing clear instruction as to the methodology to be followed for the purpose of obtaining Environmental Authorisation for a proposed project;
- Listing Notice 1 of 2014, as amended (GNR 327 of 2017) – Infrastructure specific listed activities of moderate magnitude;
- Listing Notice 2 of 2014, as amended (GNR 325 of 2017) – infrastructure specific listed activities of great magnitude;

Listing Notice 3 of 2014, as amended (GNR 324 of 2017) – infrastructure specific listed activities of small magnitude, based on the biographical sensitivity of the development site.

The listed activities applicable to the proposed project have been indicated in Section D of this report.

- **<u>The National Environmental Management: Biodiversity Act (Act 10 of 2004) (NEM:BA);</u>**

The National Environmental Management: Biodiversity Act (Act 10 of 2004) (NEMBA) was promulgated in order to safeguard Biodiversity resources of the country. Through this legislation numerous Regulations aimed towards protecting the biosphere of South Africa. The legislation in terms of the NEMBA which holds relevance to the proposed project includes the following:

- In November 2022, the Department of Forestry, Fisheries & Environment (DFFE) promulgated the Revised National List of Ecosystems that are Threatened and in need of Protection (GN 2747 of 2022), which indicated that 120 of the 456 ecosystem types assessed have been categorised as threatened; and
- In September 2020, the Department of Environment, Forestry and Fisheries (DEFF) promulgated the Alien and Invasive Species Regulations (GN 1020 of 2020) in terms of the NEMBA. Through these regulations, 567 species considered as alien and invasive were identified, all of which require some degree of control and management. The degree of management depends on which category the species have been identified in terms of these regulations. The onus rests on the land owner/person in control of the land to implement the actions required for the species occurring on the site. The categories identified include:
  - Category 1a: Listed species which must be combatted or eradicated.
  - Category 1b: Listed species which must be controlled.
  - Category 2: Listed species which require a permit to carry out a restricted activity within an area specified in the Notice or an area specified in the permit, as the case may be
  - Category 3: Listed species subject to exemptions in terms of section 71 (s) of the NEMBA and the prohibitions in terms of Section 71A of the NEMBA as specified in the Notice.

- **The proposed development area:**
  Revised National List of Ecosystems that are Threatened and in Need of Protection (GN 2747 of 2022) In November 2022, the DFFE released the revised National List of ecosystems that are threatened and in need of protection. These ecosystem categorisations served as an update to the 2011 NEMBA list of Threatened Ecosystems. As part of the revised Page 36 of 298 ecosystem list, 120 species were identified, 55 of which are considered Critically Endangered (CR), 51 are Endangered (EN) and 14 ecosystems are Vulnerable (VU). The revised status was developed between 2016 and 2020 following issuing of the International Union for Conservation of Nature (IUCN) Red List of Ecosystems Framework. The proposed development is located within the Western Capes Cape Flats Sand Fynbos, that forms part of the Southwest Fynbos Bioregion. The ecosystems is considered to be Critically Endangered (listed) in terms of the revised National List of Ecosystems that are Threatened and in Need of Protection (GNR 2747 of 2022) as promulgated by the DFFE in terms of the NEM:BA, 2004. The specialist Nick Helem has assessed all the site locations and efforts have been made by the design engineering team to avoid highly sensitive vegetation. Furthermore, recommendations by the specialist and EAP will be implemented within the EMPr to minimise disturbance.

- **The Conservation of Agricultural Resources Act (Act 43 of 1983) (CARA):**

The Conservation of Agricultural Resources Act (Act 43 of 1983) (CARA) was promulgated in order to provide a means for the Department of Agriculture to control the utilisation of the natural agricultural resources of the country, which in turn would promote the conservation of soil, water resources and vegetation. In addition, the CARA provides a means of combating weeds and invader plants. In 2013, the CARA promulgated a list of alien and invasive species including, those equipped with similar categories (1, 2 and 3) pertaining to the species. The proposed project is relevant to CARA because it is located within agricultural land zoning.

- **Alien and Invasive Species List (GN 1003 of 2020):**

This Notice provides a list of 567 species considered as invasive species. These species have been categorized into four categories (Category 1a, 1b, 2 and 3), each bearing weight to different actions associated with them.

- Category 1a: Species that must be combatted or eradicated and immediate actions towards management must be implemented. Authorised officials must be permitted to enter properties to monitor, assist with or implement the combating or eradication. Where an Invasive Species Management Programme has been developed, management (combat/eradication) must take place accordingly.
- Category 1b: Species that must be controlled. Property owners and organs of state must control the listed invasive species within their properties. Where an Invasive Species Management Programme has been developed, management (combat/eradication) must take place accordingly. Any Category 2 listed species (where permits are applicable) which fall outside of containment and control, revert to Category 1b and must be controlled. Any Category 3 listed species which occur within a Protected Area or Riparian (wetland) revert to Category 1b and must be controlled.
- Category 2: Requires a permit issued by the Department of Forestry, Fisheries and the Environment (DFFE) to carry out a restricted activity.
- Category 3: Invasive species are subject to certain exemptions in terms of section 70 (1)(a) of the NEMBA Act, which applies to the listing of alien invasive species. As indicated on site by the EAP and specialist, the development

footprint is located within highly infested alien vegetation. Recommendations for controlling and minimising alien vegetation have been made available in the EMPr.

- **The National Water Act, 1998 (Act 36 of 1998) (NWA):**

The purpose of the National Water Act, 1998 (Act 36 of 1998) (NWA), is to ensure that the country's water resources are protected, used, developed, conserved, managed and controlled in a manner that allows for equitable access opportunity to water, basic human needs are met, the management of resources in a safe manner and which promotes social and economic development. It is the opinion of the EAP that a water use licence/general authorisation in terms of the National Water Act (Act 36 of 1998) will not be required.

- **National Heritage Resources Act (Act 25 of 1999)**

Based on the requirements of the National Heritage Resources Act, in the event of the development of a portion of land with an extent greater than 5 000 m2, the developer must inform the responsible heritage resources authority and furnish it with details regarding the location, nature and extent of the proposed development. The proposed sites are in an area with low archaeological, palaeontological, and cultural sensitivity and have been verified by the specialist. The response to the NID (Final comment) was received on May 21, 2025. It confirmed that the proposed project will impact heritage resources; however, no further action is required under Section 38 of the National Heritage Resources Act (Act 25 of 1999). If any heritage findings occur, the proposed project must adhere to the Environmental Management Program (EMPr) regarding the protocol for handling heritage or fossil finds.

- **National Environmental Management: Waste Act, 2008 (Act No. 59 of 2008)**

The National Environmental Management: Waste Act (NEMWA) (Act 59 of 2008), strives to protect the health and well-being of the people and the environment by providing reasonable measures for the minimization of natural resource consumption, avoiding and minimizing the generation of waste, reducing, recycling and recovering waste, and treating and safely disposing of waste as a last resort.

Since only limited quantities of general construction waste will be generated, no activities under the NEM:WA will be triggered as part of the proposed project.

Other legislation (outside of the One Environmental System) applicable to the proposed project:

- Western Cape Provincial Spatial Development Framework (PSDF; 2014, as amended 2021) identifies the goals and vision of the province and has been developed in line with the Western Cape Land Use Planning Act, 2014 (LUPA; Act No. 3 of 2014)Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) (SPLUMA) -The proposed relocation of the weighbridge facility supports the PSDF's vision of integrated and sustainable transport infrastructure. The PSDF promotes the upgrading of strategic transport routes like the N7 and encourages the optimal use of state-owned land, which is consistent with the relocation to City-owned Erf 153. Both LUPA and SPLUMA guide spatial planning and land development in the Western Cape, and the project's alignment with these laws ensures legal conformity in land use and municipal development applications. ;
- The South African National Roads Agency Limited and National Roads Act, 1998 (Act No. 7 1998) - This Act mandates SANRAL's oversight over national roads such as the N7. The relocation and upgrade of the weighbridge support SANRAL's objectives of maintaining and improving national road safety, efficiency, and traffic flow. By addressing a previously substandard and unsafe weaving section, the project complies with SANRAL's functional and safety mandates.;
- The National Road Traffic Act, 1996 (Act No. 93 of 1996) -This legislation governs vehicle mass limits and roadworthiness. The provision of updated weighing infrastructure and weigh-in-motion facilities directly enhances compliance enforcement, reduces overloading, and promotes road safety, in line with the Act's intent. ;
- Deeds Registries Act, 1937 as amended (Act No. 47 of 1937) - The proposed land transfer or acquisition from the City of Cape Town and private landowners (Morningstar Farm) for road alignment and facility development will require lawful registration and amendment of property records, as per the Deeds Registries Act. ; and
- Local Government: Municipal Systems Act (Act 32 of 2000) - This Act ensures that municipal planning and governance are aligned with development goals. The weighbridge relocation involves coordination with the City of Cape Town's Property Management Department and supports municipal service delivery, intergovernmental collaboration, and integrated development planning.

4. Policies

Explain which policies were considered and how the proposed activity or development complies and responds to these policies.
This section outlines the relevant national, provincial and municipal spatial policies applicable to the proposed development and assesses the extent to which each assessed alternative aligns with, responds to, or conflicts with these

policies. The section further demonstrates how policy constraints identified during the assessment process informed the refinement and development of alternatives.

4.1 Western Cape Provincial Spatial Development Framework (PSDF, 2024)

The PSDF promotes infrastructure-led development, prioritising strategic transport infrastructure that supports road safety, freight efficiency and economic activity along key corridors such as the N7.

All assessed alternatives support:

PSDF Strategic Objective 3.1 (enhancing regional accessibility and movement efficiency); and

Policy R.3, which promotes investment in strategic infrastructure supporting economic and freight corridors.

The relocation of the existing weighbridge addresses operational and safety deficiencies associated with the current facility and aligns with the PSDF's transport objectives across all alternatives.

4.2 City of Cape Town Municipal Spatial Development Framework (MSDF, 2022/2023)
4.2.1 Policy Context and Spatial Constraints

The MSDF identifies areas of environmental significance, including Critical Natural Assets, biodiversity corridors and structuring open space, which must inform land-use decision-making.

Objective 9 of the MSDF commits the City to a healthy and sustainable environment, supported by Policy 18.3 under Sub-strategy 2.4, which requires development proposals to consider biodiversity connectivity and the protection of critical natural assets, where possible.

4.2.2 Alternative 5: Policy Alignment and Constraints

Alternative 5 is located within an area identified by the MSDF and the Blaauwberg District Plan as:

- A Critical Natural Asset; and
- Part of a broader east–west biodiversity linkage between the Van Schoorsdrift Nature Reserve and the Blaauwberg Nature Reserve.

The City of Cape Town has indicated that:

The location of Alternative 5 presents a conflict with MSDF Policy 18.3 due to the severing of an important biodiversity corridor; and Portions of the associated infrastructure encroach into land intended to function as structuring open space and ecological connectivity. These policy constraints are acknowledged. While Alternative 5 supports transport and infrastructure objectives, it presents a significant policy tension in relation to biodiversity protection and spatial structuring provisions of the MSDF.

As such, Alternative 5 is retained in the assessment to demonstrate the identification of policy constraints and the rationale for exploring and refining alternative locations, rather than as a preferred policy outcome.

4.3 Blaauwberg District Plan (2023)

4.3.1 Alternative 5 – Structuring Open Space Considerations

The Blaauwberg District Plan identifies the area associated with Alternative 5 as Structuring Open Space, forming part of a strategic ecological corridor.

The District Plan places emphasis on:

- Maintaining ecological connectivity; and
- Avoiding development that would compromise the integrity of such corridors.

The City has raised concerns that Alternative 5 would compromise this function. These concerns are accepted as material policy considerations informing the alternatives assessment.

4Policy Response: Alternatives 6 and 7
4.4.1 Spatial Context

In response to the policy constraints identified for Alternative 5, Alternatives 6 and 7 were developed and assessed.

Based on updated spatial analysis, including reference to:

Land associated with the existing N7 transport corridor and transformed agricultural landscapes.

No portions of Alternatives 6 and 7 encroach into formally protected areas or designated nature reserves, and the primary east–west biodiversity corridor identified in the MSDF and Blaauwberg District Plan is not directly severed.

4.4.2 Response to MSDF Policy 18.3

Alternatives 6 and 7 demonstrate a materially improved response to MSDF Policy 18.3 by:

- Avoiding higher-order biodiversity areas and protected land;
- Aligning development with existing linear infrastructure to limit fragmentation; and
- Reducing impacts on biodiversity connectivity compared to Alternative 5.

This improved alignment supports the MSDF and District Plan's emphasis on coordinated, intergovernmental infrastructure planning.

5. Guidelines

List the guidelines which have been considered relevant to the proposed activity or development and explain how they have influenced the development proposal.

Western Cape Department of Environmental Affairs and Development Planning (DEA&DP)
Guideline on Need and Desirability (DEA&DP, 2013)

Used to assess the socio-economic and environmental rationale of the development, ensuring alignment with local and provincial planning frameworks.

EIA Guideline and Information Document Series (DEA&DP, 2013):

- Guideline on Public Participation
- Guided the stakeholder engagement process to ensure transparency and procedural fairness.
- Guideline on Alternatives
  - Informed the identification and assessment of feasible and reasonable alternatives.
- Generic Terms of Reference for EAPs and Project Schedules
  - Informed the scope of work and reporting standards for environmental assessment practitioners.
- **Guideline for Environmental Management Plans (EMPs) (DEA&DP, 2005)**
  - Informed the structure and content of the proposed Environmental Management Programme (EMPr) for implementation and monitoring.
- **Guideline for Determining the Scope of Specialist Involvement in EIA Processes (DEA&DP, 2005)**
  - Assisted in determining when and which specialists were required, based on screening and site sensitivities.
- **Guideline for the Review of Specialist Input in EIA Processes (DEA&DP, 2005)**
  - Informed the evaluation of specialist studies to ensure accuracy, relevance, and compliance.
- **Guideline for Involving Biodiversity Specialists in EIA Processes (DEA&DP, 2005)**
  - Assisted in structuring biodiversity assessments in accordance with best practices.
- **Guideline for Involving Heritage Specialists in EIA Processes (DEA&DP, 2005)**
  - Provided a framework for early identification and assessment of potential heritage resources.
- **DEA&DP Circular: EADP:0028/2014 – "One Environmental Management System"**
  - Guided the integration of environmental authorisation processes under the 2014 EIA Regulations (as amended), aligning provincial and national responsibilities.

National Department of Environmental Affairs (DEA) – Integrated Environmental Management (IEM) Series

- Series 5: Impact Significance (DEA, 2002)
  Informed the criteria for assessing the significance of identified impacts.
- Series 7: Cumulative Effects Assessment (DEA, 2004)
  Provided guidance on identifying and evaluating cumulative impacts.
- Series 11: Criteria for Determining Alternatives (DEA, 2004)
  Supported the development of rational and defensible alternatives.
- Series 15: Environmental Impact Reporting (DEA, 2004)

Informed the structure and presentation of environmental reporting in the BAR.

Other Applicable Guidance

Specialist Assessment Protocols (GN R. 320, 2020)
Where applicable, these protocols were referenced to ensure that specialist studies comply with the latest minimum requirements under the 2014 EIA Regulations (as amended).

6. Protocols

Explain how the proposed activity or development complies with the requirements of the protocols referred to in the NOI and/or application form

In 2020, the Department of Environmental Affairs (now referred to as the Department of Forestry, Fisheries and Environment (DFFE)) promulgated the protocols for the minimum reporting criteria for the environmental themes as identified by the Environmental Screening Tool as promulgated in terms of Sections 24(5)(a) and (h), and 44 of the National Environmental Management Act, 1998 as amended (Act 107 of 1998), when applying for an Environmental Authorisation in terms of the EIA Regulations of 2014, as amended.

The table below presents the environmental sensitivities identified in the screening tool report. This report was first accessed on June 2, 2023, and has since been updated in January 2025 and again on May 19, 2025 – Alternative 5, and Alternatives 6 and 7 was updated on the 28th of January, 2026

Table 1: Summary of sensitivities as identified by the screening tool report for all alternatives that have been assessed:

Theme	Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
Agriculture Theme		X		
Animal Species Theme		X		
Aquatic Biodiversity Theme				X
Archaeological and Cultural Heritage Theme				X
Civil Aviation (Solar PV) Theme		X		
Defense Theme			X	
Paleontology Theme				X
Plant Species Theme		X		
Terrestrial Biodiversity Theme	X			

An agricultural compliance statement, Archaeological and cultural heritage (incl. palaeontology) specialist assessment/ compliance statement, Faunal Biodiversity specialist assessment and Botanical & Terrestrial Biodiversity specialist assessment has been conducted for the proposed project:

1. Agricultural Compliance Statement - Johann Lanz
2. Archaeological and cultural heritage (incl. palaeontology) specialist assessment/compliance statement - Jayson Orton
3. Faunal Biodiversity specialist assessment - Jacobus H. Visser
4. Botanical & Terrestrial Biodiversity specialist assessment - Nick Helme

Exceptions include Landscape & Visual, Aquatic Biodiversity, Geotechnical, Socio-Economic, Ambient Air Quality, Noise Impact, Traffic Impact and Civil Aviation:

Landscape & Visual Impact
This protocol is not relevant to the proposed project as it is anticipated that the proposed weighbridge will be located immediately adjacent to the N7 national road, and it is expected to replace the established weighbridge located (Alternative 5) 600 m south of the proposed site, and 1600m south for Alternative 6 and 7. It is anticipated that the established weighbridge will be demolished, and the site rehabilitated, or alternatively, that has been advocated by the botanical specialist that rehabilitating the existing weighbridge would not provide ecological value but rather use the funds towards the on-going removal of all woody alien invasive vegetation. Therefore, the landscape and visual impact of the proposed weighbridge will be negligible.

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, a Landscape & Visual Impact Assessment is not planned at present.

Aquatic Biodiversity
Screening Tool: The report indicates that the site's Aquatic Biodiversity is of **Low** sensitivity and that an Aquatic Biodiversity Impact Assessment is not required.

The EAP did not observe any evidence of areas experiencing seasonally wet conditions, drainage areas or other aquatic features (dams, rivers & streams) were seen on site.

A small stand of *Typha capensis* was recorded within an artificial depression located in the footprint of the proposed Alternative 7 on-ramp. The feature is not associated with any mapped or natural drainage system. Both the botanical and agricultural specialist assessments confirm that the surrounding area is characterised by deep, well-drained sandy soils with very low water-holding capacity and no hydromorphic soil indicators. The feature is therefore interpreted as an isolated, infrastructure-induced ponding area and does not meet the NEMA or DWS definition of a watercourse or wetland

Conclusion: An aquatic specialist will not be appointed as relevant aquatic features are not present on or near the site. However, the Department of Water & Sanitation (DWS) will be included as an I&AP during public participation.

Geotechnical Assessment
For this current environmental process a geotechnical assessment is not anticipated to be required as the planned weighbridge construction should not have significant geological impacts due to the surface level nature of the project. Additionally, the screening tool did not identify any geologically or geotechnically relevant sensitive features.

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, a Geotechnical Assessment is not planned at present.

Socio-Economic Assessment
It is not expected that this environmental process related to the proposed weighbridge construction will have a detrimental effect on the socio-economics of the area as it is anticipated that the project (upon completion) will greatly increase safety and efficiency of the road system. Furthermore, the construction activities are expected to provide additional employment and a continuation of the weighbridge operation will ensure employment for weighbridge personnel. Additionally, the screening tool did not identify any socio-economically relevant sensitive features.

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, a Socio-Economic Assessment is not planned at present.

Ambient Air Quality
At this stage of the project, it is not anticipated that the proposed project will have a major impact on ambient air quality (apart from construction) as an established weighbridge is currently present 600 m south of the proposed site, which constitutes existing infrastructure with an existing impact. This existing weighbridge will be demolished and rehabilitated and is expected to be replaced by the proposed weighbridge, therefore the operational impact can be considered as negligible. Construction and demolition activities may have a minor impact on ambient air quality, primarily through dust generation.

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, an Ambient Air Quality Assessment is not planned at present.

Noise Impact
It is not anticipated that there will be an additional noise impact in the vicinity of the proposed site as it is located directly adjacent to the existing N7 national road and 600 m north of the established Vissershok weighbridge. The likelihood does exist that there will be an increase in noise during the construction phase of the project, however no urban residences or noise sensitive features are located in close proximity to the site therefore this protocol is not relevant to the proposed project, and it is expected that the noise impact will be negligible.

Conclusion: Due to the lack of relevant sensitive features and the nature of the proposed development, a Noise Impact Assessment is not planned at present.

Traffic Impact
The proposed weighbridge is expected to be constructed in order to cater for planned improvements to the N7 national road which will require the established weighbridge to move approximately 600 m north. It has been advocated by the botanical specialist that rehabilitating the existing weighbridge would not provide ecological value, but rather use the funds towards the on-going removal of all woody alien invasive vegetation. The planned road upgrades are expected to improve road safety and will streamline access to the N7 national road and can be seen as a major improvement to the current road system. It is anticipated that the traffic impact was assessed as part of the larger roadworks programme for this section of the N7 national road. Planned construction of the new weighbridge is not expected to have any major impact on traffic as the site is located next to the main N7 national road and should only affect traffic when the associated service roads are constructed

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, a Traffic Impact Assessment is not planned at present.

Civil Aviation

The **Screening Tool** indicates that the civil aviation impact is of **High** Sensitivity. This is due to the proximity of the Morningstar Airfield; however, the proposed weighbridge should not obstruct the flight path of the airfield. Refer to Figure 6. The proposed Alternative 5 weighbridge site is located approximately 600 m north of the existing weighbridge, while both Alternative 6 and Alternative 7 are located a further 1600m north of the existing weighbridge, which places them at a greater distance from the Morningstar Airfield. It should alo be noted, that the height of the proposed weighbridge is below the 45m Obstacle limitation Height, as per the Civil Aviation Regulations (2011).

Figure 6: Proximity of the proposed weighbridge locations to Morningstar Airfield (green polygon).

Conclusion: A dedicated civil aviation assessment will not be conducted as the proposed development should be located outside of the Morningstar Airfield flight path. The proposed weighbridge will be located further north than the established weighbridge. The South African Civil Aviation Authority and Morning Star Aeroclub have been included as an I&AP and we will await their response with regards to requiring further specialist input.

In terms of the Specialist Assessments listed above, the following protocols in terms of GNR 320 of 2020 were adhered to:

1. Site sensitivity verification requirements where a specialist assessment is required but no specific assessment protocol has been prescribed.
2. Protocol for the specialist assessment and minimum report content requirements for environmental impacts on agricultural resources.
3. Protocol for the specialist assessment and minimum report content requirements for environmental impacts on archaeology, palaeontology and cultural heritage.
4. Protocol for the specialist assessment and minimum report content requirements for environmental impacts on terrestrial biodiversity.
5. Protocol for the specialist assessment and minimum report content requirements for environmental impacts on terrestrial plant species.
6. Protocol for the specialist assessment and minimum report content requirements for environmental impacts on terrestrial animal species.

Due to the proposed project having various layout changes, the layouts have been given various names. For ease of reference when navigating the specialist reports please see the table below for the layout names.

Table 2: The names of the layouts that have been assessed by the various specialists based on previous layouts:

Layouts	Layout 1	Layout 2	Layout 3	Layout 4	**Layout 5**
Specialist Name for the following layout:					
Agriculture:	No name changes to layouts. However layout 6 and 7 have been addressed as Alternative 1 and 2. Based on the 20th of January 2026, report.				
Botanical	Layout 1 (May 2023 Report)	Layout 2 (Option 5a)	Layout 3 (Option 5b)	Not assessed by specialists	Study Area/ Layout 1 (March 2025 Report)
Terrestrial Faunal and Avi-Faunal	Layout 1	Layout 2 (Option 5A)	Layout 3 (Option 5B)	Not assessed by specialist	Layout 4 (Option 5C)
Heritage	No name changes, area assessed.				

Section D: APPLICABLE LISTED ACTIVITIES

List the applicable activities in terms of the NEMA EIA Regulations

Activity No(s):	Provide the relevant **Basic Assessment Activities** as set out in **Listing Notice 1**	Describe the portion of the proposed development to which the applicable listed activity relates.
24	*The development of a road—* *(i) for which an environmental authorisation was obtained for the route determination in terms of activity 5 in Government Notice 387 of 2006 or activity 18 in Government Notice 545 of 2010; or* ***(ii) with a reserve wider than 13,5 meters, or where no reserve exists where the road is wider than 8 metres;*** *but excluding a road—* *(a) which [are] is identified and included in activity 27 in Listing Notice 2 of 2014;* *(b) [roads] where the entire road falls within an urban area; or* *(c) which is 1 kilometre or shorter.*	The proposed weighbridge infrastructure includes a weigh-in-motion facility to be installed in both the southbound and northbound directions. There are two service roads from the main N7 national road, one entering from a southern direction and one exiting in a northern direction. These structures, along with other components of the weighbridge (and associated roadworks) are expected to influence the road reserve width and it is anticipated that the road reserve will require a minor widening of approximately 10m to 15m, however, this is an expansion on the currently established road, and no new roads are expected to be developed. **Therefore, this listing notice will not apply to the proposed development and has been confirmed by the Competent Authority within the NOI comments.**
27	*The clearance of an area of 1 hectares or more, but less than 20 hectares of indigenous vegetation, except where such clearance of indigenous vegetation is required for –* *(i) The undertaking of a linear activity; or* *(ii) maintenance purposes undertaken in accordance with a maintenance management plan.*	The proposed weighbridge and associated infrastructure, across all assessed alternatives are anticipated to result in the clearance of approximately 1 ha of indigenous vegetation. **Therefore, this activity will be applicable and has been added to the BAR.**
56	*The widening of a road by more than 6 metres, or the lengthening of a road by more than 1 kilometre—* *(i) where the existing reserve is wider than 13,5 meters; or* *(ii) where no reserve exists, where the existing road is wider than 8 metres;* *excluding where widening or lengthening occur inside urban areas.*	The proposed weighbridge (and associated road on ramp and off ramp from the N7 national road) could constitute a widening and/or lengthening of the road. The on-ramp will be approximately 633 meters long and 9 to 10 meters wide, with a 1:50 taper zone for safe heavy vehicle entry. The outbound off-ramp will be approximately 825 meters long and 9 to 10 meters wide. The inbound weigh-in-motion section will be around 1,026 meters long and 13 meters wide. Alternative 6 is located in proximity to a 400 kV Eskom transmission line. Compliance with Eskom servitude requirements may require realignment or extension of access roads for this alternative; however, any such realignment would remain within the scope of road widening and lengthening assessed under this activity. **It is deemed that this Activity will be applicable and has been added to the BAR.**
Activity No(s):	Provide the relevant **Basic Assessment Activities** as set out in **Listing Notice 3**	Describe the portion of the proposed development to which the applicable listed activity relates.
4	*The construction of a road wider than 4 meters with a reserve less than 13.5 meters.* *(d) IN Western Cape:* *I. In an estuary;* *ii. All areas outside urban areas;* *iii) In urban areas:* *(aa) Areas zoned for use as public open space within urban areas;* *And*	Alternative 5: portion of the proposed weighbridge road infrastructure will be located east of the N7, just north of the Morningstar airfield. This development will encroach approximately 10 meters into the designated Protected Area known as the Van Schoorsdrift Conservation. The project requires this encroachment to facilitate the widening and lengthening of the road, allowing for better traffic accommodation in conjunction with the new weighbridge. Alternative 5 included limited encroachment into land identified for conservation purposes east of the N7, which was

	(bb) Areas designed for conservation use in Spatial Development Frameworks adopted by the competent authority, or zoned for a conservation purpose.	identified by the City of Cape Town as a significant spatial and biodiversity constraint. In response to this concern, Alternatives 6 and 7 were developed and assessed, and these alternatives avoid encroachment into formally protected areas or land designated for conservation use in the relevant Spatial Development Frameworks. As the proposed development, under Alternatives 6 and 7, does not involve the construction of a road within conservation-designated land, this activity is not applicable to those Alternatives. **Therefore, this activity <u>only</u> applies to the proposed Alternative 5 development and has been confirmed by the Competent Authority within the NOI comments.**
12	*The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan.* *<u>i. Western Cape</u>* *i. Within any critically endangered or endangered ecosystem listed in terms of section 52 of the NEMBA or prior to the publication of such a list, within an area that has been identified as critically endangered in the National Spatial Biodiversity Assessment 2004;* *ii. Within critical biodiversity areas identified in bioregional plans;* *iii. Within the littoral active zone or 100 metres inland from high water mark of the sea or an estuarine functional zone, whichever distance is the greater, excluding where such removal will occur behind the development setback line on erven in urban areas;* *iv. On land, where, at the time of the coming into effect of this Notice or thereafter such land was zoned open space, conservation or had an equivalent zoning; or* *v. On land designated for protection or conservation purposes in an Environmental Management Framework adopted in the prescribed manner, or a Spatial Development Framework adopted by the MEC or Minister.*	It is expected that more than 300 m² of land will be cleared on a mostly undisturbed area which contains some indigenous vegetation within the Western Cape. The surrounding land has been largely developed, with a large landfill site to the south-west, an airfield to the east, smallholdings to the north-west and the N7 national directly east of the proposed site. According to the DFFE Screening Tool, the site ecosystem status has been indicated to be Critically Endangered by the SANBI Red List of Ecosystem Remnants and the site sensitivity has been indicated to be Very High (Critically Endangered - Cape Flats Sand Fynbos). That will see to an area of over 300 square meters of indigenous vegetation being cleared to accommodate the proposed development, as the proposed development is approximately 4.7 ha in extent. Alternatives 6 and 7 are situated in a heavily degraded area dominated by alien vegetation; however, the proposed project remains within the boundaries of mapped Cape Flats Sand Fynbos, making this activity applicable. **This activity <u>will be</u> applicable and has been added to the BAR.**
18	*The widening of a road by more than 4 metres, or the lengthening of a road by more than 1 kilometre.* *i. <u>Western Cape</u>* *i. Areas zoned for use as public open space or equivalent zoning;* ***ii. All areas outside urban areas:*** ***(aa) Areas containing indigenous vegetation;*** *(bb) Areas on the estuary side of the development setback line or in an estuarine functional zone where no such setback line has been determined; or* *iii. Inside urban areas:* *(aa) Areas zoned for conservation use; or*	The proposed weighbridge (and associated road on ramp and off ramp from the N7 national road) could constitute a widening and/or lengthening of the road in an area with indigenous vegetation within the Western Cape. Environmental Authorisation is currently in place for the existing N7 national road; however the proposed weighbridge and associated infrastructure is considered an expansion on the existing road and the on ramp and off ramp which will link the weighbridge to the main road will constitute an addition (lengthening and widening) of the road, The outbound on-ramp from Cape Town will be about 633 meters long and 9 to 10 meters wide, with a 1:50 taper zone for safe heavy vehicle entry. The outbound off-ramp will be approximately 825 meters long and 9 to 10 meters wide.

	(bb) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority.	The inbound weigh-in-motion section will be around 1,026 meters long and 13 meters wide therefore; Any potential road realignment associated with Alternative 6 to accommodate Eskom servitude requirements would occur within areas already assessed for indigenous vegetation and is therefore considered within the scope of this activity. **It is deemed that this Activity <u>will be</u> applicable and has been added to the BAR.**
Activity No(s):	Provide the relevant **Scoping and EIR Activities** as set out in **Listing Notice 2**	Describe the portion of the proposed development to which the applicable listed activity relates.
Not applicable.		

Note:
- Only those activities listed which will be applied for shall be considered for authorisation. The onus is on the Applicant to ensure that all applicable listed activities are included in the application. Environmental Authorisation must be obtained prior to commencement with each applicable listed activity. If a specific listed activity is not included in an Environmental Authorisation, a new application for Environmental Authorisation will have to be submitted.
- The Minister responsible for mineral resources is the Competent Authority to deal with all applications where the listed or specified activity is directly related to-
  (a) prospecting or exploration of a mineral or petroleum resource; or
  (b) extraction and primary processing of a mineral or petroleum resource.

List the applicable waste management listed activities in terms of the NEM:WA

Activity No(s):	Provide the relevant **Basic Assessment Activity(ies)** as set out in **Category A**	Describe the portion of the proposed development to which the applicable listed activity relates.
No activities in relation to the NEM:WA holds relevance to the proposed project.		

List the applicable listed activities in terms of the NEM:AQA

Activity No(s):	Provide the relevant **Listed Activity(ies)**	Describe the portion of the proposed development to which the applicable listed activity relates.
No activities in relation to the NEM:AQA holds relevance to the proposed project.		

SECTION E: PLANNING CONTEXT AND NEED AND DESIRABILITY

1.	Provide a description of the preferred alternative.

In 2017, the Environmental Authorisation was awarded for the N7 Upgrade to establish the N7 Van Schoorsdrift diamond Interchange. One of the key intentions of this development was to improve safety along the N7, to avoid vehicles from having to cross the main roadways using at-grade intersections. Based on the location of the approved interchange, the existing N7 Vissershok weighbridge must be relocated further north. Therefore, it is proposed to demolish the existing weighbridge, rehabilitate this area, and establish the new Vissershok weighbridge and service roads, north of this site.

Among all the evaluated Alternatives, Alternative 6 is considered the preferred Alternative for the proposed N7 weighbridge relocation project.

Alternative 6 will include the following:

- Main weighbridge structure (including a concrete slab of approx. 200 m²),
- Holding area (approx. 14 000m²)
- SouthboundWeigh-in motion facility, with screening road,
- Office block,
- 6m wide asphalt off-ramp
- 6m wide asphalt on-ramp
- Services connections (water, sewer and electricity infrastructure), where required.

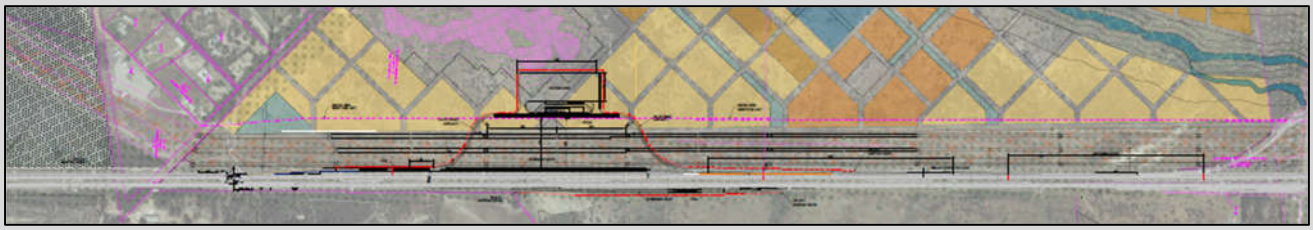

Figure 7. Basic engineering infrastructure of Alternative 6.

2.	Explain how the proposed development is in line with the existing land use rights of the property, as you have indicated in the NOI and application form? Include the proof of the existing land use rights granted in Appendix E21.

All Alternatives are located on areas zoned both for Transport andAgricultural
Alternative 5
Vissershok Outspan 153 (RE): Agricultural, Transport 2
Morningstar Farm 25/141: Agricultural, Transport 2
Alternative 6 & 7
Morningstar Farm (RE/141): Agricultural and Transport 2

3.	Explain how potential conflicts with respect to existing approvals for the proposed site (as indicated in the NOI/and or application form) and the proposed development have been resolved.

A Consent Use Approval from the Municipality (CoCT) will be obtained for the property. However, no other approvals have been issued for the proposed development site. No approvals in terms of the NEMA have been obtained for the proposed development.

4.	Explain how the proposed development will be in line with the following?
4.1	The Provincial Spatial Development Framework.

The relocation of the Vissershok Weighbridge has been necessitated by the construction of the new Van Schoorsdrift Interchange, which has introduced a substandard and potentially hazardous weaving section between the interchange and the existing weighbridge facility. Following a detailed engineering and feasibility assessment, it was concluded that relocating the weighbridge approximately 600 metres north (Alternative 5) and a further 1600 meters north for Alternatives 6 and 7 would be the safest, most cost-effective, and spatially efficient solution. The selected relocation site lies primarily on land owned by the City of Cape Town, facilitating intergovernmental coordination and ensuring compliance with applicable planning legislation.

This development aligns closely with the Western Cape Provincial Spatial Development Framework (PSDF, 2014, as amended in 2021), which provides a strategic spatial planning framework for the province. The PSDF aims to guide sustainable development by integrating national and provincial development agendas such as the National Development Plan (NDP) and OneCape 2040. It promotes coordinated infrastructure investment, efficient land use, and inclusive economic growth.

From a road safety perspective, the relocation addresses the hazardous weaving section by providing a safer, controlled access point to the weighbridge. The new facility will feature a-scale platform, improved holding areas, and weigh-in-motion (WIM) systems that enhance traffic flow and reduce accident risks. These improvements are consistent with the PSDF's transport policies specifically Policy D4, which focuses on improving transport safety and reliability, and Policy R2, which seeks to facilitate safe movement along strategic transport corridors.

Economically, the weighbridge will serve local and national freight operators by enabling better enforcement of axle load limits, preserving road infrastructure, and improving freight logistics efficiency. The project is expected to generate local employment during construction and operation, supporting inclusive economic activity. This supports PSDF policies such as E3, which promotes inclusive economic infrastructure, and S3, which encourages strengthening and diversification of the rural economy through logistics infrastructure.

In terms of spatial planning and infrastructure efficiency, the selected site optimises land use by integrating with existing transport and industrial infrastructure while avoiding ecologically sensitive areas. The development supports nodal intensification along the N7 corridor, enabling coordinated public infrastructure investment. This is in line with PSDF objectives, including Policy S1 to unlock development potential in strategic locations, Policy I1 to ensure infrastructure supports spatial development goals, and Policy S5 to promote efficient land use.

Environmental sustainability and climate resilience are also key considerations. The development incorporates solar power, rainwater harvesting, and low-impact stormwater management to promote resource resilience and reduce ecological footprint, consistent with PSDF Policies E2 and S4. The design includes mitigation measures to manage fire risk and flooding, which are expected to increase due to climate change, aligning with the National Environmental Management Act (NEMA, Act 107 of 1998) through the Basic Assessment process.

According to the Western Cape PSDF, provincial strategies aim to give spatial expression to national and provincial development agendas, coordinate the delivery of government programmes, support municipal planning mandates, and communicate spatial development intentions to the private sector and civil society. The PSDF's core spatial principles—spatial justice, sustainability and resilience, spatial efficiency, accessibility, and quality of life are all supported by the proposed weighbridge relocation.

The project also advances the Western Cape Government's Provincial Spatial Agenda, which prioritises infrastructure investment as a lever for urban and rural spatial transition, promotes economic growth in partnership with diverse stakeholders, and improves oversight of the province's spatial assets. The relocation aligns with this agenda by facilitating integrated transport and spatial planning and prioritising infrastructure investment and maintenance.

Furthermore, the weighbridge relocation forms part of a broader roadworks programme linked to the N7 Van Schoorsdrift diamond interchange development, south of the current weighbridge site. This broader project received environmental approval on 13 April 2023 (DEADP Ref.: 14/3/1/1/A1/16/0564/21).

4.2	The Integrated Development Plan of the local municipality.

According to the City of Cape Town Integrated Development Plan (IDP) (2022 - 2027), the City will systematically assess safety on its arterial road network to identify the need for focused safety interventions and will intervene at hazardous locations to address safety risks. The weighbridge construction should provide additional space for planned roadworks which should result in a safety increase due to the closure of at-grade intersections, which pose a safety risk, and the construction of additional intersections which match the present safety and road construction standards.

The proposed relocation and construction of the N7 Vissershok Weighbridge falls within the jurisdiction of the City of Cape Town and is supported by the strategic objectives set out in the City of Cape Town Integrated Development Plan (IDP) 2022–2027.

According to the IDP, the City is committed to improving transport infrastructure and road safety, particularly on its arterial network. The IDP explicitly states that the City will "systematically assess safety on the arterial road network to identify the need for focused safety interventions and will intervene at hazardous locations to address safety risks" (City of Cape Town, 2022: 124). The current location of the Vissershok Weighbridge, in close proximity to the newly constructed Van Schoorsdrift Interchange, introduces a substandard weaving section that poses a potential safety hazard due to merging and diverging traffic movements.

The relocation of the weighbridge approximately 600 metres northwards (Alternative 5) and a further 1600 meters north for Alternatives 6 and 7 supports the City's IDP by enabling the removal of this hazardous condition and allowing space for the closure of at-grade intersections, which are identified as significant safety risks. The development will also facilitate the construction of grade-separated intersections and other road safety infrastructure that conforms to current geometric design standards. These upgrades align with the IDP's broader goals of enhancing mobility, reducing risk to road users, and ensuring the efficient and safe movement of goods and people throughout the metropolitan road network.

Furthermore, the project compliments the IDP's spatial transformation objectives by contributing to the long-term strategic goal of a "more efficient, integrated and safe transport system" (City of Cape Town, 2022: 50), particularly on national freight corridors such as the N7, which is a critical economic route serving both local and cross-border logistics.

4.3.	The Spatial Development Framework of the local municipality.

The proposed relocation of the N7 Vissershok Weighbridge aligns with the strategic objectives outlined in the City of Cape Town's Municipal Spatial Development Framework (MSDF).

The construction of the new weighbridge, located Alternative 5 is approximately 600 metres north of the existing site, and Alternative 6 and 7 are approximately 1600 m north of the existing weighbridge facility will provide the necessary space for planned road upgrades, including the closure of at-grade intersections which are known safety risks and the construction of new intersections designed in accordance with modern road safety and engineering standards. This is consistent with the MSDF's emphasis on transport infrastructure upgrades to improve traffic flow, reduce accident risks, and support efficient freight movement, particularly on major corridors such as the N7.

The project further supports the spatial goals of the City, which promote a more compact, accessible, and resource-efficient urban form. While the weighbridge is located outside of the urban inner core, it forms part of the broader logistics and freight network serving Cape Town and the region, reinforcing the MSDF's intent to enable the strategic functioning of key mobility and freight routes. By ensuring that freight-related infrastructure is modern, safe, and spatially compatible with long-term development patterns, the project contributes to the sustainable use of land and natural resources and the more efficient use of existing infrastructure.

The desirability of the proposed development is supported by its alignment with the City of Cape Town Municipal Spatial Development Framework (MSDF):

The MSDF promotes:

- infrastructure-led growth;
- protection of Critical Natural Assets (Alternative 6 and 7); and
- The proactive management of the urban edge.
- Locating freight enforcement infrastructure within or adjacent to an existing transport corridor:
- supports the MSDF objective of directing infrastructure to appropriate, non-residential locations;
- reduces potential land-use conflicts with future housing areas; and
- limits the need for later relocation once residential development intensifies.

The development supports MSDF Objective 9 (a safe, resource-efficient and sustainable city) by managing freight impacts that could otherwise undermine the liveability and safety of expanding residential neighbourhoods within the Blaauwberg area, as identified by the City of Cape Town.

4.4.	The Environmental Management Framework applicable to the area.

The proposed relocation of the N7 Vissershok Weighbridge aligns with the strategic objectives outlined in the City of Cape Town's Municipal Spatial Development Framework (MSDF), as well as the Blaauwberg District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF), 2022. These frameworks collectively prioritise the development of a safe, integrated, and efficient road and transport network as essential to enabling economic growth, improving mobility, and ensuring the safety of all road users, including vehicles, cyclists, and pedestrians.

The EMF identifies the following Spatial Planning Categories and Environmental Management Zones:

- Environment
  - o Hydrological and Coastal Zones
  - o Biodiversity and Structuring Open Spaces
  - o Agricultural Areas of Significance
  - o Cultural and Heritage Management

Environmental Management Zones and spatial planning categories (SPCs) specify the inherent land use suitability of the city's environmental, cultural, and urban landscapes for development.

The proposed locations of the weighbridge do not intersect with areas of hydrological or coastal significance. Alternative 5 intersects a mapped CBA, therefore the restrictions relating to Conservation and Biodiversity Priority Zones would be applicable:

1. New development inside of the urban edge potentially impacts on areas of high biodiversity importance. Such development should then be sensitive to biodiversity considerations affecting these areas by imposing environmental management programmes in relation to development or prohibiting development when appropriate.
2. Development should be sensitive to biodiversity considerations affecting Core areas by enforcing environmental management programmes in relation to development or prohibiting development when appropriate
3. New ecological corridors and areas could be established to mitigate against lost biodiversity. Their demarcation should, in principle, be guided by the location of highquality remnants of biodiversity.
4. Rehabilitate and maintain areas of sensitive natural vegetation and high biodiversity value. Where biodiversity remnants conflict with areas earmarked for development, ensure adequate botanical and faunal impact assessments are undertaken timeously.
5. In general, low impact activities such as passive recreation (e.g. walkways and trails), environmental education and tourism may be appropriate, but should be subject to stringent controls. (e.g. limits to development footprint, management plans).

6. Where possible, all new utility infrastructure, services and structures should be located outside of these areas.

Taking the above into account, Alternatives 6 & 7 have been proposed outside of the mapped CBA area.

Alternative 7 does fall within a mapped Ecological Support areas and is therefore guided by the following EMF priorities:
1. 1. Low impact activities may be appropriate.
2. Maintain and enhance linkages between these areas.

Additionally, the rehabilitation of the existing weighbridge site after demolition further supports the EMF's environmental objectives, ensuring land restoration and minimising long-term ecological impacts.

5.	Explain how comments from the relevant authorities and/or specialist(s) with respect to biodiversity have influenced the proposed development.

Comments from relevant authorities will be included after the 30-day Post-application Public Participation Process has been undertaken as prescribed in Sub-Regulation 19 of the NEMA EIA Regulations of 2014, as amended (GNR 326 of 2017). In terms of specialist input, the Botanical Specialist (Nick Helme) as part of his Botanical Assessment for the proposed new N7 Vissershok Weighbridge identified an area of High Conservation Value. Initially, a single layout alternative was presented for assessment (Layout 1, but based on initial botanical input after the site survey, further layouts were proposed (Layout 2, 3 and 4;) in order to avoid the High Conservation Value area. Layout 5 is the preferred and final layout from a botanical perspective (Helme, 2023). Layout 5 will have an overall Low to Medium negative botanical impact and will be considered the preferred alternative for this project in the construction phase and within the operational phase.

The specialist Nick Helme included the following mitigation measures

- Prior to site development, the hard surface footprints must be surveyed and marked, and the outer fence line of the new development (east and west of the N7) erected.
- Disturbance of natural vegetation outside the marked development footprints is prohibited, along with any vehicles activity or dumping.
- All woody alien invasive vegetation within the project area must be removed by a licensed team following Best Practice Guidelines before development begins, and this material must be taken to an approved organic dump.
- Formal conservation of the High sensitivity areas adjacent to the development (west of the N7) is recommended for protection, potentially managed by the City of Cape Town with funding from the applicant.
    - *The Applicant has stated that conservation of areas outside of the construction footprint falls outside of their mandate, however, this will recommendation discussed with the City of Cape Town, the owners of the land.*
- The study area includes degraded Cape Flats Sand Fynbos, classified as Critically Endangered.
- Three plant Species of Conservation Concern are nearby, but none are found in the area.
- A High botanical sensitivity area was noted in the original development footprint, leading to alternative layouts, including the current one.
- The layout presents a Low to Medium negative botanical impact overall, with the outlined mitigation being sufficient.
- Rehabilitation of the weighbridge area is not advised due to high costs and low ecological value; funds should be redirected to rehabilitate less degraded areas nearby, with ongoing removal of alien vegetation in adjacent high-sensitivity areas recommended.
    - *The Applicant has stated that rehabilitation of areas outside of the construction footprint falls outside of their mandate, however, the requirement for alien vegetation removal on the larger portions of land will be discussed with the City of Cape Town, the owners of the land.*

The terrestrial faunal and avifaunal specialist Dr. Jacobus H. Visser assessed various layouts and showed that the current conditions in the study area indicate altered ecosystem dynamics, severely impaired faunal and avifaunal diversity, and a degraded habitat structure. Thus, the site is unsuitable for any Species of Conservation Concern (SCC), and it is highly unlikely these species will occur here.

Layout 1 has a low Site Ecological Index (SEI) but intersects with a patch of Critically Endangered Cape Flats Sand Fynbos. Layout 2 is also in a very low SEI, but the weighbridge would be next to a high SEI area, making it less favourable due to potential noise, vibration, and pollution impacts. Layout 3 keeps the development footprint in areas of "Very Low" SEI, positioned away from high SEI habitats.

Layout 4 was not assessed, but Layout 5, which excludes the central patch of Critically Endangered Cape Flats Sand Fynbos, was reviewed. This layout maintains the development footprint in "Very Low" SEI areas, yet places the weighbridge near "High SEI" habitats, which could be negatively impacted.

The terrestrial faunal and avifaunal specialist concluded that overall, the site's habitats and faunal components do not significantly contribute to the biodiversity and ecological processes in the area. Therefore, the loss of habitats and species here will not impact local, regional, or national biodiversity targets, and there is no reason to prevent the proposed development under any of the alternatives.

The only specialist input that will not be implemented is the removal of woody alien vegetation outside of the construction footprint and the formal conservation of the adjacent sensitive area. The engineers have confirmed that the existing weighbridge will be demolished and rehabilitated to match the surrounding virgin land.

Based on the first round of Public Participation:

Feedback from authorities and specialists significantly influenced the proposed development, leading to important changes in design, layout, and management.

Key biodiversity-related comments were received from the City of Cape Town. The most significant concern raised was that Alternative 5 was located within a newly mapped east–west ecological and biodiversity corridor. On this basis, the City of Cape Town indicated that the layout was fatally flawed from a biodiversity perspective

In response to the feedback received, Alternative 5 was no longer considered the preferred option. The weighbridge footprint was redesigned and relocated further north, outside the identified ecological corridor. Two new alternatives, Alternatives 6 and 7, were developed on Morningstar RE/141. Both of these alternatives successfully avoid areas of high botanical sensitivity and critical biodiversity features identified during specialist assessments, as well as comments raised during a meeting held between SES and CoCT on the 29th of January 2026.

Specialist and authority comments further influenced the strengthening of biodiversity management measures within the project. Recommendations from the botanical and faunal specialists, reinforced by DEA&DP comments, were incorporated into the Environmental Management Programme (EMPr). These include pre-construction flora and fauna rescue and relocation protocols, strict demarcation of no-go areas, alien invasive species and Argentine ant monitoring and control, rehabilitation using locally indigenous vegetation, and ongoing ecological monitoring during construction and operation.

6.	Explain how the Western Cape Biodiversity Spatial Plan (including the guidelines in the handbook) has influenced the proposed development.

According to the Western Cape Biodiversity Spatial Planning (WCBSP) (2017), the proposed development Alternative 5 is partially overlain by a terrestrial critical biodiversity area (CBA's).

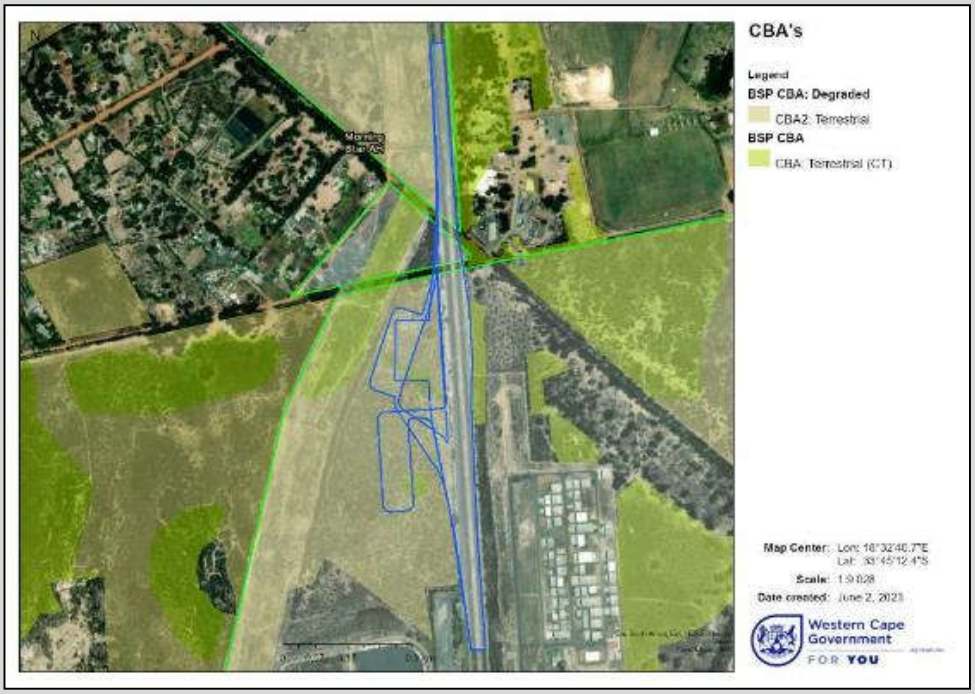

Figure 8. Sensitive features identified in terms of the Western Cape Spatial Biodiversity Plan (2017) for all layouts

According to the SANBI website (as accessed on 12 June 2023), the primary purpose of mapping the CBAs and ESAs is to guide decision-making about where best to locate development. It should inform land-use planning, environmental assessment and authorisations, and natural resource management, by a range of sectors whose policies and decisions impact on biodiversity. It is the biodiversity sector's input into multi-sectoral planning and decision-making processes. The proposed project located within such a CBA and ESA's. The description of the CBA located within the proposed project area is an area in a natural condition that is required to meet biodiversity targets, for species, ecosystems or ecological processes and infrastructure. The objective of this CBA is to maintain in a natural or near-natural state, with no further loss of natural habitat. Degraded areas should be rehabilitated. Only low-impact, biodiversity-sensitive land uses are appropriate.

In conclusion, the proposed project has the potential to impact upon the following areas directly and indirectly in terms of the Western Cape Spatial Biodiversity Plan (2017):

- "CBA (Critical Biodiversity Areas)"- defined as areas in a natural condition that are required to meet biodiversity targets, for species, ecosystems or ecological processes and infrastructure.

According to the available data for the area, the proposed development will not intercept any protected areas in terms of the National Environmental Management: Protected Areas Act of 2003 (NEM:PAA) (Act 57 of 2003). The nearest declared Protected Areas in terms of the NEM:PAA is the Cape West Coast Biosphere Reserve. The proposed development is located on the very edge within the Cape West Coast Biosphere Reserve, immediately adjacent to the N7 national road.

The proposed site is located within an area with an Ecosystem Threat Status of 'Critical Endangered' (B1 and A3). It should be noted that Swartland Shale Renosterveld is located on adjacent properties, however, the proposed footprint only overlaps with Cape Flats Sand Fynbos, of which a large portion of the proposed site is expected to fall within the existing N7 road reserve:

Figure 9: Ecosystem Threat Status related to the proposed weighbridge area.

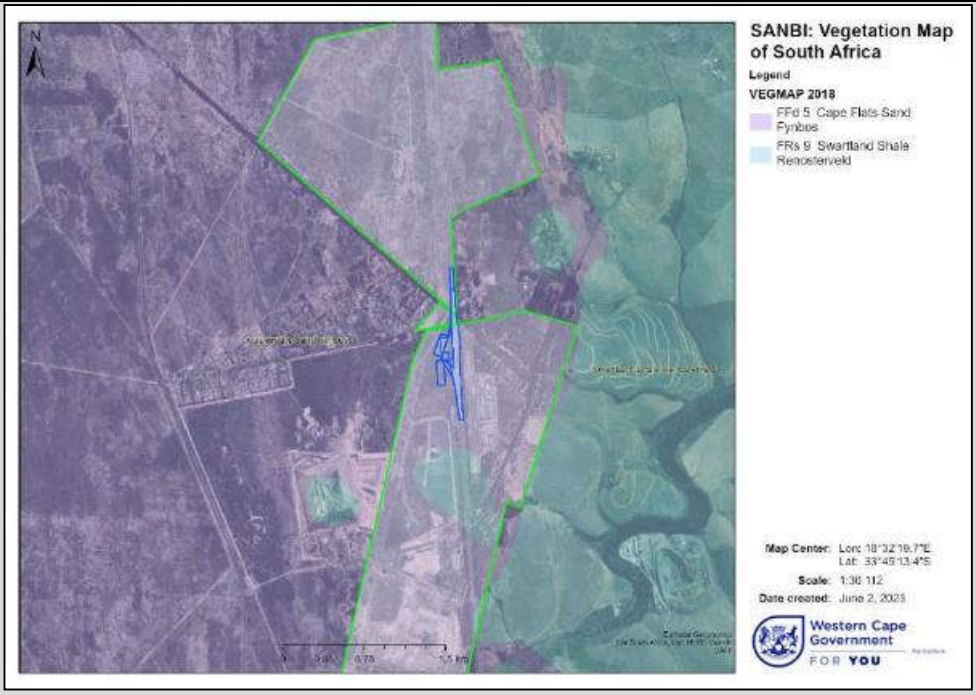

Figure 10. Vegetation community types identified in terms of the National Biodiversity Assessment (2018, as amended).

A desktop study conducted on May 19, 2025, indicated that the proposed site layout intersected with ESA 2 and CBA 1 & 2, covering both aquatic and terrestrial aspects. This Alternative 5 layout deliberately avoids the areas of high botanical sensitivity identified in the original Botanical Report by botanist Nick Helmes, dated May 29, 2023.

Nick Helme, a specialist from Nick Helme Botanical Surveys, conducted a botanical assessment on May 29, 2023, and updated it on March 26, 2025. The original designs (Layouts 1 and 2) were situated in an area of high botanical sensitivity within the project footprint. In contrast, layouts 3, 4, and 5 were specifically designed to avoid these sensitive areas. The Alternative 5 layout is assessed to have a low to medium negative impact on botanical aspects, both before and after mitigation measures. Notably, no specific botanical mitigation was required for layouts 3 and 5.

The specialist concluded that the study site comprises areas that are moderately to fairly degraded, particularly within the Cape Flats Sand Fynbos ecosystem. Three Species of Conservation Concern (SCC) were identified near, but not within, the proposed study area.

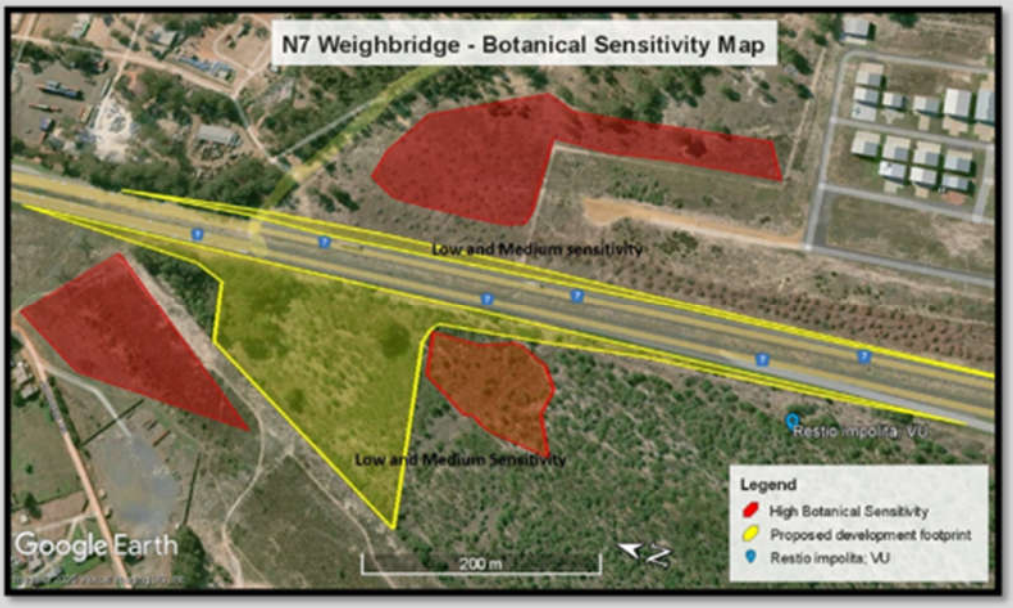

Figure 11. The proposed development footprint avoids high botanical sensitivity – Alternative 5.

Based on the botanical assessment report from May 29, 2023, Alternative 3 was initially the preferred development, showing a low to medium negative botanical impact. However, the updated report from March 26, 2025, suggests that the Alternative 5 was now considered to have a neutral to low negative impact, making it the more favourable option from a botanical perspective.

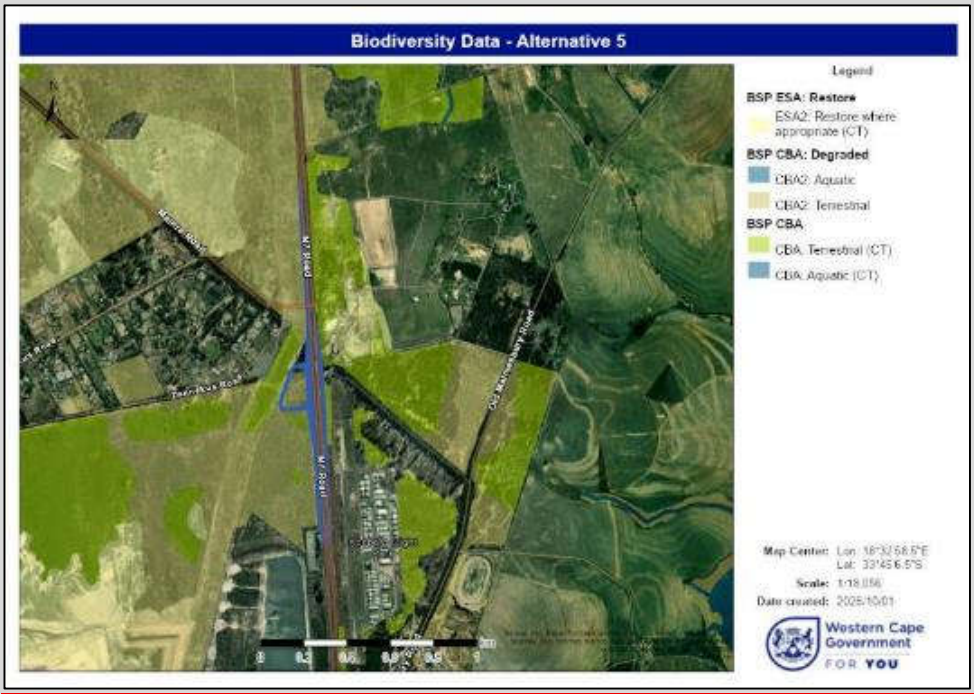

Figure 12. The proposed Alternative 5 Layout - Critical Biodiversity and Ecological Support Areas. (Cape Farm Mapper, 2025).

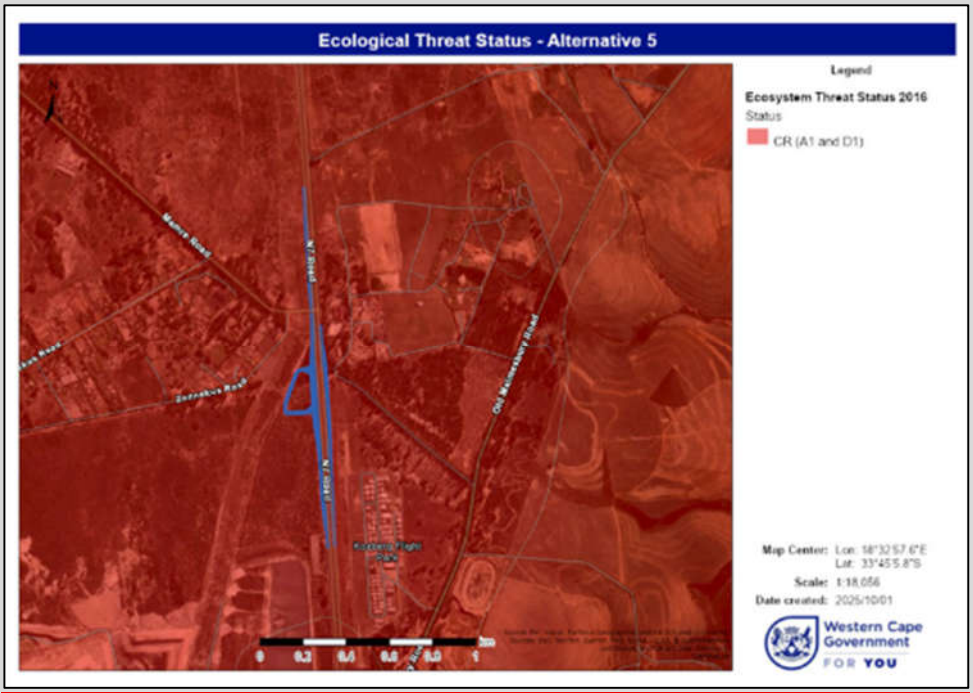

Figure 13. The proposed Alternative 5 Ecological Threat Status. (Cape Farm Mapper, 2025).

The proposed Alternative 5 is located within Cape Flats Sand Fynbos, which is regarded as Critically Endangered.

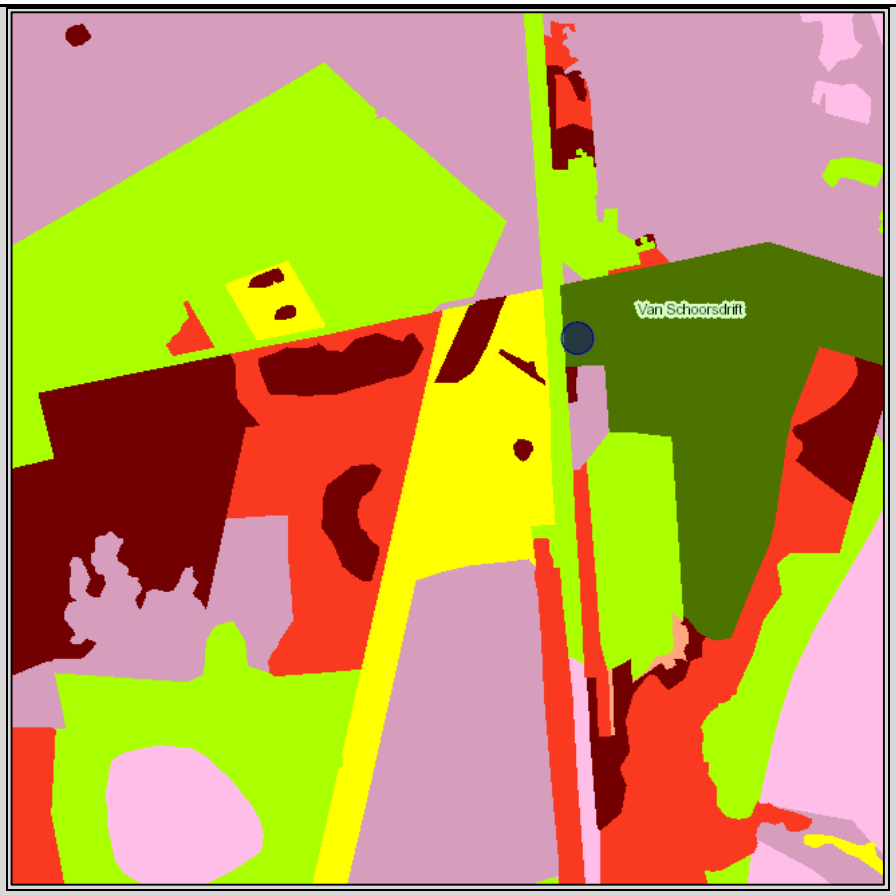

Figure 14. City of Cape Town Map Viewer, 2025 – Featuring the Van Schoorsdrift Protected Area opposite the proposed Alternative 5.

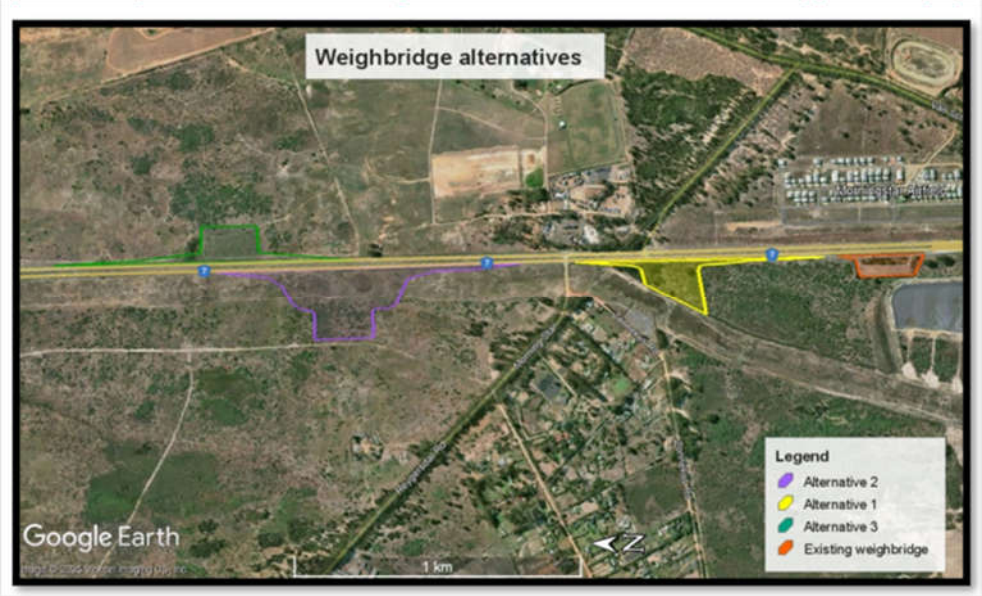

Figure 15. The newly proposed weighbridge facility locations (Alternative 6 and 7) in relation to the existing weighbridge and Alternative 5, (Helme, 2025).

Alternatives 6 and 7:

Key biodiversity-related comments were received from the City of Cape Town**.** The most significant concern raised was that Alternative 5 was located within a newly mapped east–west ecological and biodiversity corridor. On this basis, the City of Cape Town indicated that the layout was fatally flawed from a biodiversity perspective

In response to the feedback received, Alternative 5 was no longer considered the preferred option. The weighbridge footprint was redesigned and relocated further north (1600m), outside the identified ecological corridor. Two new alternatives, Alternatives 6 and 7, were developed on Morningstar RE/141.

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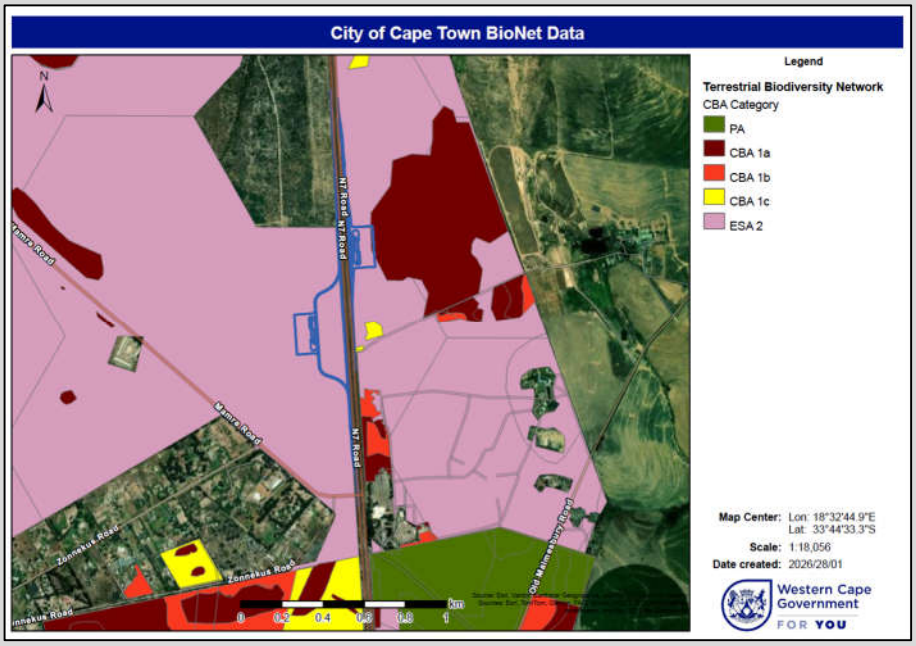

Figure 16. City of Cape Town, BioNet Data, 2026)

The proposed project areas for Alternative 6 and Alternative 7 are largely located within ESA2 areas, with Alternative 7 encroaching slightly into the mapped CBA 1a.

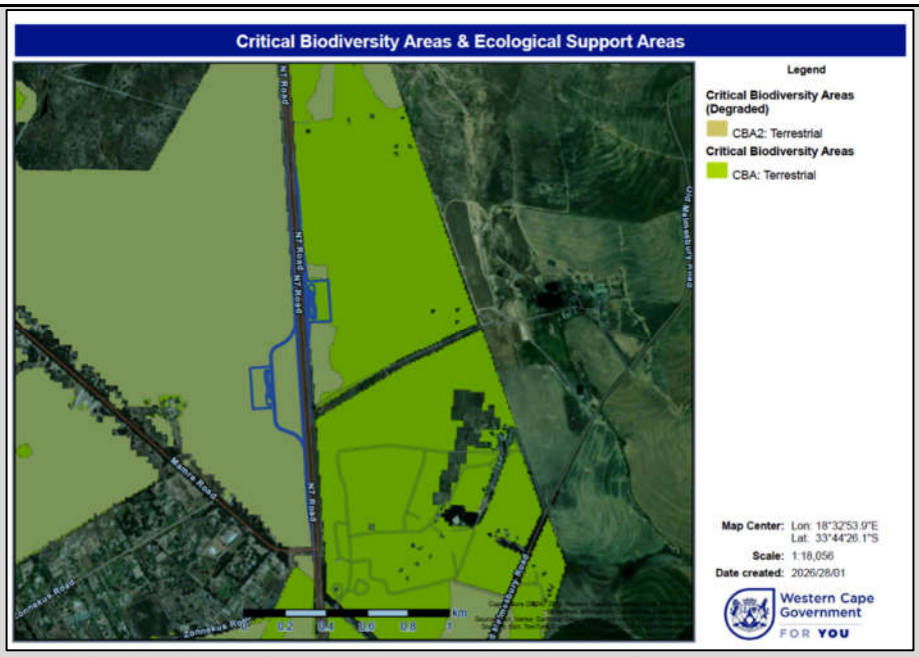

Figure 17. Alternative 6 and 7 CBA & ESA Data, (Cape farm Mapper, 2026).

Based on the Western Cape Biodiversity Spatial Plan (WCBSP) data provided by CapeNature (2024), Alternative 6 is predominantly located within CBA2 (Terrestrial). The associated weighbridge infrastructure and access road, including the Weigh-In-Motion (WIM) facility, are largely situated within CBA2, with limited encroachment into CBA1.

Alternative 7 is located predominantly within CBA1 (Terrestrial), with certain components extending into CBA2, and the WIM facility positioned on the opposite side of the N7.

CBA2 areas represent threatened ecosystems in a degraded or secondary condition that remain necessary to meet biodiversity targets for species, ecosystems, and ecological processes. The management objective for these areas is to maintain or restore them to a natural or near-natural state, prevent further habitat loss, and prioritise rehabilitation where degradation has occurred. Only low-impact, biodiversity-sensitive land uses are considered appropriate.

CBA1 areas comprise threatened ecosystems in a largely natural condition that are critical for achieving biodiversity targets. The primary objective in these areas is to maintain their natural or near-natural state, avoid any further loss of natural habitat, and ensure that only low-impact, biodiversity-sensitive land uses are permitted.

Alternative 6 was selected specifically to avoid the east–west ecological corridor and is located within a previously disturbed, low-diversity landscape dominated by alien invasive vegetation and degraded sands, as verified by the appointed botanical specialists. In WCBSP terms, this area is largely mapped as CBA2 or degraded ESA, where development may be considered acceptable provided impacts remain low and biodiversity-sensitive design principles are applied. The specialist assessment confirmed that this alternative avoids high-sensitivity vegetation and does not compromise ecological connectivity objectives.

Alternative 7 was similarly identified as a disturbed site, used historically for grazing and dominated by alien invasive species, with very low indigenous plant cover. While portions of this alternative intersect areas mapped as CBA2 and limited CBA1, the affected vegetation is highly degraded and does not function as a viable ecological corridor, as indicated by the botanical specialist. As such, its inclusion reflects application of the WCBSP handbook guidance, which allows for development in degraded CBAs where biodiversity targets are not compromised, and no feasible lower-impact alternatives exist.

Overall, the WCBSP directly influenced:

- The rejection of the original corridor-based layout (Alternative 5);
- The generation of Alternatives 6 and 7 in lower-sensitivity, degraded areas;
- The avoidance of high-value ecological corridors and intact CBA1 areas; and

The identification of Alternative 6 and Alternative 7 as the preferred options from a botanical and biodiversity-planning perspective, due to their low residual impacts and alignment with spatial biodiversity objectives.

7.	Explain how the proposed development is in line with the intention/purpose of the relevant zones as defined in the ICMA.

The ICMA does not hold any relevance to the proposed project as the proposed works are not located near the High-Water Mark (HWM)	
8.	Explain whether the screening report has changed from the one submitted together with the application form. The screening report must be attached as Appendix I.
An update was made to include Alternatives 6 and 7.	
9.	Explain how the proposed development will optimise vacant land available within an urban area.
The proposed weighbridge will not be located in an urban area, however, is located on the edge of CoCT's Urban Development Edge in an area that is currently dominated by open land, smallholdings, some commercial and industrial activities. It is planned to be established on vacant land next to the existing N7 national road.	
10.	Explain how the proposed development will optimise the use of existing resources and infrastructure.
The proposed new weighbridge will be located approx. 600 m north (Alternative 5) and 1600m north for Alternative 6 and 7 from the existing weighbridge and will form part of the existing N7 national road. A this is a like-for-like replacement, no additional resources are anticipated to be used in the Operational phase.	
11.	Explain whether the necessary services are available and whether the local authority has confirmed sufficient, spare, unallocated service capacity. (Confirmation of all services must be included in Appendix E16).
Existing services will be used as far as possible, and an expansion in terms of service capacity is not expected due to the like-for-like nature of the project.	
12.	In addition to the above, explain the need and desirability of the proposed activity or development in terms of this Department's guideline on Need and Desirability (March 2013) or the DEA's Integrated Environmental Management Guideline on Need and Desirability. This may be attached to this BAR as Appendix K.

This report outlines the **Need and Desirability** of the proposed **construction and relocation of the N7 Vissershok Weighbridge** located on Farms 153 Vissershok Outspan, 25/141 Morning Star, and RE/141 Morning Star, within the City of Cape Town Municipal area, Western Cape Province. The assessment has been undertaken in accordance with the principles and criteria contained in:

- **DEA's Integrated Environmental Management Guideline on Need and Desirability (2017)**
- **Western Cape Department of Environmental Affairs and Development Planning: Guideline on Need and Desirability (March 2013)**

This report forms a key component of the Basic Assessment Report (BAR) process and supports the application for Environmental Authorisation.

2. Need for the Proposed Activity

2.1 Addressing Safety and Infrastructure Constraints

In 2017, Environmental Authorisation was granted for the N7 Upgrade to establish the N7 Van Schoorsdrift Diamond Interchange (DEADP Ref: 14/3/1/1/A1/16/0565/21). One of the key intentions of this development was to improve safety along the N7, to avoid vehicles from having to cross the main roadways using at-grade intersections. During the detailed design phase, it was found that the existing Vissershok Weighbridge is located in too close proximity to the newly developed N7 Van Schoorsdrift Interchange northbound off-ramp, creating a substandard and hazardous **weaving section** on the N7 national route. The continued operation of the weighbridge in its current location would result in:

- **Increased accident risk**, especially for freight and commercial vehicles
- Non-compliance with **engineering safety and traffic design standards**

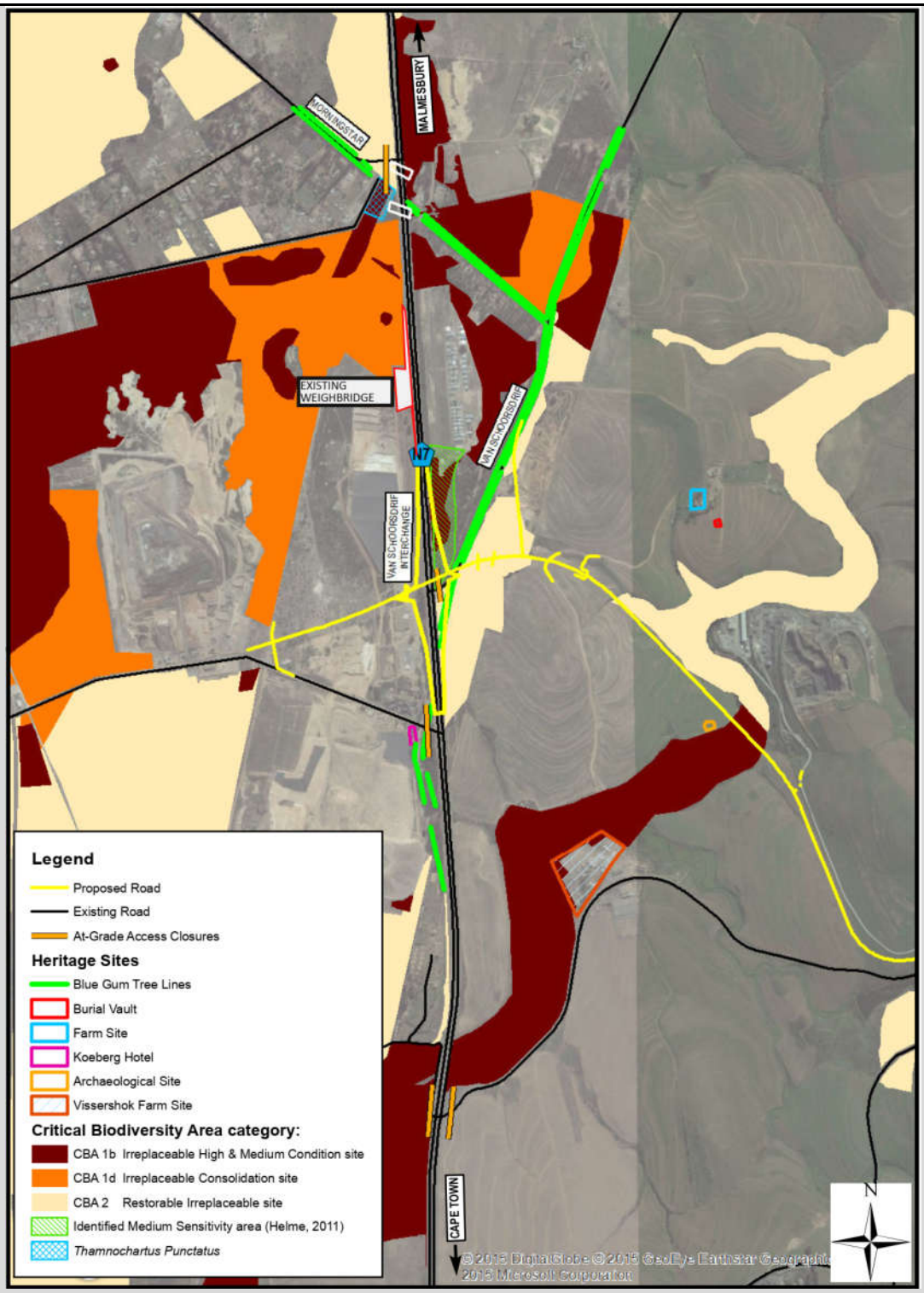

Figure 18: Approved Van Schoorsdrif Interchange in relation to the existing weighbridge ramps

Engineering assessments concluded that relocation is the **safest and most cost-effective** solution, eliminating the hazardous road design and ensuring alignment with the recently upgraded N7 corridor. **The construction of the Van Schoorsdrif Interchange is currently underway, and it is anticipated that the newly developed interchange will be open for public use by April 2027. As such, there is an urgent need to finalise the new location for the weighbridge in order for there not to be periods where no weighbridge is in place for this section of the N7**.

2.2 Technological and Operational Need

The existing weighbridge infrastructure is outdated and unable to service **abnormal load vehicles** due to its limited 2.4m scale width. Further, critical components such as **load cells** are deteriorating and nearing obsolescence. The new facility will provide:

- A **modern 3.2m-wide scale**
- **Weigh-in-motion infrastructure** in both travel directions for continuous monitoring
- Enhanced operational efficiency with improved office layouts and communication design

3. Desirability of the Proposed Activity

3.1 Spatial Planning Alignment

- The site is located within the **Urban Development Edge** of the City of Cape Town and is acknowledged in the **City's Environmental Management Framework (EMF)**.
- The layout selected (Layout 5) was specifically designed to **avoid highly sensitive vegetation areas**, including remnant patches of **Cape Flats Sand Fynbos**, as identified by botanical specialists. It was later determined that this area was no longer suitable because it encroached upon an east-west ecological corridor identified by the City of Cape Town. As a result, two additional alternatives (Alternative 6 and 7) were designed to avoid this corridor.

3.2 Strategic Provincial Alignment

The project aligns with key spatial development policies, particularly:

- **Western Cape PSDF Policy E2**: Promotes efficient movement of goods through upgraded road and freight infrastructure.
- **PSDF Policy S4**: Prioritises infrastructure safety and resilience, which this development directly supports.
- It also contributes to broader objectives of the **National Development Plan (NDP)** and **OneCape2040**, particularly in infrastructure investment for economic development.

3.3 Environmental Considerations

- The selected site has undergone **site sensitivity verification** and specialist studies. The final layout avoids areas of high conservation value.
- All alternatives were assessed to **minimise ecological disruption**, particularly to indigenous vegetation.
- The project includes demolition and rehabilitation of the existing weighbridge site, reducing cumulative environmental impact.

3.4 Agricultural Impact and Land Use Compatibility

- According to the **Agricultural Compliance Statement**, the site is not suitable for crop production and is only viable for **low-intensity grazing**.
- The land capability is classified as **medium sensitivity**, and the proposed development results in the **loss of only ±3 ha of marginal grazing land**, which is not within any **Protected Agricultural Area**.
- The agricultural impact is thus considered **negligible** and does not pose a threat to food security or agricultural land preservation.

3.5 Public and Governmental Interest

- The proposal supports the **Western Cape Government's mandate** for road infrastructure and freight compliance.
- The land is predominantly owned by the **City of Cape Town**, and land transfer arrangements are underway via **intergovernmental agreement**—no expropriation is required.
- The development benefits public interest through:
    - Enhanced **road safety**
    - Reduced **transport inefficiencies**
    - Increased **freight monitoring capacity**
    - Contribution to **job creation** and economic growth

The proposed relocation and construction of the N7 Vissershok Weighbridge is:

- **Needed** to address urgent safety, functional, and regulatory concerns;
- **Desirable** due to its strategic alignment with municipal, provincial, and national planning priorities;
- Environmentally sound, as it avoids high-sensitivity areas and complies with sustainable development principles;
- Socio-economically beneficial by improving transport infrastructure, reducing road damage, and supporting regional development.

The project is therefore fully consistent with the principles of sustainable development as outlined in Section 2 of NEMA and satisfies the criteria of both the 2013 Western Cape and 2017 DEA Need and Desirability Guidelines.

SECTION F: PUBLIC PARTICIPATION

The Public Participation Process ("PPP") must fulfil the requirements as outlined in the NEMA EIA Regulations and must be attached as Appendix F. Please note that If the NEM: WA and/or the NEM: AQA is applicable to the proposed development, an advertisement must be placed in at least two newspapers.

1. Exclusively for linear activities: Indicate what PPP was agreed to by the competent authority. Include proof of this agreement in Appendix E22.

The following public participation procedures were proposed for the purpose of the proposed N7 Vissershok Weighbridge. This plan aims to be in line with Regulations 40 to 44 of the EIA Regulations of 2014, as amended (GNR 326 of 2017):

Table 3. Public Participation Planning that was conducted for the proposed project.

Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)		**Proposed implementation**
40(1)	The public participation process (PPP) to which the (a) basic assessment report and EMPr were subjected to must give all potential or registered interested and affected parties, including the competent authority, a period of at least 30 days to submit comments on each of the basic assessment report, EMPr, scoping report and environmental impact assessment report.	The following Public Participation Timeframes were proposed for this proposal: • A 30-day PPP timeframe from 03 Septmeber 2025 – 06 October 2026 which allowed all parties with time to lay comment/show interest on the Draft BAR. It was in this phase of the proposal that all the requirements of Sub-regulation 41 were implemented. • Throughout the PPP, Regulations 42 and 43 will be adhered to and the necessary documents (proof of Public Participation) will be included in the submission of the Final BAR.
41(1)	This regulation only applies in instances where adherence to the provisions of this regulation is specifically required.	As per Sub-Regulation 19(1)(a), a 30-day PPP period is required prior to the submission of the Final BAR.
41(2)	The person conducting a public participation process has take into account any relevant guidelines applicable to public participation as contemplated in section 24J of the Act and has given notice to all potential interested and affected parties of an application or proposed application which is subjected to public participation by -	
41(2)(a)	fixing a notice board at a place conspicuous to and accessible by the public at the boundary, on the fence or along the corridor of— (i) the site where the activity to which the application or proposed application relates is or is to be undertaken; and (ii) any alternative site;	One Notice Board has been erected near the vicinity of the proposed N7 Weighbridge in line with Sub-regulation 41(3) and 41(4) . As all alternative sites are located in very close proximity to each other, no additional site posters are required.
41(2)(b)	giving written notice, in any of the manners provided for in section 47D of the Act, to— (i) the occupiers of the site and, if the proponent or applicant is not the owner or person in control of the site on which the activity is to be undertaken, the owner or person in control of the site where the activity is or is to be undertaken and to any alternative site where the activity is to be undertaken; (ii) owners, persons in control of, and occupiers of land adjacent to the site where the activity is or is to be undertaken and to any alternative site where the activity is to be undertaken; (iii) the municipal councillor of the ward in which the site and alternative site is situated and any organisation of ratepayers that represent the community in the area;	All occupiers and landowners of the properties adjacent to the proposed development site was notified of the proposal. This will be done in the form of cell phone communications (including WhatsApp broadcasts), email, postal addresses or physical letter drops (where no other contact details have been made available to the EAP). The I&AP register, including all surrounding landowners adjacent to the proposed project site, authorities, organs of state and other affected parties will be compiled and submitted as part of the Final Basic Assessment Report.

	(iv) the municipality which has jurisdiction in the area; (v) any organ of state having jurisdiction in respect of any aspect of the activity; and (vi) any other party as required by the competent authority;	
41(2)(c)	Placing an advertisement in- (i) one local newspaper; or (ii) any official Gazette that is published specifically for the purpose of providing public notice of applications or other submissions made in terms of these Regulations;	The proposed project has been advertised in one local and another provincial newspaper due to the proposed project affecting the N7: Cape Times – 27 August 2025 Tygerburger – 27 August 2025
41(2)(d)	placing an advertisement in at least one provincial newspaper or national newspaper, if the activity has or may have an impact that extends beyond the boundaries of the metropolitan or district municipality in which it is or will be undertaken: Provided that this paragraph need not be complied with if an advertisement has been placed in an official Gazette referred to in paragraph (c)(ii).	
41(2)(e)	using reasonable alternative methods, as agreed to by the competent authority, in those instances where a person is desirous of but unable to participate in the process due to— (i) illiteracy; (ii) disability; or (iii) any other disadvantage.	All notifications and external communications (as stipulated above) has been available in Afrikaans and English in order to reach the greatest audience possible. In addition to these measures, notifications has been placed on Facebook and/or LinkedIn to notify the broader public of the availability of the Draft BAR. A hard copy of the Draft BAR was made available for review at the local Tableview library for the duration of the 30-day PPP.

Following the first round of public participation and the consideration of updated project information, including the further assessment of Alternatives 6 and 7, a second round of public participation is being undertaken. This additional public participation process is being conducted in accordance with an extension granted by the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP) (DEA&DP reference: 16/3/3/1/A1/41/3042/25), to allow Interested and Affected Parties (I&APs) an opportunity to comment on the revised information prior to final decision-making.

The second round of public participation will be implemented in full compliance with Regulations 40 to 44 of the Environmental Impact Assessment Regulations, 2014, as amended (GNR 326 of 2017). The process will focus on the updated Basic Assessment Report (BAR), Environmental Management Programme (EMPr), and revised project layouts informed by specialist input and authority comments.

2. Confirm that the PPP as indicated in the application form has been complied with. All the PPP must be included in Appendix F.

The section above indicates the measures implemented on site. Similarly, these measures speak directly to the contents of the EIA Regulations of 2014, as amended, as well as the Application form submitted for the proposed development. Proof of compliance with the Regulations is included in Appendix F of the revised Draft BAR.

3. Confirm which of the State Departments and Organs of State indicated in the Notice of Intent/application form were consulted with.

Environmental Impact Assessment Admin	Department of Environmental Affairs & Development Planning	
Sonja Warnich Stemmet	Head: Environmental & Heritage Management City of Cape Town Local Municipality	

Julia Wood	City of Cape Town Biodiversity Management Branch
Lorraine Frost	City of Cape Town Subcouncil 7 – Manager (Ward 105)
Roxanne Moses	City of Cape Town Subcouncil 1 – Acting Manager (Ward 23)
Marissa Moore	WCG: Mobility Department
Arabel McClelland	DEA&DP: Pollution and Chemical Management
Tertuis Simmers	WCG: Head of Infrastructure
Brandon Layman Cor van der Walt	WCG: Department of Agriculture
Megan Simons	Cape Nature
Lizelle Stroh	South African Civil Aviation Authority
Stephanie-Ann Barnardt- Delport	Heritage Western Cape
Melanie Koen	Forestry Western Cape
Lizette Schulze John Geeringh	ESKOM
Owen Peters	ESKOM: land Development
JC van der Walt Nicole Abrahams	SANRAL
Mike Crawley	Morningstar Flying Club
Ms. S. Matthysen	Development Management Department
Warren Dreyer	Department of Water and Sanitation

***The following section will be completed once the second round of Public Participation has been completed.**

4. If any of the State Departments and Organs of State were not consulted, indicate which and why.

Proof of public participation will be included in the Final BAR. All correspondence will be included in Appendix F of the Final BAR.

5. if any of the State Departments and Organs of State did not respond, indicate which.

Proof of public participation will be included in the Final BAR. All correspondence will be included in Appendix F of the Final BAR.

6. Provide a summary of the issues raised by I&APs and an indication of the manner in which the issues were incorporated into the development proposal.

This will be addressed in the final BAR once PP has been concluded.

Note:

A register of all the I&AP's notified, including the Organs of State, and all the registered I&APs must be included in Appendix F. The register must be maintained and made available to any person requesting access to the register in writing.

The EAP must notify I&AP's that all information submitted by I&AP's becomes public information.

Your attention is drawn to Regulation 40 (3) of the NEMA EIA Regulations which states that *"Potential or registered interested and affected parties, including the competent authority, may be provided with an opportunity to comment on reports and plans contemplated in subregulation (1) prior to submission of an application but **must** be provided with an opportunity to comment on such reports once an application has been submitted to the competent authority."*

All the comments received from I&APs on the pre -application BAR (if applicable and the draft BAR must be recorded, responded to and included in the Comments and Responses Report and must be included in Appendix F.

All information obtained during the PPP (the minutes of any meetings held by the EAP with I&APs and other role players wherein the views of the participants are recorded) and must be included in Appendix F.

Please note that proof of the PPP conducted must be included in Appendix F. In terms of the required "proof" the following is required:

- a site map showing where the site notice was displayed, dated photographs showing the notice displayed on site and a copy of the text displayed on the notice;
- in terms of the written notices given, a copy of the written notice sent, as well as:
  - if registered mail was sent, a list of the registered mail sent (showing the registered mail number, the name of the person the mail was sent to, the address of the person and the date the registered mail was sent);
  - if normal mail was sent, a list of the mail sent (showing the name of the person the mail was sent to, the address of the person, the date the mail was sent, and the signature of the post office worker or the post office stamp indicating that the letter was sent);
  - if a facsimile was sent, a copy of the facsimile Report;
  - if an electronic mail was sent, a copy of the electronic mail sent; and
  - if a "mail drop" was done, a signed register of "mail drops" received (showing the name of the person the notice was handed to, the address of the person, the date, and the signature of the person); and
- a copy of the newspaper advertisement ("newspaper clipping") that was placed, indicating the name of the newspaper and date of publication (of such quality that the wording in the advertisement is legible).

FINDINGS, IMPACT MANAGEMENT AND MITIGATION MEASURES

1. Provide a summary of the findings and impact management measures identified by all Specialist and an indication of how these findings and recommendations have influenced the proposed development.

Specialist Company	Specialist Details	Sensitivity of receptors	Summary of findings	Summary of impact management measures that pertains to the design/operation of the proposed development.
HERITAGE AND PALAEONTOLOGICAL OBSERVATIONS				
ASHA Consulting (Pty) Ltd	Jayson Orton (Heritage Consultant)	Negligible	**Archaeological and Cultural Heritage Theme** From a cultural heritage and landscape perspective, based on the nature of the proposed project and the nature of the receiving environment of the proposed development. **No heritage resources of significance were identified within the site.**	No mitigation measures proposed.
TERRESTRIAL BIODIVERSITY AND PLANT SPECIES ASSESSMENT				
Nick Helme Botanical Surveys	Nick Helme	Low to Medium	**Plant Species Theme** According to the SA Vegetation Map the original natural vegetation in the study area is all Cape Flats Sand Fynbos (Mucina & Rutherford 2018). Based on my ground-truthing I agree with this, and no copy of the vegetation map is provided as it adds little value. Cape Flats Sand Fynbos is now gazetted as Critically Endangered on a national basis (Government of South Africa 2022), with less than 18% of its total original extent remaining intact, less than 1% conserved, and an unreachable national conservation target of 30% (Rouget et al 2004). The unit supports a very high number of threatened and endemic plant species, and occurs on deep, nutrient poor, sandstone derived, acid soils on in the area between Melkbos and Cape Point, and the vegetation type needs fire for optimal ecological functioning (Helme et al 2016). The vegetation on site does not appear to have been burnt for at least twenty years. This means that the vegetation on site is now senescent (some species dying of old age; diversity dropping), as this type of Fynbos should burn once every 10-14 years for optimal ecological functioning (Helme et al 2016). Most of the study area has been relatively heavily disturbed in the past, most recently by dense stands of alien invasive trees, such as *Leptospermum laevigatum* (Australian myrtle), *Acacia saligna* (Port Jackson) and *Acacia cyclops* (rooikrans). Most of this alien	• **No specific mitigation is required for Alternatives 6 and 7, and the following mitigation for Alternative 5 is deemed feasible, reasonable and mandatory:** • The authorised hard surface footprints should be surveyed and pegged out on site prior to any site development, and the outer fenceline of the new development (both east and west of the N7) should also be erected prior to any site development. • No areas of natural or partly natural vegetation should be disturbed outside the pegged out and authorised development footprints. No vehicular activity or dumping of material may take place outside the authorised development footprints. • Formal conservation of the identified High sensitivity areas adjacent to the proposed development Alternative 5 (west of the N7) is recommended, and should be investigated. These areas should ideally be declared Protected Areas within one year of any authorisation of the current project, and could potentially be managed by the City of Cape Town Biodiversity Management Branch, with ongoing management funding to be provided by the applicant. A key issue in this regard

			vegetation was cleared and chipped about ten years ago, but has returned at a lower density since then, and now covers about 10-20% of the study area and would be easy to eradicate. Rehabilitation potential is however only moderate in many areas, as the soil chemistry has been altered by the long period of alien plant invasion (changed soil from acid to neutral pH). The long-term absence of fire has also meant that the indigenous seedbank has not had optimal conditions to germinate for a long time (>20yrs). The more disturbed and lower diversity areas are deemed to be of Medium botanical sensitivity at a regional scale. Indigenous plant cover here is about 50%, with about 30-40% being open space. Indigenous plant species recorded in these areas include *Aspalathus ternata, A. hispida, Putterlickia pyracantha, Thamnochortus punctatus, T. obtusus, Dimorphotheca pluvialis, Athanasia trifurcata, Searsia laevigata, S. lucida, Seriphium plumosum, Phylica cephalantha, Metalasia densa, Asparagus capensis, Erica mammosa, Aristida diffusa, Dicerothamnus rhinocerotis, Staberoha cernua, Phylica stipularis, Ehrharta villosa, Restio sieberi, Ficinia secunda, F. indica, Ursinia anthemoides, Chrysocoma ciliata, Agathosma imbricata, Senecio pterophorus, Helichrysum cymosum, Tetragina fruticosa, Anthospermum spathulatum, Eriocephalus racemosus and Passerina corymbosa.* No succulents or bulbs were observed, which is probably largely an indication of the previously disturbed nature of the site. The High sensitivity area includes all or most of the above species, plus *Senecio erosus, Diosma oppositifolia and Willdenowia teres*. The key distinguishing feature here is the much higher indigenous plant cover (about 80% versus about 15%), and the consequently much higher rehabilitation potential. The road reserve east of the N7 is of Low sensitivity, as it is degraded, regularly mown and of low diversity, being dominated by *Ehrharta villosa, Cynodon dactylon, Tetragonia fruticosa* and assorted weedy annuals. East of the road reserve fence it becomes slightly more diverse and consequently of higher sensitivity, as it has not been regularly mown, although it was until recently very densely invaded by alien invasive Port Jackson (now felled). Additional indigenous species still present in this area include *Aspalathus hispida, Thamnochortus punctatus, Dimorphotheca pluvialis, Searsia laevigata, Metalasia densa, Asparagus capensis, Aristida diffusa, Dicerothamnus rhinocerotis, Ficinia indica, Ursinia anthemoides,*	would be ownership, as it is unclear whether the applicant has any current responsibility or ownership in this regard. **<u>The following mitigation applies to all three alternatives:</u>** • 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 and taken to an approved organic dump. 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). **<u>CONCLUSIONS AND RECOMMENDATIONS</u>** • The study areas support fairly to very heavily degraded areas of Cape Flats Sand Fynbos, which is technically gazetted as a Critically Endangered vegetation type. • At least two plant Species of Conservation Concern (SoCC) were recorded in the near vicinity of Alternative 5, but none actually in the proposed footprint or study area. No SoCC were recorded within the Alternative 6 and 7 study areas. • An area of High botanical sensitivity was found within the originally proposed development footprint for Alternative 5, and subsequently alternative layouts were generated for assessment, including the one currently assessed. • The current Alternative 5 layout is likely to have a Low to Medium negative botanical impact overall, before and after mitigation. • The proposed Alternative 6 and 7 layouts would have Low negative botanical impacts overall, before and after mitigation, and are thus the slightly preferred development alternatives.

			Chrysocoma ciliata, Willdenowia incurvata, Senecio pterophorus and Passerina corymbosa. Two plant Species of Conservation Concern (SoCC) were recorded during the survey, and a few others may occur in these relatively degraded and senescent areas. None of them were actually recorded within the study area. A couple of very old plants of *Aspalathus ternata* (Near Threatened) were found adjacent to and just north of the existing weighbridge, but their presence here is of low regional significance, as the population is very small, and this species is widespread and still relatively common (Vredendal to Cape Town). *Restio impolitus* is a rare and severely threatened graminoid found on the coastal sand plain, from Redelinghuys to Cape Town, and is Redlisted as Vulnerable. A single plant was found, just outside the southern part of the study area, but I have also observed it about 700m to the northwest, so there seems to be a small local subpopulation here. A single plant of *Otholobium uncinatum* (Near Threatened) has been recorded very close to the *Restio impolitus* (see inaturalist.org) but was not seen during the current site survey. The plotted location of the plant on iNaturalist can thus not be verified, but it is clearly more common east of the N7, on the Morningstar airfield property, where there are loamy soils, typically more to its liking, and I thus believe that the locality here may be an error. Heterorachis aculeata (Vulnerable) also occurs just north and east of the airfield, but is not present in the study area. Botanical sensitivity map in the vicinity of the proposed development area. All areas within the Layout 5 study area (including the yellow shaded areas) that are not shaded red are of Low or Medium sensitivity. The additional high-sensitivity areas outside the actual study area have been included for context. Additionally, an Alien Invasive Species Management Plan must be in place prior to the commencement of the proposed works, if approved. **Alternative 6**	No special botanical mitigation would be necessary for the development of any of the alternatives, other than that outlined in Section 7. • Rehabilitation of the current weighbridge area was mentioned, but I don't believe that it will add any ecological value, and the significant amount of money it would require should rather be spent on rehabilitation of other nearby areas that are not as heavily degraded and have a realistic chance of rehabilitation success (such as around the Morningstar airfield (currently a formally Protected Area), or west of the current study area). The heavily degraded nature of the current weighbridge site means that rehabilitation will be expensive, difficult and time consuming, as Sand Fynbos is not easy to rehabilitate once the soil structure and chemistry has been altered. I would rather advocate that the rehabilitation budget be spent on ongoing removal of all woody alien invasive vegetation (using methodology as outlined in Martens et al 2021) in the adjacent High sensitivity areas (as per Figure 4), and in the area between the N7 and the Eskom servitude (some 300m west of the N7), which has a much higher chance of rehabilitation success, and is not as heavily degraded.

			The entire study area has been previously disturbed. Access for this alternative would need to traverse a major Eskom servitude, with the proposed facility situated to the west of the servitude in an area characterised by deep sands. The servitude is regularly brush-cut, and woody alien invasive species primarily Port Jackson are removed on an annual basis. Indigenous plant diversity within the proposed facility footprint is low, comprising less than 20% of the total vegetation cover. Indigenous species recorded *include Wahlenbergia andorsacea, Carpobrotus edulis, Cynodon dactylon, Ursinia anthemoides, Ehrharta villosa, Helichrysum moeserianum, H. indicum, Senecio arenarius, Senecio burchelli, Albuca cooperi, Phyllopodium cephalophorum, Conicosia pugioniformis, Pelargonium capitatum, P. senecioides, Searsia angustifolia, S. glauca, Gymnosporia buxifolia, Putterlickia pyracantha, and Lycium ferocissimum*. The alien invasive component is dominated by several annual grass species *(Briza, Lolium, Avena, Bromus*), as well as *Acacia saligna, Oenothera sp., Echium plantagineum, Raphanus rapistrum, Nicotiana glauca, and Rumex acetosella.* No plant Species of Conservation Concern (SoCC) are present or likely to occur within the study area. Overall, the entire study area is considered to be of low botanical sensitivity. **Alternative 7** The entire study area has been previously disturbed, is not subject to regular brush-cutting, and is currently used for cattle grazing. Alien invasive vegetation is strongly dominant, with indigenous plant species accounting for less than 10% of the total vegetation cover. Indigenous species recorded include *Carpobrotus edulis, Ursinia anthemoides, Ehrharta villosa, Helichrysum moeserianum, H. indicum, Senecio arenarius, Senecio burchelli, Albuca cooperi, Conicosia pugioniformis, Lobelia erinus, Pelargonium capitatum, P. senecioides, and Cynodon dactylon*. The alien invasive flora comprises numerous annual grass species (*Briza, Lolium, Avena, Bromus*), as well as *Oenothera sp., Torilis arvensis, Acacia saligna, Echium plantagineum, Raphanus rapistrum, Nicotiana glauca, and Rumex acetosella.*	

			In the northern portion of the on-ramp area, a localized stand of bulrushes (*Typha capensis*), approximately 40 m × 15 m in extent, occurs within an artificial depression bordered by a berm to the south No plant Species of Conservation Concern (SoCC) are present or expected to occur within the study area. Overall, the entire project area is assessed as having low botanical sensitivity.	
AGRICULTURAL COMPLIANCE STATEMENT				
Johann Lanz	Johann Lanz	Medium	**Agricultural Theme** **Alternative 5:** An agricultural impact is a change to the future agricultural production potential of land. The significance of the agricultural impact is directly proportional to the extent of the change in production potential. The loss of 3 hectares of grazing land, of which there is no particular scarcity in the country, represents minimal loss of agricultural production potential in terms of national food security and for the affected farm. **Alternative 6 & 7:** An agricultural impact is defined as a change to the future agricultural production potential of land, primarily resulting from the exclusion of agriculture from the development footprint. In this case, the proposed development will result in the permanent loss of approximately 47–130 hectares of land, depending on the approved alternative. The affected land has been assessed as having limited agricultural production potential, being unsuitable for viable rain-fed crop production and suitable only for low-carrying-capacity grazing. Grazing land of this nature is not considered scarce at a national scale. Consequently, the loss of 47–130 hectares of grazing land represents a minimal loss of agricultural production potential in terms of national food security as well as for the affected farm. The agricultural impact of the proposed development is therefore assessed as being of very low significance and acceptable.	No mitigation measures proposed.
ANIMAL SPECIES COMPLIANCE STATEMENT				
Blue Skies Research	Dr Jacobus H. Visser	Low	**Animal Species Theme** The alternative site locations are comprised of eight broadly identified habitat types based on composition and integrity. The respective eastern portions of Alternatives 5 and 6 and western portion of Alternative 7 correspond to the N7 Road and transformed road	Although no specific search and rescue procedures are advocated for the preconstruction phase, it is however suggested that 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

			verges where the access to the new weighbridge are to be located. Alternative 5 displays some remnant Cape Flats Sand Fynbos vegetation in the central portion and a large area of Restio vegetation to the west (outside of the proposed development footprint), but is otherwise mostly comprised of significant infestations of alien invasive plants (AIPs) such as Port Jackson and Bluegum trees with little remaining natural habitats. Alternatives 6 and 7 are located on fallow land with various densities of regrowth of AIPs. For instance, Alternative 6 shows a medium to low density of AIPs over open patches of pioneer grassland. The proposed access roads of Alternative 6 and entire Alternative 7 is located over open areas with only low pioneer grassland, and surrounded by medium to low densities of AIPs. Finally, a small artificial dam is located to the north and outside of Alternative 7. <u>Mammals</u> Eight mammal species were recorded within the alternative site locations, all of which are currently classified as "Least concern" by the IUCN (See Appendix B of the Faunal Compliance Statement). All three alternative sites exhibit high abundances of burrowing rodent species such as the Cape Dune Mole-rat (*Bathyergus suillus*) and Cape Gerbil (*Gerbilliscus afra*) given the presence of deep sandy soils. Because of this soil type, the Cape Golden Mole (*Chrysochloris asiatica*) is also present, especially over Alternative 5. A notable presence of the Four-striped Grass Mouse (*Rhabdomys pumilio*) also characterises the three alternative sites. Other rodent species recorded include single instances of the African Mole-rat (*Cryptomys hottentotus*) (Alternative 5) and Cape Porcupine (*Hystrix africaeaustralis*) (Alternative 6), with individuals of the Common Duiker (*Sylvicapra grimmia*) also traversing mostly Alternative 5 (given its connectivity to more intact natural areas to the west), but also noted in Alternative 7. Finally, because of the significant presence of rodent prey species, a single individual of a small mammal predator, the African Wild Cat (*Felis silvestris*), was also noted in Alternative 7. Mammal diversity over the three alternative site locations point to altered ecosystem dynamics with only a few common (mostly rodent) species present, with the highest abundances pertaining to burrowing species which are common in transformed landscapes. <u>Reptiles</u> Only two reptile species were recorded within the alternative site	avoid and minimise the direct mortality of faunal species). These animals should be relocated to a suitable habitat area immediately outside the project footprint, but under no circumstance to an area further away. <u>Contamination of soils and groundwater</u> To reduce this impact, vehicles and building material should be stored / kept at clearly demarcated laydown areas. Storage of fuel, chemicals and other hazardous substances should be done in suitable secure weatherproof containers with impermeable and bunded floors to limit pilferage or spillage into the environment. Clean-up of any spillages (e.g. oil, fuel hazardous chemicals and cement) should proceed immediately and the contaminated soil should be removed and disposed of appropriately. <u>Pollution of the area directly adjacent to the weighbridge and access roads</u> It is suggested that all newly constructed areas (new weighbridge and off-ramps / access roads) should be fenced by adequate fencing to not allow wind-blown waste to contaminate surrounding areas, as well as restrict human and / or vehicle access to surrounding areas. Waste cleaning at least once a month is also advocated.

			locations, both of which are currently classified as "Least concern" by the IUCN. While only a single individual of the Cape Skink (*Trachylepis capensis*) was located in Alternative 5, the Angulate Tortoise (*Chersina angulata*) is present over all three alternative site locations, representing the most abundant reptile species. The low retrieved reptile diversity is indicative of the transformed nature of habitats in this landscape and altered ecological conditions. Avifauna In total, 27 bird species were recorded within the alternative site locations, all of which are currently classified as "Least concern" by the IUCN (See Appendix B of the faunal Compliance Statement). Avifaunal species comprise common birds which are frequently encountered over transformed landscape and include a number of granivorous, insectivorous and nectivorous species. Most notable is the presence of a single raptor species, the Yellow-billed Kite (*Milvus aegyptius*), over the open habitats of Alternatives 6 and 7. The presence of this species may be linked to the abundance of rodent prey items and it is likely that other raptor species may also ephemerally traverse the sites in search of prey. Among the SCC considered, only the Blue Crane and Lanner Falcon may potentially forage over the alternative site locations on and ephemeral basis, however these species are unlikely to have permanent associations due to their habits, the small spatial extents of the sites as well as the degraded habitat structure. Indeed, all other SCC considered have a low likelihood of occurrence, either given a scarcity in the surrounding landscape or because the three alternative site locations do not harbour any of these species' preferred habitats while further existing in a degraded (secondary) ecological state with an incidence of AIPs and altered ecosystem dynamics. To this end, the alternative site locations do not constitute notable suitable habitat for subpopulations of any of the SCC considered in the current assessment.	

2.	List the impact management measures that were identified by all Specialist that will be included in the EMPr

Archaeological and Cultural Heritage Theme
No mitigation required

Agricultural Theme
No mitigation required

Plant Species Theme

- **No specific mitigation is required for Alternatives 6 and 7, and the following mitigation for Alternative 5 is deemed feasible, reasonable and mandatory:**
- The authorised hard surface footprints should be surveyed and pegged out on site prior to any site development, and the outer fenceline of the new development (both east and west of the N7) should also be erected prior to any site development.
- No areas of natural or partly natural vegetation should be disturbed outside the pegged out and authorised development footprints. No vehicular activity or dumping of material may take place outside the authorised development footprints.

The following mitigation applies to all three alternatives:

- 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 and taken to an approved organic dump. 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).

CONCLUSIONS AND RECOMMENDATIONS

- The study areas support fairly to very heavily degraded areas of Cape Flats Sand Fynbos, which is technically gazetted as a Critically Endangered vegetation type.
- At least two plant Species of Conservation Concern (SoCC) were recorded in the near vicinity of Alternative 5, but none actually in the proposed footprint or study area. No SoCC were recorded within the Alternative 6 and 7 study areas.
- An area of High botanical sensitivity was found within the originally proposed development footprint for Alternative 5, and subsequently alternative layouts were generated for assessment, including the one currently assessed.
- The current Alternative 5 layout is likely to have a Low to Medium negative botanical impact overall, before and after mitigation.
- The proposed Alternative 6 and 7 layouts would have Low negative botanical impacts overall, before and after mitigation, and are thus the slightly preferred development alternatives.

  Rehabilitation of the current weighbridge area was mentioned, but I don't believe that it will add any ecological value, and the significant amount of money it would require should rather be spent on rehabilitation of other nearby areas that are not as heavily degraded and have a realistic chance of rehabilitation success (such as around the Morningstar airfield (currently a formally Protected Area), or west of the current study area). The heavily degraded nature of the current weighbridge site means that rehabilitation will be expensive, difficult and time consuming, as Sand Fynbos is not easy to rehabilitate once the soil structure and chemistry has been altered. I would rather advocate that the rehabilitation budget be spent on ongoing removal of all woody alien invasive vegetation (using methodology as outlined in Martens et al 2021) in the adjacent High sensitivity areas (as per Figure 4), and in the area between the N7 and the Eskom servitude (some 300m west of the N7), which has a much higher chance of rehabilitation success, and is not as heavily degraded.

Animal Species Theme

- An experienced, independent Environmental Control Officer (ECO) must be appointed to oversee the construction activities and compliance with the EMPr.
- During construction, no wild animals may under any circumstance be handled, removed, or be interfered with by construction workers. No wild animals may under any circumstance be hunted, snared, captured, injured, or killed. This includes animals perceived to be vermin,
- Alien plant eradication and control must be undertaken throughout the construction and the operational phase.
- None of the habitats on the site currently harbour any populations of faunal SCC, and furthermore exist in a degraded state. As such, the entire site is retrieved as having a "Very low" SEI where minimisation mitigation is acceptable and allowing for development activities of medium to high impact without restoration activities being required.
- The Restio habitat which is located outside of and to the west of the project footprint, however, exists in a natural and intact state, and this habitat is retrieved as having a "High" SEI where avoidance mitigation is advocated.
- Ant control measures have been included.

3.	List the specialist investigations and the impact management measures that will **not** be implemented and provide an explanation as to why these measures will not be implemented.

Terrestrial Biodiversity

- Formal conservation of the identified High sensitivity areas adjacent to the proposed development Alternative 5 (west of the N7) is recommended, and should be investigated. These areas should ideally be declared Protected Areas within one year of any authorisation of the current project, and could potentially be managed by the City of Cape Town Biodiversity Management

Branch, with ongoing management funding to be provided by the applicant. A key issue in this regard would be ownership, as it is unclear whether the applicant has any current responsibility or ownership in this regard.

This recommendation will not be implemented, as the Applicant does not own, nor has any current responsibility for the management of the portion of land on which Alternative 5 is recommended. Conservation of this area would fall to the landowner, the City of Cape Town.

Landscape & Visual Impact

This protocol is not relevant to the proposed project as it is anticipated that the proposed weighbridge will be located immediately adjacent to the N7 national road, and it is expected to replace the established weighbridge located 600 m south of the proposed site. It is anticipated that the established weighbridge will be demolished, and the site rehabilitated, or alternatively, as has been advocated by the botanical specialist, that rehabilitating the existing weighbridge would not provide ecological value. The Applicant has stated that conservation of areas outside of the construction footprint falls outside of their mandate, however, this will recommendation discussed with the City of Cape Town, the owners of the land. Therefore, the landscape and visual impact of the proposed weighbridge will be negligible.

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, a Landscape & Visual Impact Assessment is not planned at present.

Aquatic Biodiversity

Screening Tool: The report indicates that the site's Aquatic Biodiversity is of Low sensitivity and that an Aquatic Biodiversity Impact Assessment is not required.

The Environmental Assessment Procedure (EAP) did not find any evidence of areas that experience seasonally wet conditions, nor were there drainage areas or other aquatic features, such as dams, rivers, or streams, within 500 meters of the preferred layout for the proposed project. Therefore, the sensitivity of aquatic biodiversity in this area should be considered negligible.

A small stand of *Typha capensis* was recorded within an artificial depression located in the footprint of the proposed Alternative 7 on-ramp. The feature is not associated with any mapped or natural drainage system. Both the botanical and agricultural specialist assessments confirm that the surrounding area is characterised by deep, well-drained sandy soils with very low water-holding capacity and no hydromorphic soil indicators. The feature is therefore interpreted as an isolated, infrastructure-induced ponding area and does not meet the NEMA or DWS definition of a watercourse or wetland

Conclusion: An aquatic specialist will not be appointed as relevant aquatic features are not present on or near the site.
However, the Department of Water & Sanitation (DWS) will be included as an I&AP during public participation.

Geotechnical Assessment

For this current environmental process a geotechnical assessment is not anticipated to be required as the planned weighbridge construction should not have significant geological impacts due to the surface level nature of the project. Additionally, the screening tool did not identify any geologically or geotechnically relevant sensitive features.

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, a Geotechnical Assessment is not planned at present.

Socio-Economic Assessment

It is not expected that this environmental process related to the proposed weighbridge construction will have a detrimental effect on the socio-economics of the area as it is anticipated that the project (upon completion) will greatly increase safety and efficiency of the road system. Furthermore, the construction activities are expected to provide additional employment and a continuation of the weighbridge operation will ensure employment for weighbridge personnel. Additionally, the screening tool did not identify any socio-economically relevant sensitive features.

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, a Socio-Economic Assessment is not planned at present.

Ambient Air Quality

At this stage of the project, it is not anticipated that the proposed project will have a major impact on ambient air quality (apart from construction) as an established weighbridge is currently present 600 m south of the proposed site which constitutes existing infrastructure with an existing impact. This existing weighbridge will be demolished and rehabilitated ,or alternatively that has been advocated by the botanical specialist, that rehabilitating the existing weighbridge would not provide ecological value, but rather use the funds towards the on-going removal of all woody alien invasive vegetation. and is expected to be replaced by the proposed weighbridge, therefore the operational impact can be considered as negligible. There is however the potential that construction and demolition activities will have an impact on ambient air quality. Additionally, the screening tool did not identify any socio-economically relevant sensitive features.

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, an Ambient Air Quality Assessment is not planned at present.

Noise Impact

It is not anticipated that there will be an additional noise impact in the vicinity of the proposed site as it is located directly adjacent to the existing N7 national road and 600 m north of the established Vissershok weighbridge. The likelihood does exist that there will be an increase in noise during the construction phase of the project, however no urban residences or noise sensitive features are located in close proximity to the site therefore this protocol is not relevant to the proposed project, and it is expected that the noise impact will be negligible.

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, a Noise Impact Assessment is not planned at present.

Traffic Impact

The proposed weighbridge is expected to be constructed in order to cater for planned improvements to the N7 national road which will require the established weighbridge to move approximately 600 m north. These roadworks do not form part of this current SSVR environmental process, which only applies to the proposed new weighbridge, associated service roads and demolition and rehabilitation of the existing weighbridge. The planned road upgrades are expected to improve road safety and will streamline access to the N7 national road and can be seen as a major improvement to the current road system. It is anticipated that the traffic impact was assessed as part of the larger roadworks programme for this section of the N7 national road. Planned construction of the new weighbridge is not expected to have any major impact on traffic as the site is located next to the main N7 national road and should only affect traffic when the associated service roads are constructed, and no noise sensitive features will be triggered according to the Screening Tool.

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, a Traffic Impact Assessment is not planned at present.

Civil Aviation

The **Screening Tool** indicates that the civil aviation impact is of **High** Sensitivity. This is due to the proximity of the Morningstar Airfield; however, the proposed weighbridge should not obstruct the flight path of the airfield. The proposed Alternative 5 weighbridge site is located approximately 600 m north of the existing weighbridge, while both Alternative 6 and Alternative 7 are located a further 1600m north of the existing weighbridge, which places them at a greater distance from the Morningstar Airfield. It should also be noted, that the height of the proposed weighbridge is below the 45m Obstacle limitation Height, as per the Civil Aviation Regulations (2011).

Conclusion: A dedicated civil aviation assessment will not be conducted as the proposed development should not interfere with the Morningstar Airfield flight path.. The South African Civil Aviation Authority and Morning Star Aeroclub will be included as an I&AP and we will await their response with regards to requiring further specialist input.

The only specialist input that will not be implemented is the removal of woody alien vegetation outside of the construction footprint and the conservation of the sensitive vegetation adjacent to the site. The engineers have confirmed that the existing weighbridge will be demolished and rehabilitated to match the surrounding virgin land.

4.	Explain how the proposed development will impact the surrounding communities.

Construction phase

- *Traffic*
  - During the construction phase of the proposed development, it is anticipated that there will be more traffic within in the vicinity of the construction site.
  - Further impacts on the traffic management regime will be seen during the formalisation of the access ways into the proposed development site. This impact will be of temporary nature during the construction phase of the proposed development.
  - As workers will be required to make use of their own means of transport, during the construction phase of the proposed development, there will probably be an increase in the amount of public transport providers making use of the road network. As it relates to the proposed works this will be limited to regular peak traffic times (ie. Before and after work hours as construction works typically occur between 07:00 and 17:00).
- *Noise and dust*
  - As no blasting on site will be required on site, due the nature of the proposed works on site, the noise and dust impacts will be limited to general construction works (including excavation and building). With proper mitigation, the impacts thereof on the surrounding properties will be limited.
- *General nuisance/safety*
  - During the construction phase of the proposed development, there is a possibility that 'trouble-makers' could enter the area under the guise of being part of construction workers employed by the management team. Although this cannot be completely mitigated at first, once the work force has been established, potential suspicious individuals would be more easily identifiable.
  - During the construction phase of the proposed development, an experienced security company in the area may be appointed to ensure the safety of the site and the equipment located on site.

Operational phase

- *Traffic*
  - During the operational phase of the new proposed Weighbridge, an increase in truck traffic throughput is expected, due to the increase in efficiency of the weighbridge process. The design includes dedicated access roads and a holding

	area, which should minimise disruptions to the N7 during high volume times. However, careful management of the holding area and weigh-in-motion triggers will be important to prevent queuing or short-term congestion near the facility.
5.	Explain how the risk of climate change may influence the proposed activity or development and how has the potential impacts of climate change been considered and addressed.

The proposed project aims to achieve a number of the sustainability objectives in terms of the Sustainability Development Goals (SDG) as adopted in 2017 as part of the Envision2030 initiative. The goals detailed in the table below are significant to the proposed development and will be addressed to some extent, while others are not relevant.

Figure 19. Sustainable Development Goals applicable to the proposed development.

Table 4. Description of the applicable Sustainability Goals applicable to the proposed development.

SDGs	Description	Relevance
SDG1	No poverty	During both the construction and operational phases of the proposed Weighbridge development, a number of employment opportunities will be created. As outlined in previous sections, the use of local labour will be encouraged throughout the various phases of the project. The development will also support the logistics and freight industry by providing a safe, well-managed facility for enforcing vehicle load compliance along the N7 corridor.
SDG3	Good Health and well-being	The operational phase of the proposed Weighbridge aims to provide a safe, well-managed facility for monitoring and enforcing vehicle load compliance along the N7. While it is not intended as a resting facility for truckers, its presence will reduce the need for freight vehicles to detour into residential or unsuitable areas in search of unregulated stopping points.
SDG4	Quality Education	As part of the construction phase of the proposed project, the contractors will be encouraged to teach the workers skills that is transferable to future employment opportunities. Additionally, through the environmental awareness training to be conducted by the independent experienced ECO, the workers will be educated on the importance of the affected environmental receptors as well. During the operational phase of the proposed development, the appointed staff members will also be taught valuable transferable skills
SDG5	Gender equality	Where reasonably possible, women and men of varying skill levels will be considered for employment opportunities during the construction phase of the proposed weighbridge project. The facility will serve all freight operators equally by providing a secure, professionally managed environment for vehicle mass compliance. In doing so, it supports the broader logistics sector including both male and female truck drivers by contributing to safer and more regulated freight transport along the N7 corridor and indirectly promoting equality within the industry.
SDG8	Decent Work and Economic Growth	The proposed project will aim to provide local labourers with employment opportunities during both the construction and operational phases. By supporting the regulation of freight transport and improving road safety on the N7 corridor, the weighbridge is expected to contribute to both local and regional economic growth. As the facility will service freight operators from across the country, it enhances the reliability of long-distance logistics operations by ensuring a safer, more efficiently managed freight route. This, in turn, supports broader economic productivity and resilience within the logistics sector.

SDG13	Climate Action	As far as reasonably possible, the operational phase of the proposed Weighbridge development will incorporate measures aimed at reducing the project's climate change impact. This will primarily be achieved through smart infrastructure interventions. The developer is encouraged to make use of solar power technologies—such as solar geysers or photovoltaic panels—and implement other energy-efficient systems to minimise electricity consumption. The use of diesel generators during the operational phase will be discouraged in favour of more sustainable alternatives. Water conservation will also be promoted through the use of rainwater harvesting systems, reducing reliance on municipal water sources. Recognising the Western Cape's vulnerability to extreme weather events such as droughts and flooding, the project will implement adequate fire prevention and stormwater management measures throughout both the construction and operational phases. Where possible, dry firefighting systems will be installed to reduce water usage, and the facility's stormwater systems will be designed to manage runoff effectively, mitigating flood risks. Although the proposed development involves partial use of previously undeveloped land, the relocation site lies within a transformed and road-adjacent area already impacted by infrastructure and powerline servitudes. As such, the development will not result in the destruction of pristine natural ecosystems but will be integrated into a landscape with existing anthropogenic modifications, thereby limiting its environmental footprint.
SDG15	Life on Land	In alignment with the development of the new N7 weighbridge, several environmentally sensitive themes have been identified within proximity to the proposed footprint. To adequately address potential impacts on terrestrial ecosystems, a team of specialists has been appointed to assess the implications of the development on the surrounding biophysical environment. Based on their findings, a range of mitigation measures has been proposed to minimise adverse effects and promote the protection of biodiversity and natural habitats in accordance with the Sustainable Development Goals. Multiple layout options have been evaluated to avoid areas with highly sensitive vegetation.

6.	Explain whether there are any conflicting recommendations between the specialists. If so, explain how these have been addressed and resolved.

No conflicting findings have been described by the various specialists.

7.	Explain how the findings and recommendations of the different specialist studies have been integrated to inform the most appropriate mitigation measures that should be implemented to manage the potential impacts of the proposed activity or development.

All impacts and recommendation of the various specialist studies have been integrated into the impact tables as described in Section I of this report, and the attached EMPr. These measures propose to guide the management of the various phases of the project.

8.	Explain how the mitigation hierarchy has been applied to arrive at the best practicable environmental option.

For the purpose of the proposed project, the Mitigation Hierarchy was considered while determining the best practicable environmental option for the construction and operational phases of the project. Activities related to the proposed development have been considered. Where possible negative impacts have been avoided. Therefore all activities included in the proposal of this development are essential for the successful implementation and operation of this development.

All impacts that could not be avoided, have been investigated to establish mitigation measures to minimize and rectify, where possible or radically reduce the predicted impacts. As all the proposed impacts can be sufficiently reduced in significance, and no residual negative biodiversity impacts will remain, no biodiversity offset was considered for this development.

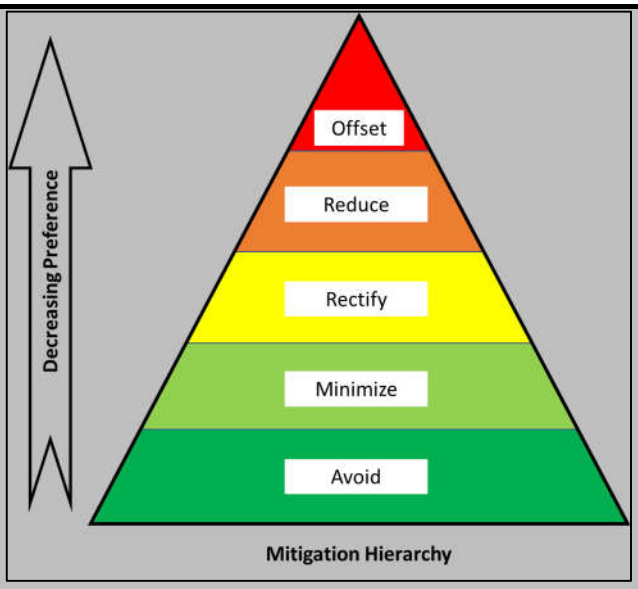

Figure 20. Mitigation hierarchy.

Table 5 describes the mitigation hierarchy approach followed for the purpose of arriving at the best practicable environmental opinion.

Table 5. Mitigation hierarchy descriptions.

Hierarchy level		Description in relation to the proposal
1	Avoid	While no no-go areas (areas to be avoided) have been identified within the proposed development site, areas outside the property boundaries are considered no-go areas regarding construction and operational impacts. It's important to note that areas of high conservation value and ecological corridors have been avoided and considered in the planning of the proposed development.
2	Minimise impacts	The recommended mitigation measures of the various specialists in addition to the mitigation measures provided in the EMPr will lead to the minimisation of the impacts of the construction and operational phases of the proposed development. Strict mitigation measures apply to the operational phase to minimise the impacts to be seen on the receiving environment as a result of operationally based activities.
3	Rectify	During the construction and operational phases of the proposed development, the developer will be responsible for rectifying any non-compliances and aligning the site's performance with the conditions of the EA and EMPr (once approved). All management plans must be implemented for the life of the project so as to limit the potential negative impacts of the proposed development on the surrounding area.
4	Reduce	The new proposed weighbridge will positively impact the N7 by reducing traffic impacts.
5	Offset	No offset necessary.

SECTION G: DESCRIPTION OF THE RECEIVING ENVIRONMENT

All specialist studies must be attached as Appendix G.

1. Groundwater

1.1.	Was a specialist study conducted?	YES	**NO**
1.2.	Provide the name and or company who conducted the specialist study.		
There was no specialist study for the groundwater.			
1.3.	Indicate above which aquifer your proposed development will be located and explain how this has influenced your proposed development.		

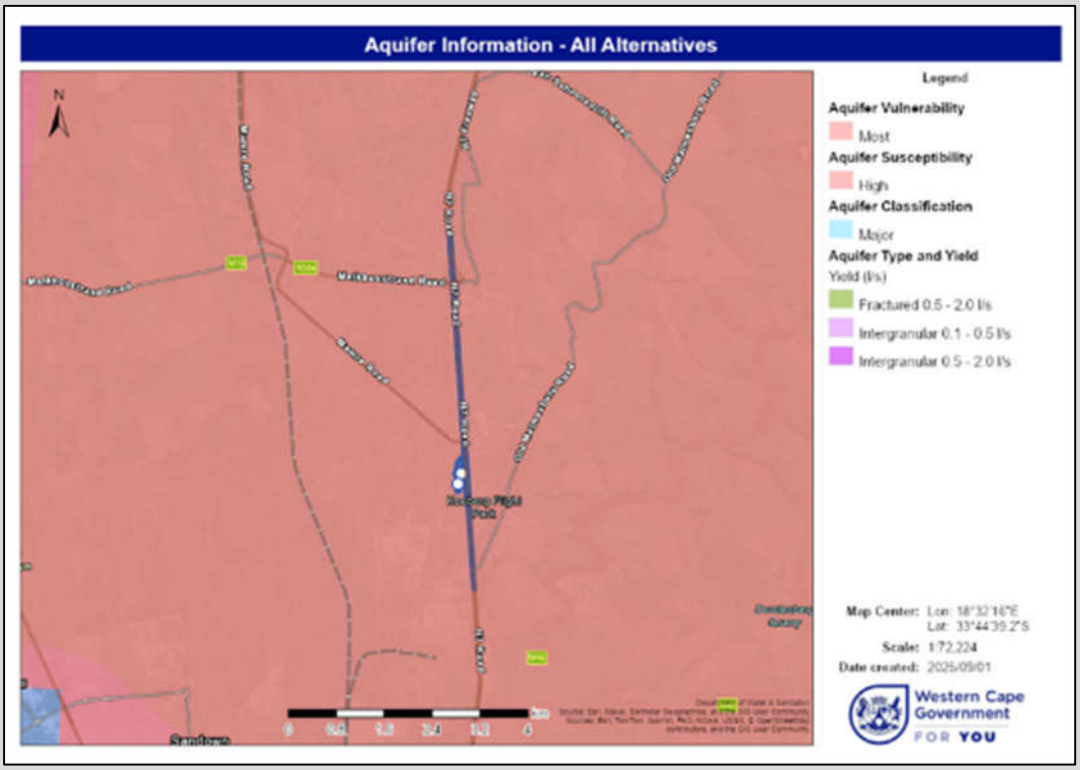

Figure 21. Aquifer data for all layouts 1 to 7 were explored. (Cape Farm Mapper, 2025).

The proposed construction of the N7 Vissershok weighbridge for all proposed alternatives mapped are located within an aquifer classification of a major region with high susceptibility and a most vulnerable aquifer area. The proposed site has aquifer yields of fractured 0.5 – 2.0 l/s, intergranular 0.1 - 0.5 l/s and intergranular 0.52.0 l/s.

The soil erodibility is high, with a factor of 0.62. The land type is Dystrophic and/or mesotrophic (Red soils), not widespread. The soil type is marked clay accumulation, strongly structured and non-reddish colour. There is also one or more vertic, melanic and plinthic soils may be present. There is a depth of >= 450 mm and < 750 mm.

The Geological Classification Lithostratigraphic is Sandveld group, the lithology is Quartzose sand, pelletal phosphorite, gravel, sandy silt, grey-black carbonaceous kaolinitic clay, peat, shelly limestone and sandstone, shelly sand and (aeolian) calcarenite, coquinite, light grey to reddish sandy soil, loamy sand.

1.4.	Indicate the depth of groundwater and explain how the depth of groundwater and type of aquifer (if present) has influenced your proposed development.	
The groundwater depth is approximately 9.65 meters. It is not anticipated that groundwater will be impacted, due to the nature of the proposed project.		

2. Surface water

2.1.	Was a specialist study conducted?	YES	**NO**
2.2.	Provide the name and/or company who conducted the specialist study.		
Not applicable, as the proposed project is not located within a watercourse, nor near a watercourse.			
2.3.	Explain how the presence of watercourse(s) and/or wetlands on the property(ies) has influenced your proposed development.		

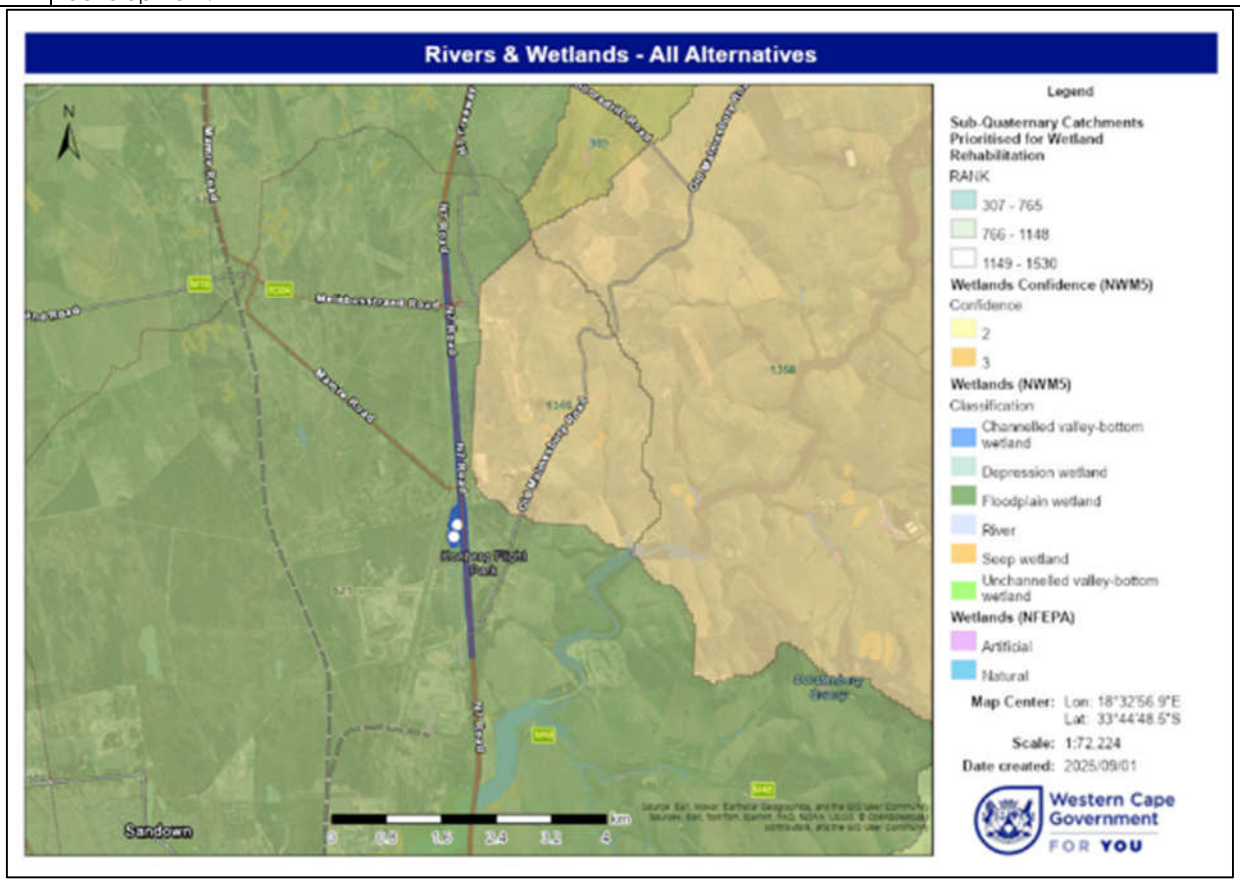

Figure 22. Rivers and Wetland information for all layouts (Cape Farm Mapper, 2025).

The proposed site location for all layouts are located within Sub-Quaternary Catchments Prioritised for Wetland Rehabilitation Ranked between 307 to 1530.

Alternative 6 and 7:

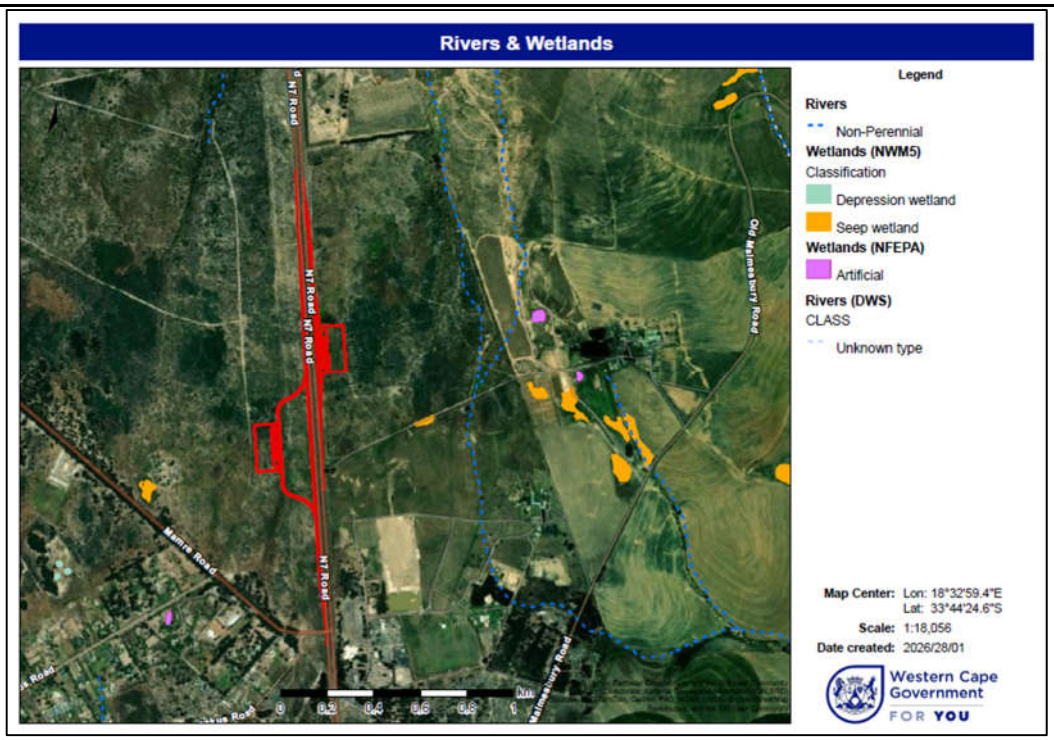

Figure 23. The proposed N7 Weighbridge Alternative 6 & 7 Rivers and Wetlands (Cape Farm mapper, 2026).

A small stand of *Typha capensis* was recorded within an artificial depression located in the footprint of the proposed Alternative 7 on-ramp (Figure 24 below). The feature is not associated with any mapped or natural drainage system. Both the botanical and agricultural specialist assessments confirm that the surrounding area is characterised by deep, well-drained sandy soils with very low water-holding capacity and no hydromorphic soil indicators. The feature is therefore interpreted as an isolated, infrastructure-induced ponding area and does not meet the NEMA or DWS definition of a watercourse or wetland.

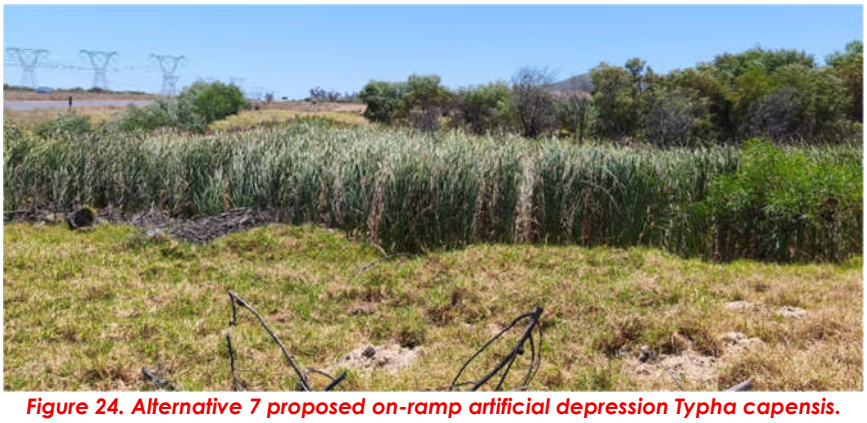

Figure 24. Alternative 7 proposed on-ramp artificial depression Typha capensis.

Alternative 5 is not located within a watercourse or any water features.

3. Coastal Environment

3.1.	Was a specialist study conducted?	YES	**NO**
3.2.	Provide the name and/or company who conducted the specialist study.		
N/A			
3.3.	Explain how the relevant considerations of Section 63 of the ICMA were taken into account and explain how this influenced your proposed development.		
The ICMA does not hold any relevance to the proposed project as the proposed works are not located near the High-Water Mark (HWM).			

3.4.	Explain how estuary management plans (if applicable) has influenced the proposed development.
N/A	
3.5.	Explain how the modelled coastal risk zones, the coastal protection zone, littoral active zone and estuarine functional zones, have influenced the proposed development.
These are not deemed applicable as the proposed site is not located near any coastal risk zones, the coastal protection zone, littoral active zone and estuarine functional zones.	

4. Biodiversity

4.1.	Were specialist studies conducted?	**YES**	NO
4.2.	Provide the name and/or company who conducted the specialist studies.		
Faunal Biodiversity specialist assessment - Jacobus H. Visser Botanical & Terrestrial Biodiversity specialists assessment - Nick Helme			
4.3.	Explain which systematic conservation planning and other biodiversity informants such as vegetation maps, NFEPA, NSBA etc. have been used and how has this influenced your proposed development.		

The initial proposed construction area is mapped as Critically Endangered by the SANBI Red List of Ecosystem Remnants and the site sensitivity can be considered Very High due to the presence of a mapped Critical Biodiversity Area (CBA) and a degraded CBA. Refer to the figures below for a graphic indication of site biodiversity sensitivities of all proposed layouts per the generated Department of Forestry and Fisheries Screening Tool data below. Layouts 1-4 were not deemed feasible in terms of biodiversity impacts, and only Alternatives 5 – 7 are being recommended for consideration.

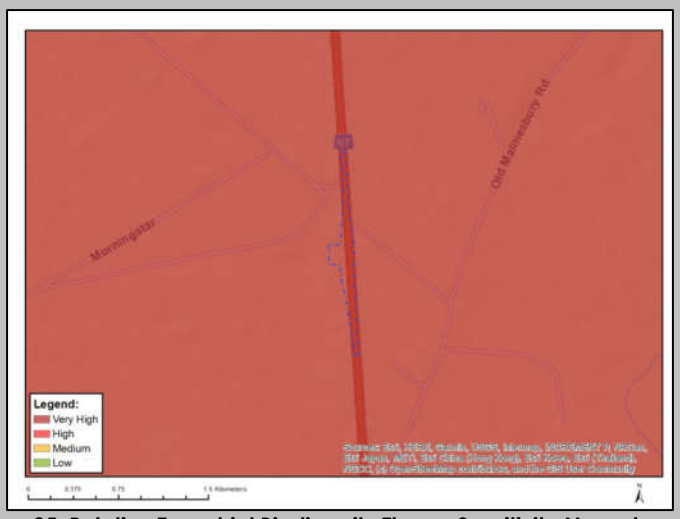

Figure 25: Relative Terrestrial Biodiversity Theme Sensitivity Map – layout 1

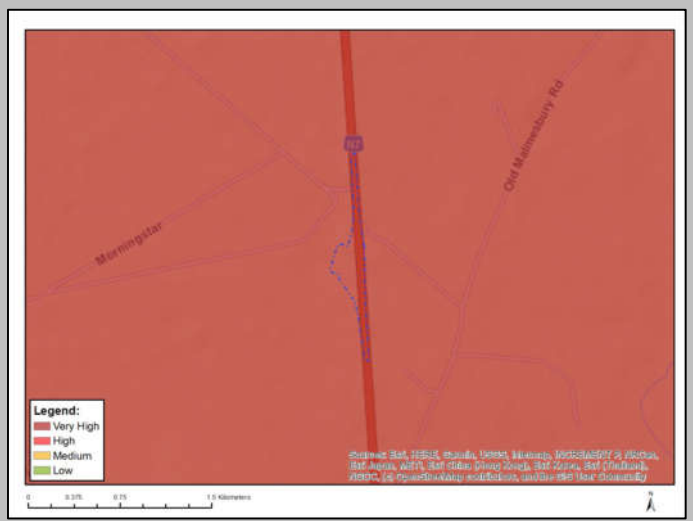

Figure 26: Relative Terrestrial Biodiversity Theme Sensitivity Map – Layout 2

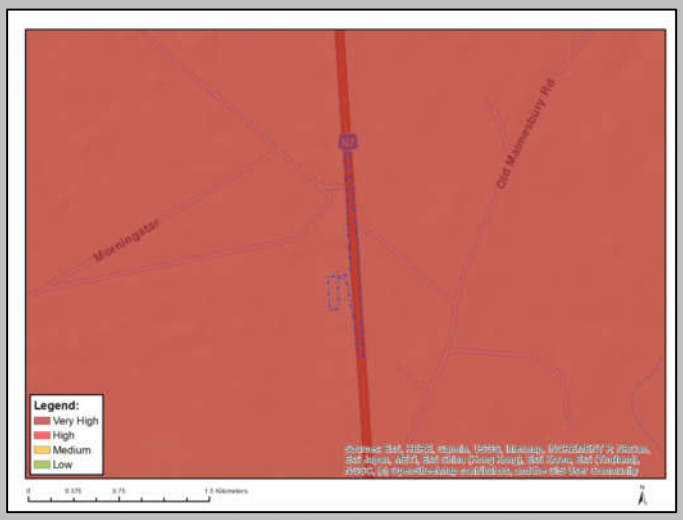

Figure 27: Relative Terrestrial Biodiversity Theme Sensitivity Map – Layout 3

Sensitivity Features

Sensitivity	Feature(s)
Very High	Critical biodiversity area 1
Very High	Critical biodiversity area 2
Very High	Vulnerable ecosystem

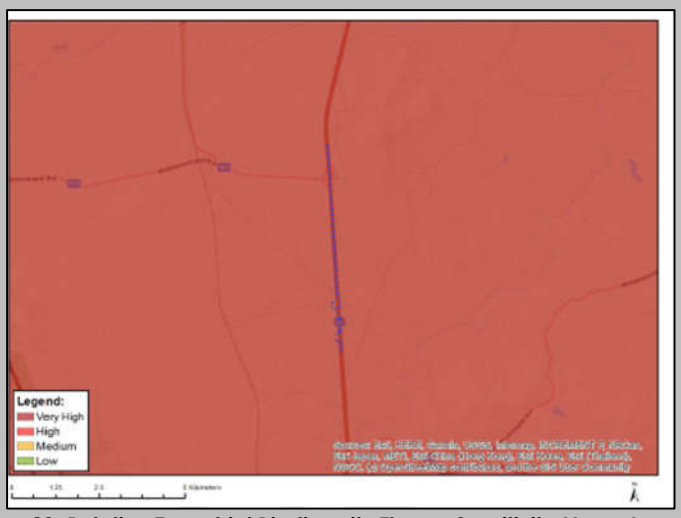

Figure 28. Relative Terrestrial Biodiversity Theme Sensitivity Map – Layout 4

Sensitive features:

Sensitivity	Feature(s)
Very High	ESA 2: Restore from plantation or high density IAP
Very High	CBA 2: Terrestrial
Very High	CBA 1: Terrestrial
Very High	CR_Cape Flats Sand Fynbos
Very High	CR_Swartland Shale Renosterveld

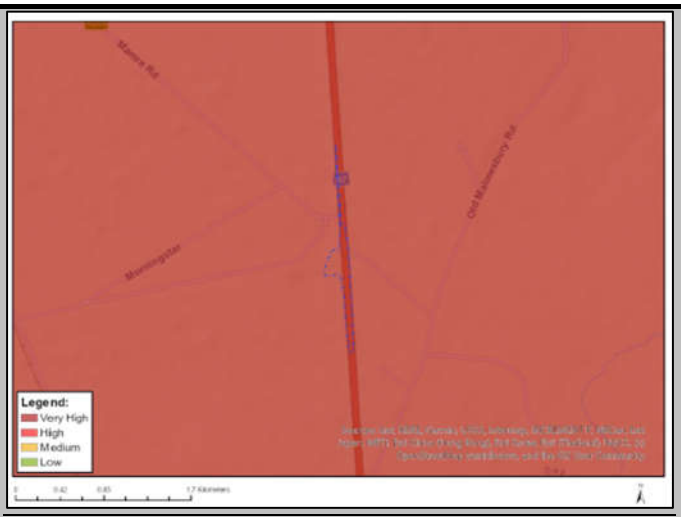

Figure 29. Relative Terrestrial Biodiversity Theme Sensitivity Map – Alternative 5

Sensitivity features:

Sensitivity	Feature(s)
Very High	ESA 2: Restore from plantation or high density IAP
Very High	CBA 2: Terrestrial
Very High	CBA 1: Terrestrial
Very High	CR_Cape Flats Sand Fynbos

Figure 30. Relative Terrestrial Biodiversity Theme Sensitivity Map – Alternative 6

Sensitive Features:

Sensitivity	Feature(s)
Very High	ESA 2
Very High	CBA 1b
Very High	CBA 1c
Very High	CR_Cape Flats Sand Fynbos

***Figure 31.*Relative Terrestrial Biodiversity Theme Sensitivity Map – Alternative 7**

Sensitive Features:

Sensitivity	Feature(s)
Very High	CBA 1a
Very High	CBA 1c
Very High	ESA 2
Very High	CR_Cape Flats Sand Fynbos

The following data pertains to all the site alternatives that have been considered:

All examined layouts are located within the Cape Flats Sand Fynbos vegetation, where layout 4 also intercepts the Swartlands Shale Renosterveld vegetation.

Both types of vegetation are classified as Critically Endangered. It is important to note that much of the surrounding vegetation near the proposed Alternative 5 is dominated by invasive plant species. However, a valuable patch of conservation land has been preserved by adjusting the engineering development footprints. Alternatives 6 and 7 were developed because Alternative 5 was deemed flawed, given that the area has recently been declared to fall withing the east-west ecological corridor by the City of Cape Town.

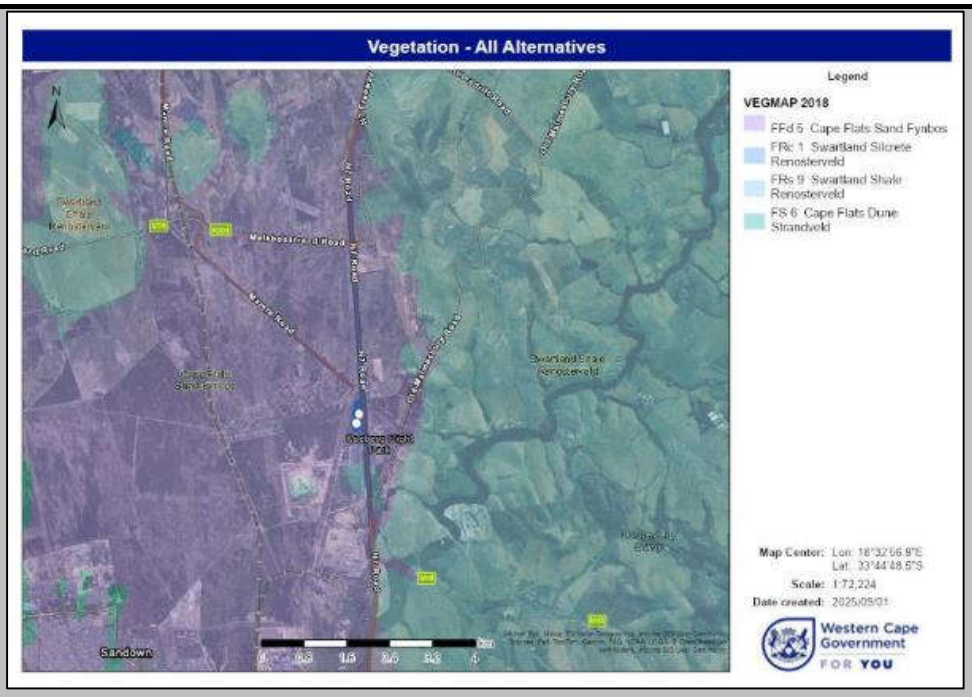

Figure 32: National Vegetation Map 2024, featuring the proposed vicinity of the new proposed N7 weighbridge locality area (Cape Farm Mapper, 2025).

Alternative 5:

Multiple plant species were seen on the day of the site visit, with most of the proposed site being covered by Alien Invasive Vegetation (AIV). Walking in a northerly direction from the existing weighbridge towards the proposed site it could be seen that the land behind the fence line was infested with AIV (**Figure 33**), upon entering the proposed site it was further evident that various patches of AIV are present within the site but that some indigenous vegetation is also present in between patches of AIV).

Figure 33: AIV coverage on the fence line and within the anticipated weighbridge area.

Figure 34: Vegetation coverage within the anticipated weighbridge area.

Figure 35: Shrubs were observed on the day of the site assessment.

The proposed N7 weighbridge area Biodiversity Data:

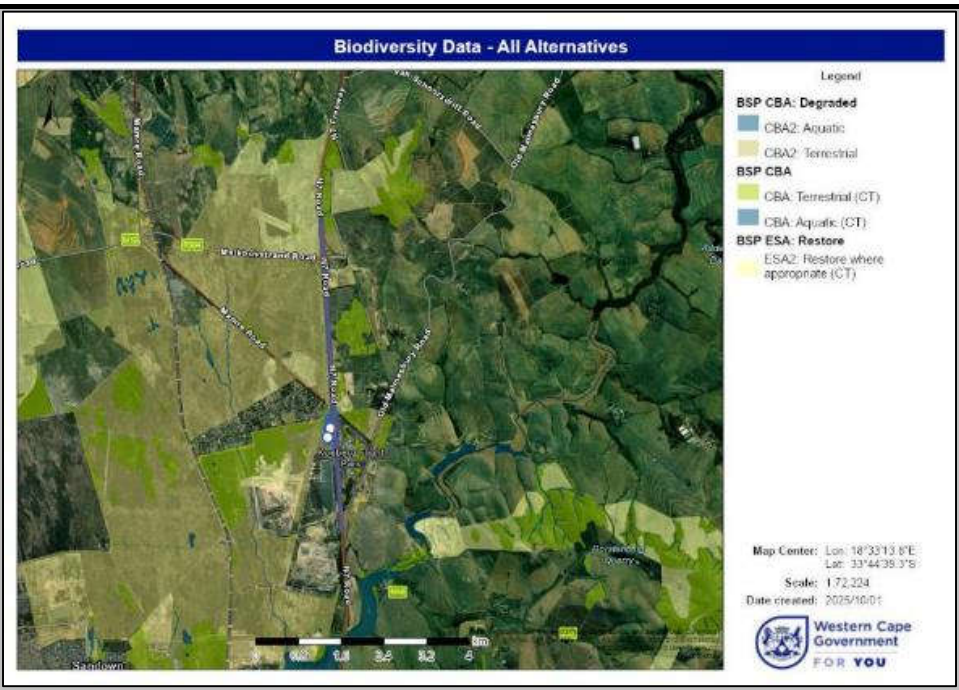

Figure 36. Biodiversity of all the layouts. (Cape Farm Mapper, 2025).

Based on all the Alternatives the proposed sites are within CBA 1 and 2 for Aquatic and Terrestrial. There is also evidence of ESA2 mapped.

Alternative 5:

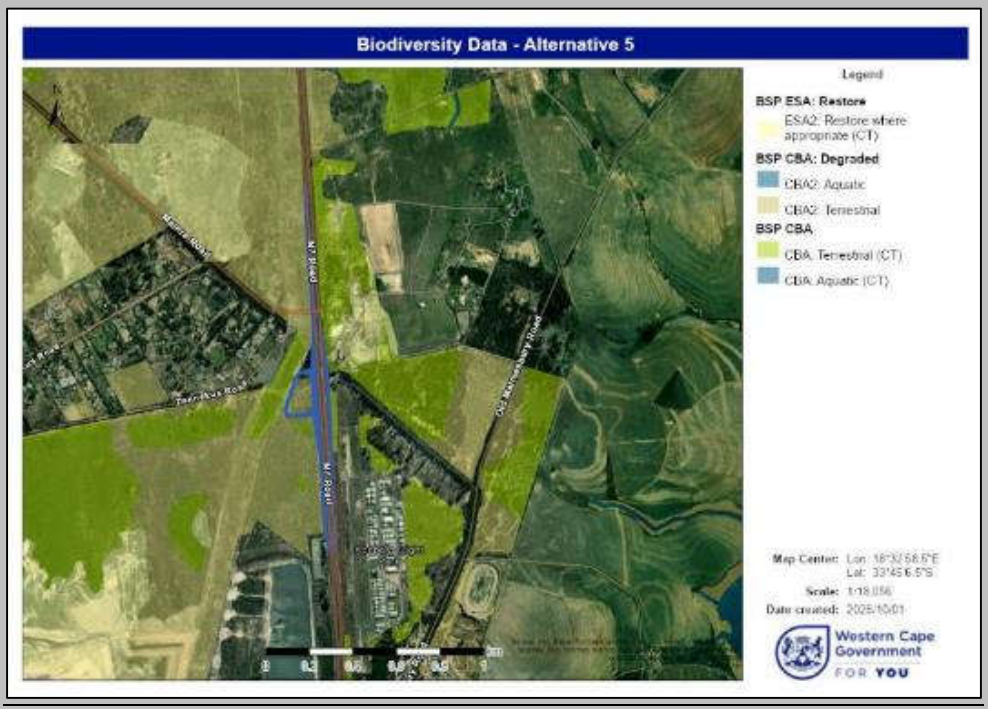

Figure 37. The proposed Alternative 5 - Critical Biodiversity and Ecological Support Areas. (Cape Farm Mapper, 2025).

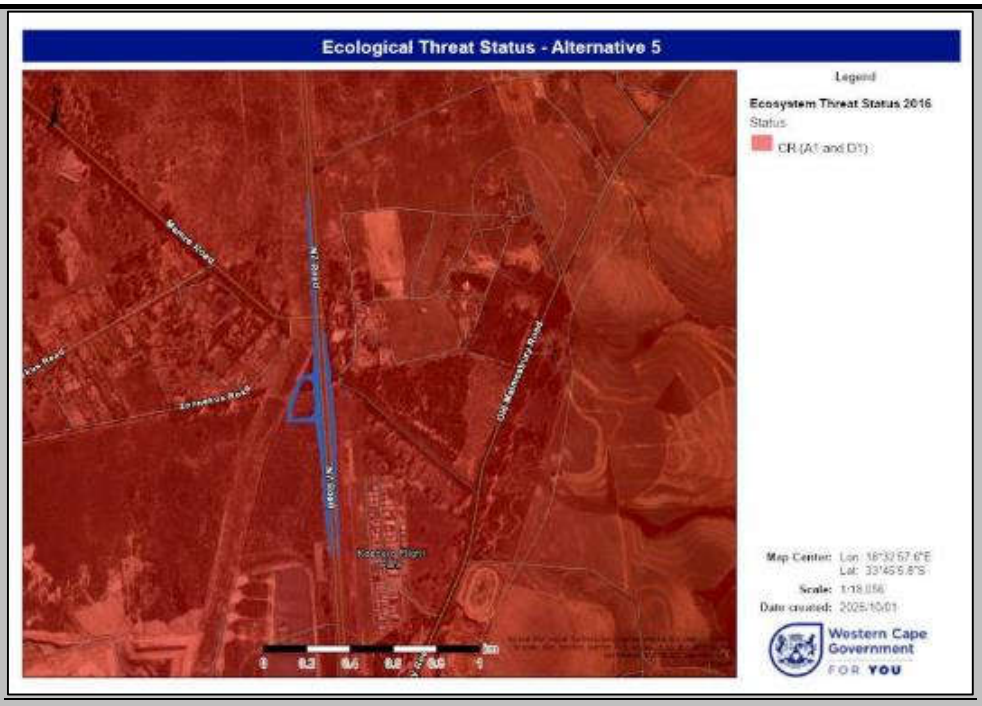

Figure 38. The proposed Alternative 5 Ecological Threat Status. (Cape Farm Mapper, 2025).

The proposed Alternative 5 is located within Cape Flats Sand Fynbos which is regarded as Critically Endangered.

A desktop study conducted on May 19, 2025, indicates that the preferred site layout intersects with ESA 2 and CBA 1 & 2, covering both aquatic and terrestrial aspects. This preferred layout deliberately avoids the areas of high botanical sensitivity identified in the original Botanical Report by botanist Nick Helmes, dated May 29, 2023. The report was updated to reflect the newly assessed layout, known as Layout 5, which is now the final layout proposed for construction.

Nick Helmes, a specialist from Nick Helmes Botanical Surveys, conducted a botanical assessment on May 29, 2023, and updated it on March 26, 2025. The original designs (Layouts 1 and 2) were situated in an area of high botanical sensitivity within the project footprint. In contrast, layouts 3, 4, and 5 were specifically designed to avoid these sensitive areas. The preferred layout is assessed to have a low to medium negative impact on botanical aspects, both before and after mitigation measures. Notably, no specific botanical mitigation is required for layouts 3 and 5. However, rehabilitation efforts should focus on removing woody and alien vegetation from the adjacent highly sensitive areas, as illustrated in Figure 11.

The specialist concluded that the study site comprises areas that are moderately to fairly degraded, particularly within the Cape Flats Sand Fynbos ecosystem. Three Species of Conservation Concern (SCC) were identified near, but not within, the proposed study area.

Figure 39. The proposed development footprint avoids high botanical sensitivity – Preferred layout 5.

Based on the botanical assessment report from May 29, 2023, Layout 3 was initially the preferred development, showing a low to medium negative botanical impact. However, the updated report from March 26, 2025, suggests that the preferred and only consolidated layout is 5, and is now considered to have a neutral to low negative impact, making it the most favourable option from a botanical perspective.

Alternative 6 and 7:

Figure 40. Alternative 6 The Eskom servitude along the proposed N7 Weighbridge site (Helme, 2025).

Figure 41. Alternative 6 Area within low botanical sensitivity , (Helem, 2025).

Figure 42. Alternative 7 area, with low botanical sensitivity (Helme, 2025).

Figure 43. Alternative 7, Bulrushes in an artificial depression east of the N7, low botanical sensitivity (Helme, 2025).

Based on comments received by the City of Cape Town, the proposed Alternative 5 was recently identified as an east-west ecological corridor that had not been recognised by the specialists nor by CapeNature during the public participation period. Consequently, Alternatives 6 and 7 were assessed by the specialists, and Nick Helme concluded that, based on field surveys, these areas are highly transformed, dominated by alien invasive species, and exhibit low botanical sensitivity, with no species of conservation concern recorded or expected. As a result, these alternatives have been identified as having a lower botanical impact compared to Alternative 5.

While the vegetation type is formally Critically Endangered, actual biodiversity value within the proposed development footprints is mostly low, especially for Alternatives 6 and 7. With appropriate mitigation, the project is botanically acceptable, with Alternatives 6 and 7 being the least damaging options.

4.4.	Explain how the objectives and management guidelines of the Biodiversity Spatial Plan have been used and how this has influenced your proposed development.

The study area is part of the Southwest Fynbos bioregion and is part of the Fynbos biome, located within what is now known as the Core Region of the Greater Cape Floristic Region. The Southwest Fynbos bioregion is characterised by relatively high winter rainfall, strong rainfall gradients, poor, sandy soils, high topographic diversity, and large urban areas and high levels of alien invasive vegetation. Due to this combination of factors the loss of natural vegetation in this bioregion has been severe, and the bioregion has a very high number of threatened plant species (Helme, 2023).

The City of Cape Town Biodiversity Network (Figure 44) shows that CBA1d (poor condition) vegetation is mapped for most of the target area, but also with a higher priority CBA1b (fair condition) patch within the target area. The area including and immediately adjacent to the N7 is mapped as No Natural Vegetation (Helme, 2023).

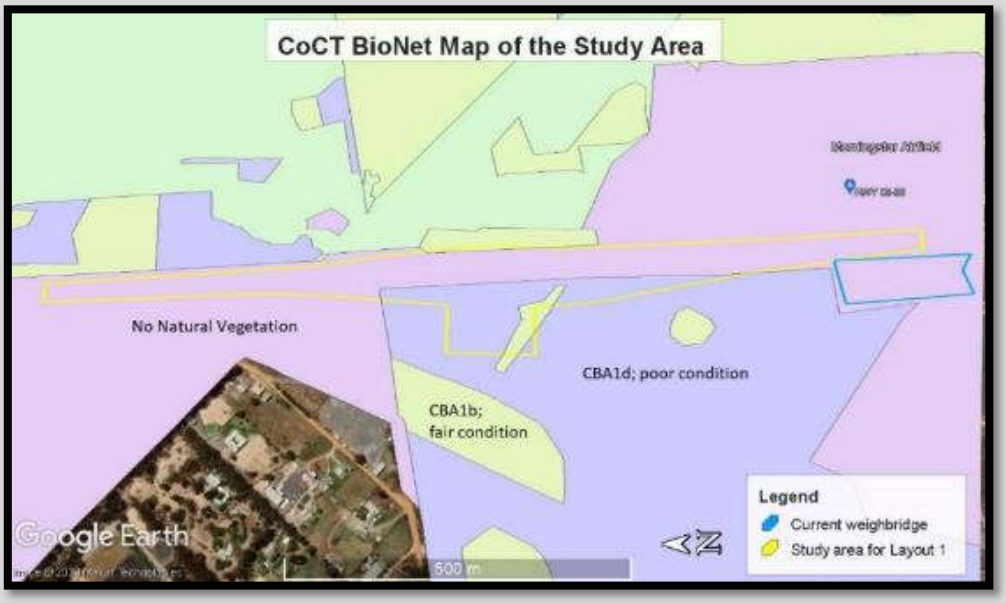

Figure 44: Extract of the City of Cape Town BioNet (2018) for the area (Helme, 2023).

The specialist Nick Helme updated his report with the CoCT BioNet Map data on the 26th of March 2025, as seen in the updated map below Figure 45.

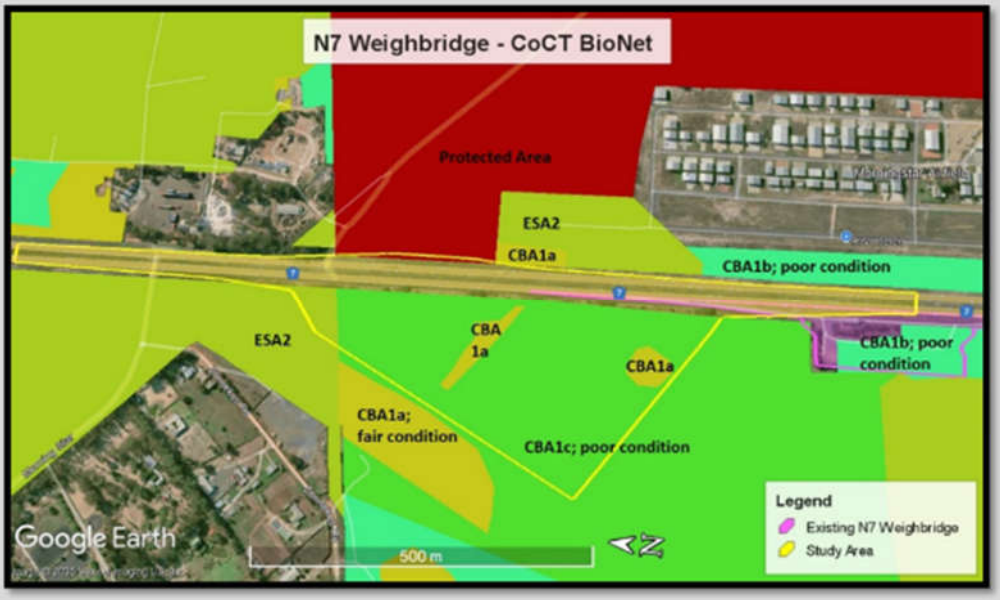

Figure 45. Updated City of Cape Town BioNet (2023) and within the updated Nick Helme botanical report, 2025 for the proposed updated N7 Weighbridge area.

The updated layout for the proposed N7 weighbridge indicates that most of the target area is covered by CBA1d (poor condition) vegetation. However, there is also a higher priority patch of CBA1b (fair condition) vegetation within this area. The N7 road reserve itself is identified as having No Natural Vegetation. Recently, the City declared a Protected Area extending north of the Morningstar Airfield, which reaches up to the current N7 road reserve, with a small portion of it falling within the proposed eastern development area. Overall, this map aligns reasonably well with the ground truth sensitivity map.

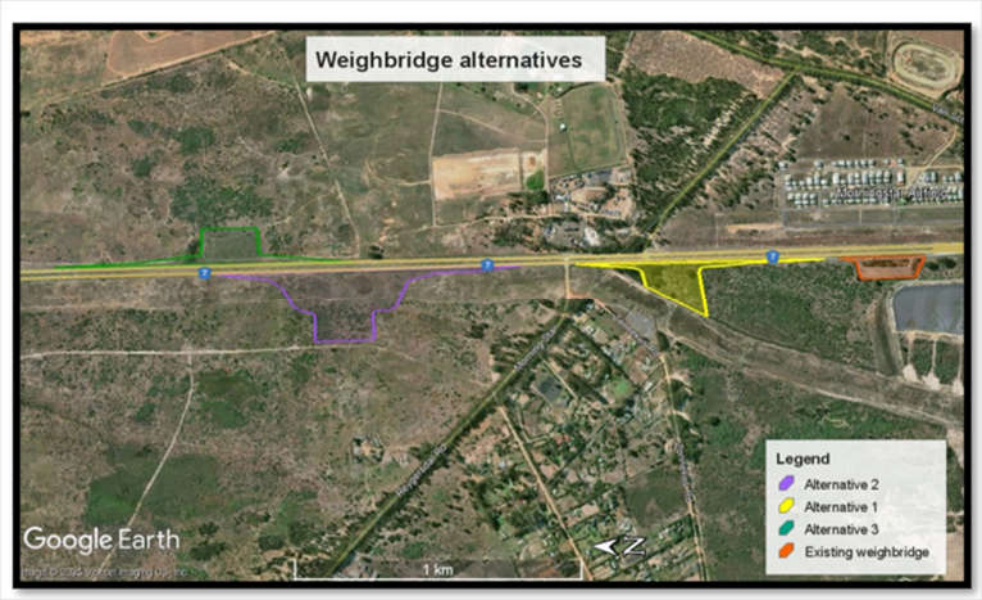

Figure 46. The newly proposed weighbridge facility locations (Alternative 6 and 7) in relation to the existing weighbridge and Alternative 5, (Helme, 2025).

Alternatives 6 and 7:

Key biodiversity-related comments were received from the City of Cape Town. The most significant concern raised was that Alternative 5 was located within a newly mapped east–west ecological and biodiversity corridor. On this basis, the City of Cape Town indicated that the layout was fatally flawed from a biodiversity perspective

In response to the feedback received, Alternative 5 was no longer considered the preferred option. The weighbridge footprint was redesigned and relocated further north (1600m), outside the identified ecological corridor. Two new alternatives, Alternatives 6 and 7, were developed on Morningstar RE/141.

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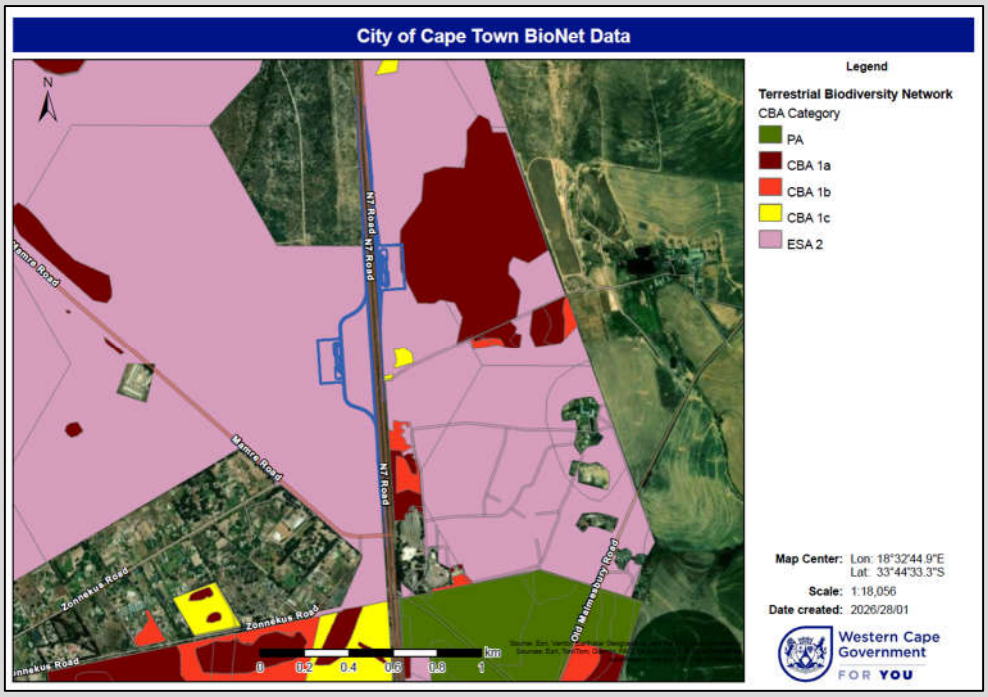


Figure 47. City of Cape Town, BioNet Data, 2026)

The proposed project areas for Alternative 6 and Alternative 7 are largely located within ESA2 areas, with alternative 7 encroaching slightly into the CBA 1a.

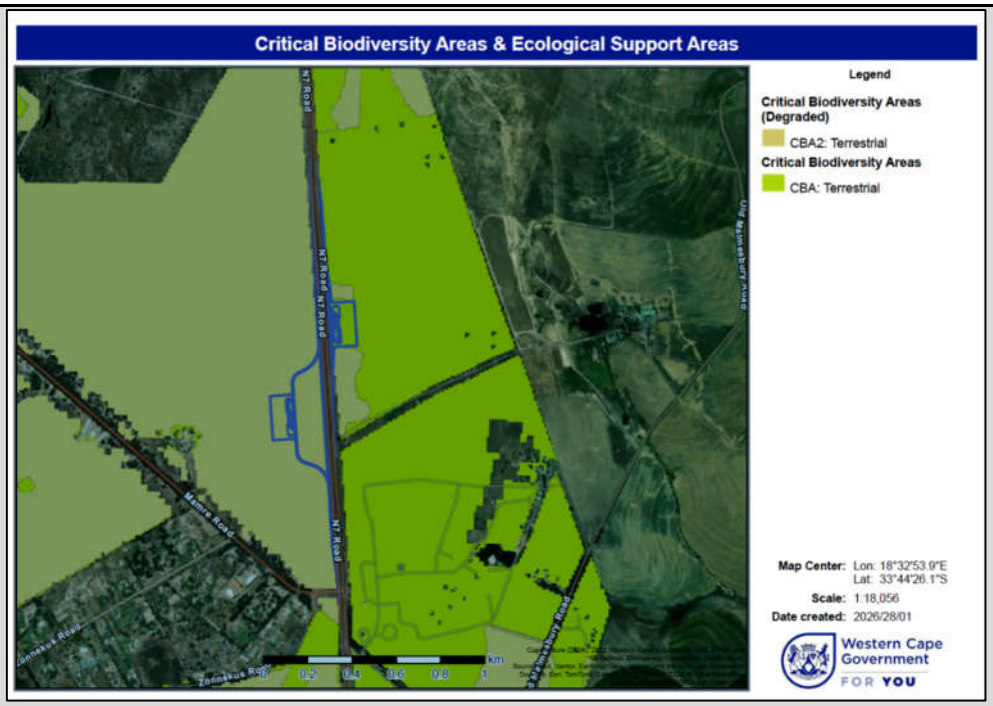


Figure 48. Alternative 6 and 7 CBA & ESA Data, (Cape farm Mapper, 2026).

Based on the Western Cape Biodiversity Spatial Plan (WCBSP) data provided by CapeNature (2024), Alternative 6 is predominantly located within CBA2 (Terrestrial). The associated weighbridge infrastructure and access road, including the Weigh-In-Motion (WIM) facility, are largely situated within CBA2, with limited encroachment into CBA1.

Alternative 7 is located predominantly within CBA1 (Terrestrial), with certain components extending into CBA2, and the WIM facility positioned on the opposite side of the N7.

CBA2 areas represent threatened ecosystems in a degraded or secondary condition that remain necessary to meet biodiversity targets for species, ecosystems, and ecological processes. The management objective for these areas is to maintain or restore them to a natural or near-natural state, prevent further habitat loss, and prioritise rehabilitation where degradation has occurred. Only low-impact, biodiversity-sensitive land uses are considered appropriate.

CBA1 areas comprise threatened ecosystems in a largely natural condition that are critical for achieving biodiversity targets. The primary objective in these areas is to maintain their natural or near-natural state, avoid any further loss of natural habitat, and ensure that only low-impact, biodiversity-sensitive land uses are permitted.

Alternative 6 was selected specifically to avoid the east–west ecological corridor and is located within a previously disturbed, low-diversity landscape dominated by alien invasive vegetation and degraded sands, as verified by the appointed botanical specialists.

In WCBSP terms, this area is largely mapped as CBA2 or degraded ESA, where development may be considered acceptable provided impacts remain low and biodiversity-sensitive design principles are applied. The specialist assessment confirmed that this alternative avoids high-sensitivity vegetation and does not compromise ecological connectivity objectives.

Alternative 7 was similarly identified as a disturbed site, used historically for grazing and dominated by alien invasive species, with very low indigenous plant cover. While portions of this alternative intersect areas mapped as CBA2 and limited CBA1, the affected vegetation is highly degraded and does not function as a viable ecological corridor, as indicated by the botanical specialist. As such, its inclusion reflects application of the WCBSP handbook guidance, which allows for development in degraded CBAs where biodiversity targets are not compromised, and no feasible lower-impact alternatives exist.

Overall, the WCBSP directly influenced:

- The rejection of the original corridor-based layout (Alternative 5);
- The generation of Alternatives 2 and 3 in lower-sensitivity, degraded areas;

- The avoidance of high-value ecological corridors and intact CBA1 areas; and

The identification of Alternative 6 and Alternative 7 as the preferred options from a botanical and biodiversity-planning perspective, due to their low residual impacts and alignment with spatial biodiversity objectives.

4.5.	Explain what impact the proposed development will have on the site specific features and/or function of the Biodiversity Spatial Plan category and how has this influenced the proposed development.

Construction Phase Botanical Impacts

According to the Botanical Assessment conducted by Nick Helme, the primary construction phase botanical impact of the new weighbridge and associated roads would be permanent loss of all of the existing vegetation in the development footprints (gazetted as a Critically Endangered vegetation type). Nick Helme assessed layout 5 as the proposed site and concluded that for the construction phase, the botanical significance of this vegetation loss (about 3.3 ha) will be low to medium, negative before and after mitigation. No high-sensitivity vegetation should be lost within the proposed project footprint, but layout 5 will encroach on approximately 10 meters into a declared Protected Area.

Alternatives 6 and 7 are located entirely within previously disturbed and degraded areas mapped as ESA/CBA in poor condition. Importantly, no high-sensitivity vegetation would be lost under these alternatives. The loss of biodiversity features under these layouts is therefore limited to low-value, highly transformed habitat, resulting in a Low–Medium negative impact on the BSP category.

Operational Phase Botanical Impacts

Operational phase impacts include loss of current levels of ecological connectivity across the site, and associated habitat fragmentation. The new development is likely to result in further fire suppression of the adjacent natural areas, with associated negative ecological impacts.

Layout 5, Operational phase impacts will arise from disturbing natural vegetation, leading to reduced ecological connectivity and habitat fragmentation. The development may increase fire suppression and introduce alien Argentine ants, negatively affecting seed dispersal.

Alternative 6 and 7 impacts would be limited to minor additional habitat fragmentation, reduced ecological connectivity, and potential secondary effects such as increased fire suppression and the spread of alien species. The specialist assessment notes that ecological connectivity across both sites is already severely constrained by existing disturbances, including infrastructure, servitudes, grazing, and historical land transformation.

Overall, the local botanical impact is expected to be low due to the site's proximity to a busy highway and degraded vegetation. The No Go alternative would have slightly lower impacts, though invasive vegetation would still persist. Positive impacts could occur with the active management of invasive species.

Cumulative Impacts

The cumulative ecological impacts are in many ways equivalent to the regional ecological impacts, in that the vegetation type/s likely to be impacted by the proposed development have been, and will continue to be, impacted by numerous developments and other factors (the cumulative impacts) within the region. The primary cumulative impacts in the region are loss of natural vegetation and threatened plant species to ongoing agriculture, urban development and alien plant invasion (Mucina & Rutherford 2012; Helme *et al* 2016).

For layout 5, the overall cumulative ecological impact of the proposed development area is of a regional impact, which is likely to be very low negative in accordance with Nick Helmes botanical report updated in 2025.

The specialist report indicates that Alternatives 6 and 7 are compatible with the intended function and spatial logic of the Biodiversity Spatial Plan. By directing development to already degraded areas and avoiding higher sensitivity vegetation, these alternatives align with biodiversity planning principles and result in only low residual impacts on biodiversity features and ecological function.

For Alternatives 6 and 7, the proposed development will not result in a material impact on site-specific features or functions associated with the Biodiversity Spatial Plan category when assessed from an agricultural perspective. Although parts of the site are flagged by screening and BSP-related datasets as potentially sensitive, the agricultural specialist verified the site as being of medium agricultural sensitivity, with no viable cropping potential, due to soils with very low water- and nutrient-holding capacity. The land is suitable only for low-intensity grazing and does not represent scarce or high-value agricultural or biodiversity-supporting land. The development footprint under both alternatives will therefore result in the permanent loss of grazing land of limited production potential, which does not compromise the functional objectives typically associated with priority BSP categories, such as the conservation of productive soils or agriculturally important landscapes. This finding directly influenced the proposed development, as agricultural conditions are uniform across the site and agriculture would be permanently excluded under both Alternatives 6 and 7. Consequently, no material difference in impact was identified between the two alternatives; both were considered acceptable from an agricultural perspective, and no agricultural mitigation or micro-siting measures were required.

4.6.	If your proposed development is located in a protected area, explain how the proposed development is in line with the protected area management plan.

Layout 5 will encroach approximately 10 meters into the recently declared Van Schoorsdrift Protected Area.

The specialists for the proposed N7 Weighbridge project have, however, provided mitigation measures to implement rehabilitation that will be outlined in the EMPr.

Figure 49. City of Cape Town Map Viewer, 2025 – Featuring the Van Schoorsdrift Protected Area opposite the proposed N7 Weighbridge.

The proposed Alternatives 6 & 7 are not located within a protected area as defined in terms of the National Environmental Management: Protected Areas Act, 2003 (Act No. 57 of 2003). However, the site is situated in proximity to the Van Schoorsdrift Protected Area, located to the east of the N7, and therefore, due consideration has been given to the management objectives and ecological sensitivities associated with this protected area

Following concerns raised during the public participation process regarding the initial Alternative 5, the proposed development was redesigned and relocated further north (1600m), resulting in Alternatives 6 and 7, both of which are located on Morningstar RE/141. These revised alternatives were specifically selected to avoid encroachment into protected areas, critical biodiversity areas, and the east–west ecological corridor linking the Van Schoorsdrift Protected Area with surrounding natural open space systems. The area is further regarded as degraded.

4.7.	Explain how the presence of fauna on and adjacent to the proposed development has influenced your proposed development.

The faunal specialist concluded that, taken together, habitats and faunal components on the three alternative site locations do not comprise significant links in the biodiversity and ecological patterns and processes within the study area landscape, and loss of habitats and species here should no adversely impinge on local, regional or national biodiversity targets. From a faunal biodiversity perspective, therefore, impacts from the proposed development is expected to be reduced under either Option 5b of Alternative 1, or over the entirety of Alternatives 2 and 3. These layouts and proposed development activities were therefore supported from a terrestrial faunal and avifaunal sensitivity perspective.

5. Geographical Aspects

Explain whether any geographical aspects will be affected and how has this influenced the proposed activity or development.
As the terrain is levelled and no prominent geographical features are present, it is not expected that geographical aspects will be affected.

6. Heritage Resources

6.1.	Was a specialist study conducted?	**YES**	NO
6.2.	Provide the name and/or company who conducted the specialist study.		
ASHA Consulting – Jayson Orton (Cultural Heritage and Archaeological Specialist)			
6.3.	Explain how areas that contain sensitive heritage resources have influenced the proposed development.		

In accordance with Section 38 of National Heritage Resources Act, 1999 (Act No. 25 of 1999), the project has been evaluated by an appropriate specialist, Jayson Orton. and a NID response has been obtained for the proposed project and has been included within Appendix G. A NID has been submitted to assess Alternatives 6 and 7. Awaiting comments from Heritage Western Cape.

In the unlikely event that any archaeological, paleontological, or cultural significance is discovered on site, the Chance Fossil Finds Protocol will be implemented and included in the EMPr to preserve and protect heritage significance.

7. Historical and Cultural Aspects

Explain whether there are any culturally or historically significant elements as defined in Section 2 of the NHRA that will be affected and how has this influenced the proposed development.

According to the Notice of Intent, the site holds the following features:

Places, buildings, structures, and equipment of cultural significance:
Description of Heritage Resource: One of the structures of the historic Koeberg Hotel still exists on the farm but has been renovated to form part of the landfill facility. There are no structures in close proximity to the study area. The Vissershok Farm is a very important local heritage site but lies across the N7 and Diep River, some 3 km south-southeast of the study area.

Descriptions of Heritage Impact: No impacts expected.

Places to which oral traditions are attached or which are associated with living heritage:
Description of Heritage Resource: The Koeberg Hotel which lies on the Visserhok Outspan farm was locally referred to as Groendakkies by the farming community.

Descriptions of Heritage Impact: No impacts expected.

Landscapes and natural features of cultural significance:
Description of Heritage Resource: The Battle of Blouberg site lies to the west of the Vissershok area. This is a very important local landscape that signaled the change in ruling power at the Cape in 1806 from Dutch to British rule. The battle site itself lies some 5-7 km west of the study area.

Descriptions of Heritage Impact: No impact expected.

Archaeological resources – Incl. archaeological sites and material, rock art, battlefields, and wrecks etc.:
Description of Heritage Resource: archaeological materials have been seen in the wider area, but none were seen on site during a brief inspection. The survey track map is attached.

Descriptions of Heritage Impact: No impact expected.

Paleontological resources – i.e., fossils, geological formations etc.:
Description of Heritage Resource: The SAHRIS Palaeosensitvity map(attached) shows the study area to be of low sensitivity. The only fossils likely to occur in the covered sands are those of snails and other small animals that died within the last few thousand years, although they would be very rare. These recent fossils are of no concern.

Descriptions of Heritage Impact: No impacts expected.

Other heritage resources:
Description of Heritage Resource: The Old Malmesbury Road and old Mamre Road are perhaps the main heritage resources in close proximity to the site. The latter once ran through the southern part of the Vissershok Outspan and then passed east of the study area. The latter road branched off westwards and passed immediately north of the study area. The trees have been removed at the northern edge of the site to allow passage of the Eskom transmission lines and the N7 freeway (see attached aerial view). A small grove of gum trees occurs in the northern part of the study area and might be impacted. However, these trees do not directly relate to the historical road alignments. They are secondary growth related to a few older trees that occur in the grove.

Descriptions of Heritage Impact: No impacts expected.

Alternative 6 and 7:

The study area lies at the southern edge of the Swartland and has a long agricultural history, with nearby early Dutch outposts. Parts of the area have been subdivided over time, and major roads (Old Mamre Road and the N7) now cross the original farm.

Historical maps and aerial photos show only a small farmstead developing after 1927, expanding in the mid-20th century and later removed. One outbuilding survives nearby; a historic structure west of the site (about 390 m away) will not be affected.

A scattered spread of early 20th-century ceramics and glass was found, linked to the former farmstead. While a few items may be over 100 years old, the material is widespread, disturbed, and of very low heritage significance.

The site has low archaeological and paleontological sensitivity, and no further studies are required. The likelihood of fossils is extremely low.

There is always a small chance of unmarked precolonial graves, but these would be handled as chance finds if encountered.

Historic tree-lined avenues are a significant scenic feature, but will not be impacted; the current alternatives avoid mature trees entirely.

Overall impacts are minimal: some low-value artefacts may be disturbed, and an existing weighbridge will be demolished and rehabilitated with no net landscape change.

Conclusion:
No Heritage Impact Assessment (HIA) is required, recommended by Jayson Orton, Archaeologist and Heritage Consultant.In the unlikely event that any archaeological, paleontological, or cultural significance is discovered on site, the Chance Fossil Finds Protocol will be implemented and included in the EMPr to preserve and protect heritage significance.

8. Socio/Economic Aspects

8.1.	Describe the existing social and economic characteristics of the community in the vicinity of the proposed site.

The main proposed N7 Weighbridge structure is located within Sub-council 1, which is in line with the Blaauwberg data.

According to the Blaauwberg Integrated District Spatial Development Framework (IDSDF) and The Environmental Management Framework (EMF) (COCT, 2023*[1]), the population in Blaauwberg almost doubled between 2001 and 2011, with an annual population growth rate around 7%. Despite this rapid increase, the unemployment rate remained relatively constant. The household growth rate in the district was slightly faster than the population growth rate, which indicates a slight trend in the district of decreasing household sizes. This was not as marked in Blaauwberg as in other areas of Cape Town. Thus, while we can expect housing demand from households splitting into smaller units, and not only from increasing populations, but this is also not as strong a force in comparison to the rest of the City. Overall, ±75% of the population in Blaauwberg live in formal housing, while ±25% live in informal housing, including stand-alone and backyard shacks. Areas of informality are clustered mainly in Du Noon, Racing Park, Joe Slovo and Phoenix. These areas are among those which have relatively lower average household incomes in the district, making them more vulnerable to stresses and shocks (COCT, 2023).

At 0.59, Blaauwberg has a slightly lower Gini-coefficient than the Cape Town average of 0.62, and the national average of 0.63 (COCT, 2023). However, based on its Gini-Coefficient, South Africa has one of the highest levels of income inequality in the world. Thus, despite being below the local average, it is still a key issue in the district. According to the Blaauwberg IDSDF & EMF, Blaauwberg District had an unemployment level of 18.24% in 2011 which is relatively low in comparison to the metro average (COCT, 2023).

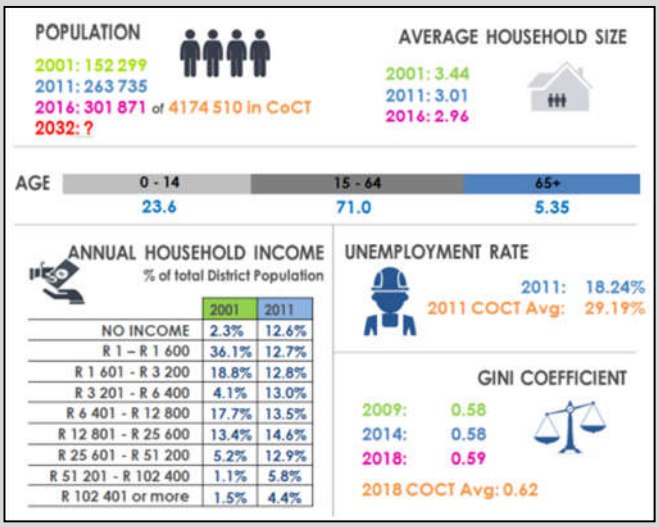


Figure 50: Overview Demographic Profile of the Blaawberg District in the COCT (COCT, 2023).

8.2.	Explain the socio-economic value/contribution of the proposed development.

It is not expected that this environmental process related to the proposed weighbridge construction will have a detrimental effect on the socio-economics of the area as it is anticipated that the project (upon completion) will greatly increase safety and efficiency of the road system. Furthermore, the construction activities are expected to provide additional employment and a continuation of the weighbridge operation will ensure employment for weighbridge personnel. During the construction phase of the proposed development, a number of temporary labour opportunities will be made available to facilitate the building of the proposed new weighbridge. The employment opportunities to be created will include the requirement of unskilled, semi-skilled and professional labourers. It will be the aim of the Developer to promote transferable skills in order to ensure that the labourers acquired skills that can be used for future employment opportunities.

During the operational phase of the proposed development, permanent employment as established with the existing weighbridge is expected to be continued.

Additionally, the screening tool did not identify any socio-economically relevant sensitive features.

The Blaauwberg DSDF & EMF further addresses Transport & Access Infrastructure relating to the project in the following ways:

transport & access related infrastructure planned for the short, medium
and long term and includes future projects and requirements for roads, public transport and nonmotorised transport linkages. The prioritisation of interventions in relation to transport infrastructure should be informed by the following key objectives:

- Optimising development and movement opportunities.
- Making a more 'walkable city'. Ensuring all roads, except freeways, are as much for people as they are for vehicles.
- Prioritisation of public transport over private mobility.
- Reducing the average household transport costs.
- Reducing the city's overall carbon footprint
- Ensure that New Roads and road improvements are built simultaneously with new Urban Development in order to maintain adequate evacuation standards and minimise evacuation times within the KNPS precautionary area, as determined by the approved Traffic Evacuation Model.

The proposed project is part of a larger road and infrastructure initiative highlighted in bold below, that forms part of the area's short and long-term transport infrastructure goals. These are all important to the overall (eventual) integration and functioning of the district, in terms of the stated shift in focus for transport infrastructure in the city and in the Blaauwberg district.

New road links proposed for the area
The follow road improvements are required in the short term (five years)
- Extension of Tryall Road
- **Extension of Berkshire Boulevard towards the N7**
- Extension of Koeberg Road towards Berkshire Boulevard
- R27 dualling between Tryall Road and Berkshire Boulevard

The follow road improvements are required in the medium term (10 years)
- **Extension of Berkshire Boulevard to the N7**
- Extension of M12 to Berkshire Blvd
- East West Arterial (Future R300 extension)
- M12: Sandown Road to Enterprise Way

The data provided above promotes safer roads and traffic accommodation as well as providing work within the area over a short and long term period.

This proposal aligns with a larger ongoing road works programme to accommodate the newly constructed N7 Van Schoorsdrift diamond interchange, to the south of the existing site, which was approved on 13 April 2022, DEADP Ref.: 14/3/1/1/1A1/16/0564/21. The construction of the interchange will aid with improving road safety along the route, by reducing the at-grade accesses to this section of the N7
.
The construction of the Van Schoorsdrif Interchange is currently underway, and it is anticipated that the newly developed interchange will be open for public use by April 2027. **As such, there is an urgent need to finalise the new location for the weighbridge in order for there not to be periods where no weighbridge is in place for this section of the N7. The absence of a weighbridge would have negative impacts on road safety, in the form of potentially overloaded trucks, as well as economic impacts, should overloaded trucks be turned back at the next weighbridge located much further north.**

8.3.	Explain what social initiatives will be implemented by applicant to address the needs of the community and to uplift the area.

During the construction phase, priority will be given to the employment of local labour and the utilisation of Small, Micro and Medium Enterprises (SMMEs). This approach is intended to stimulate local economic growth, support job creation, and provide skills development

opportunities to residents from surrounding communities. The appointment of local contractors and service providers will help ensure that the economic benefits of the project are retained within the region.

These efforts are designed not only to maintain a clean and environmentally responsible site, but also to promote inclusive economic participation and long-term community upliftment. The developer will, where feasible, engage with relevant stakeholders, including local authorities and training bodies, to strengthen the capacity of local labour and ensure meaningful involvement of SMMEs in both the construction and operational lifecycle of the project.

The social initiatives linked to the proposed N7 weighbridge thus reflect a commitment to responsible development that delivers tangible benefits to surrounding communities.

8.4.	Explain whether the proposed development will impact on people's health and well-being (e.g. in terms of noise, odours, visual character and sense of place etc) and how has this influenced the proposed development.

During the construction phase of the proposed development, temporary impacts to people's health and well-being would be expected as a result of increased movement within proximity of the proposed development footprint. Furthermore, these opportunities will allow for the development of transferable skills, specifically with regards to the following aspects of the road works:

- Traffic management
- Construction of drainage infrastructure
- Stone pitching cut-off drains
- Construction of guardrails and fencing
- Construction of stone masonry walls
- Installation of road signage

This could lead to a temporary (short-medium) negative impact on the 'sense of place'. Concerns regarding the security and safety impact to be seen as a result of the construction phase can be partially mitigated by on-site management measures.

No operational phase impacts are expected at this stage, except that following the completion of the construction phase of the proposed project, there will be a significant improvement in the safety of the road, providing road users with peace of mind whilst travelling along this portion of the road and the use of the weighbridge with the latest technology. This is considered a long-term improvement to the road and infrastructure.

SECTION H: ALTERNATIVES, METHODOLOGY AND ASSESSMENT OF ALTERNATIVES

1. Details of the alternatives identified and considered

1.1.	Property and site alternatives to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts.

Provide a description of the preferred property and site alternative.

A weighbridge facility is specifically required on this stretch of the N7, in close proximity to the Van Schoorsdrift Interchange, to serve the freight traffic travelling northbound and southbound. Furthermore, the function of the weighbridge is to monitor, regulate, and enforce axle-load compliance on heavy goods vehicles. Therefore, its positioning must be along the N7 corridor and within a reasonable distance of the existing (soon to be decommissioned) weighbridge. The existing weighbridge cannot continue operation due to its unsafe location within a substandard weaving section, created by the construction of the new interchange. As such, relocating the facility to another stretch of the N7 further away was not operationally or technically viable. Thus, the only property alternative that could accommodate the relocation was land immediately north of the existing facility.Alternative 6, located on Morningstar Re/141, is the preferred alternative for the relocation. The location is approximately 1600m north of the existing weighbridge on an area previously disturbed and without ecological constraints.

Provide a motivation for the preferred property and site alternative, including the outcome of the site selection matrix.

The preferred property for the relocated Vissershok Weighbridge was selected based on its close proximity (±1600m north) to the existing facility, ensuring continued service along the same section of the N7. Assessing environmental sensitivity, engineering feasibility, Alternative 6 was chosen as the preferred layout as it avoids high-sensitivity vegetation, and meets road safety and engineering standards, and has minimal agricultural impact, making it the most environmentally and operationally suitable option.

During the public participation process, concerns were raised by the City of Cape Town regarding the location of Alternative 5 within a newly mapped east–west ecological and biodiversity corridor, which forms part of a broader linkage between protected and conservation-worthy areas. Although Alternative 5 avoided high botanical sensitivity at a site scale, the potential strategic impact on ecological connectivity was identified as a significant constraint.

In response to these comments, the project team undertook further site refinement and developed Alternatives 6 and 7, located approximately 1.6 km north of the existing weighbridge, on Morningstar RE/141. These layouts were specifically designed to address the policy and biodiversity concerns raised and were reassessed using the same site selection matrix criteria.

The assessment demonstrated that Alternatives 6 and 7 outperform Alternative 5 in relation to strategic biodiversity and spatial planning considerations, while still meeting all operational and engineering requirements. In particular, Alternatives 6 and 7:

- Avoid the identified east–west biodiversity corridor, thereby maintaining landscape-scale ecological connectivity;
- Are located within areas already influenced by the existing N7 corridor, reducing additional fragmentation;
- Do not encroach into protected areas, Critical Biodiversity Areas, or formally designated conservation land;
- Remain fully compliant with road safety, geometric design, and operational requirements for weigh-in-motion and enforcement activities;
- Maintain acceptable agricultural impacts, with land take limited to areas of lower agricultural sensitivity.

The updated site selection matrix confirmed that, while Alternative 5 performed well in terms of site-level environmental sensitivity and engineering feasibility, Alternatives 6 and 7 achieve a superior overall score when broader biodiversity connectivity, spatial policy alignment, and cumulative impacts are considered.

Alternative 6 was identified as the preferred site alternatives for implementation, representing a refinement of the original preferred option rather than a fundamental change in project intent. This was due to the fact that it remains on the northbound carriageway fo the N7 and would not require heavy vehicles to change direction at the Melkbos Interchange to be weighed before proceeding northwards.

Provide a full description of the process followed to reach the preferred alternative within the site.

At present, there is an operational weighbridge along the N7 northbound (Figure 1). The proposed relocated weighbridge will be predominantly located on a portion of Farm Vissershok Outspan 153, City of Cape Town (CoCT) Municipality, Western Cape. Sections of the proposed weighbridge site, such as service roads, are located on Farm Morningstar 25/141 and a portion of Morningstar RE/141. Two other layout locations have been assessed for the proposed weighbridge (Figure 52 and Figure 53). During the site sensitivity verification, an area of "High Conservation Value" Cape Flats Sand Fynbos was noted by the Botanical Specialist in the central portion of the site. Given the conservation importance of this vegetation type, three additional layouts have been assessed in conjunction with the originally proposed layouts (Figure 54, Figure *55* and Figure 57). Engineering and environmental considerations have been proposed, with multiple design layouts that have been considered. However, Alternative 5 (layout 5) has been selected as the final proposed design for implementation.

The proposed layout design, Alternative 4 (Layout 4), was not assessed by specialists but is mentioned as the engineers did propose the layout, and the EAPs have explored the environmental attributes of this layout. Based on the extent of the area, the engineers have refined and updated the site layout and proposed Alternative 5 (Layout 5) as the final and updated site layout, which has been assessed by specialists and EAP's assigned to the proposed project.

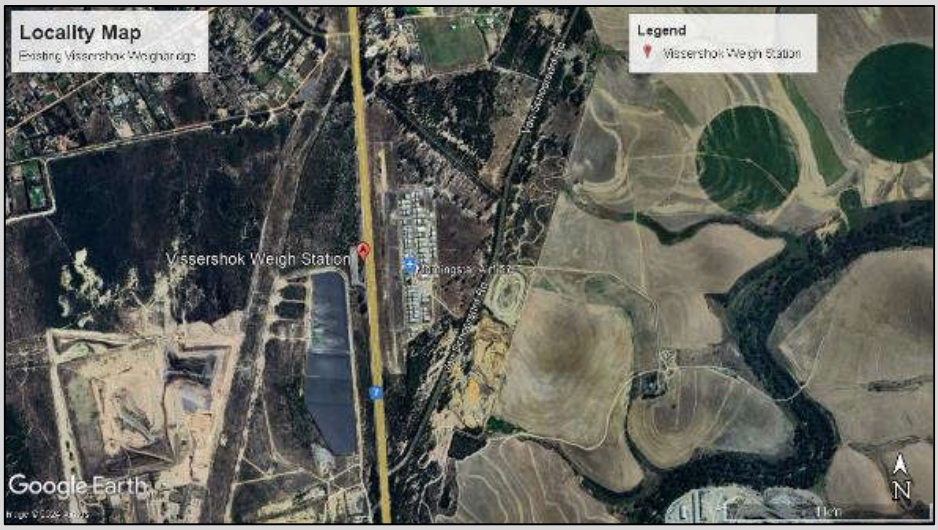


Figure 51. Existing Vissershok Weighbridge.

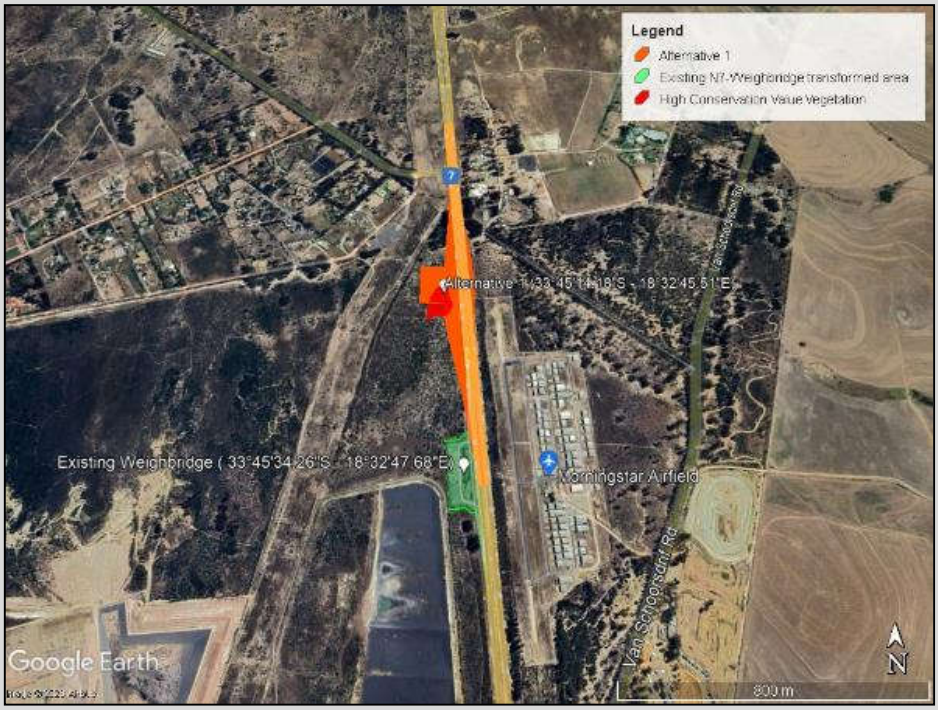


Figure 52: Locality Map – layout 1 with existing weighbridge seen in green.

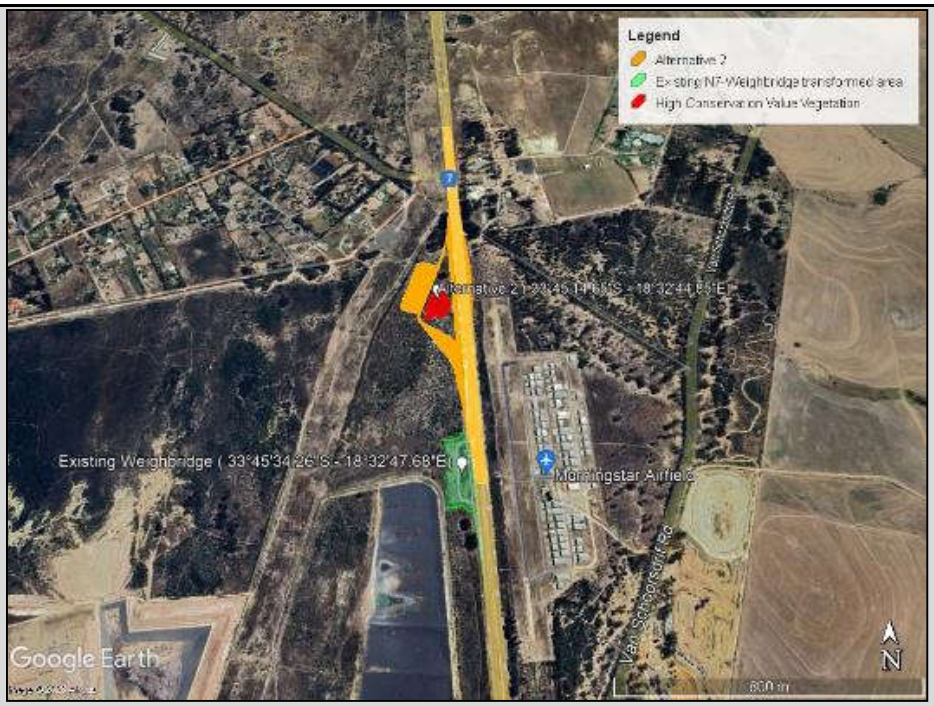


Figure 53: Locality Map – Layout 2 with the existing weighbridge in green.

Figure 54: Locality Map - Layout 3 with the existing weighbridge in green.

Figure 55. Proposed 4 layout (Zoomed) – Layout 4 avoids highly sensitive botanical vegetation.

Figure 56. layout 4 The greater extent of the proposed works along the N7.

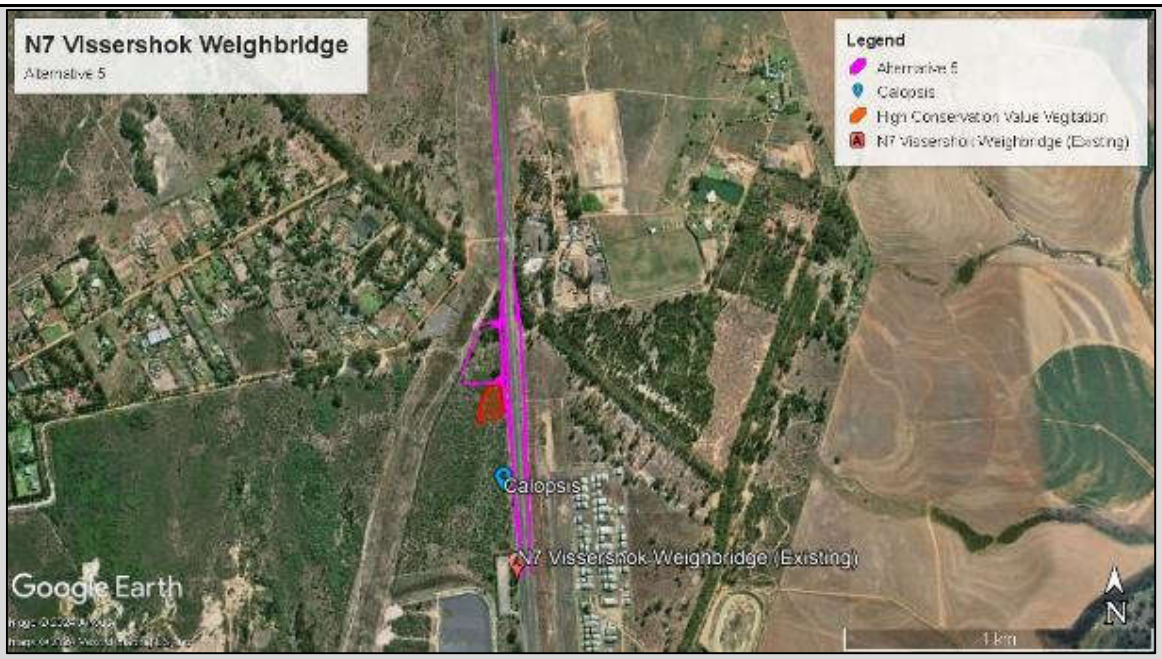


Figure 57. Proposed preferred and final layout 5.

The intention is to establish the new Vissershok Weighbridge approximately 600 m north of the existing site, followed by the demolition of the existing weighbridge and rehabilitation of that site. This proposal aligns with a larger ongoing road works programme.to accommodate the N7 diamond interchange, to the south of the existing site, which was approved on 13 April 2022, DEADP Ref.: 14/3/1/1/1A1/16/0564/21. The new proposed project will help improve road safety along the route.

Public Participation Inputs and Strategic Biodiversity Considerations:
During the public participation process, the City of Cape Town raised concerns that Layout 5 is located within a newly mapped east–west ecological and biodiversity corridor, forming part of a broader linkage between conservation areas, including the Van Schoorsdrift Protected Area. While Layout 5 avoided high-sensitivity vegetation at a local scale, the potential strategic impact on ecological connectivity was identified as a significant constraint.

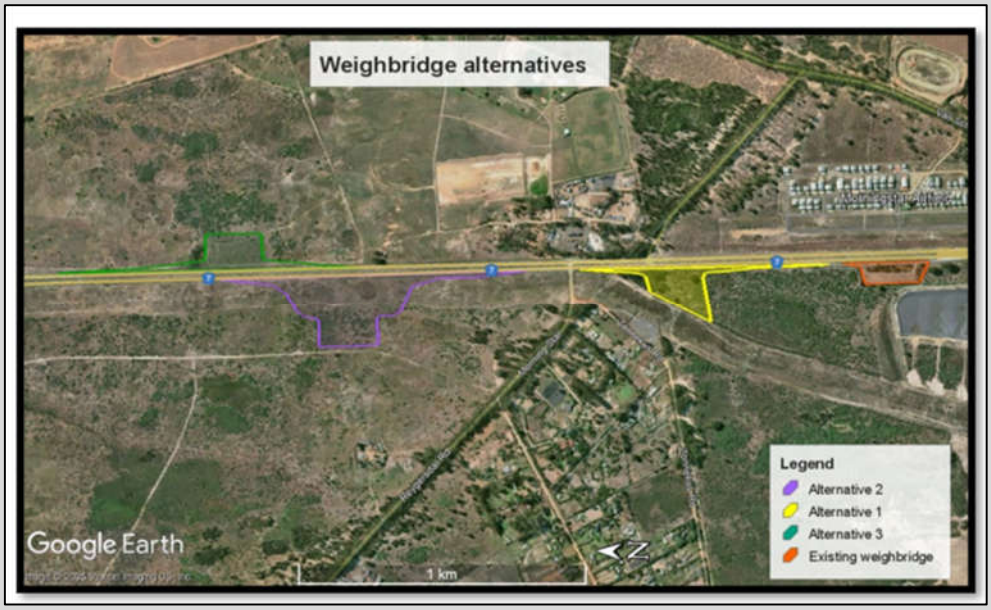


Figure 58. The newly proposed weighbridge facility locations (Alternative 6 and 7) in relation to the existing weighbridge and Alternative 5, (Helme, 2025).

Development of Alternatives 6 and 7 and Final Selection

In response to these concerns, the engineering and environmental teams undertook further refinement and developed two additional layout alternatives, Alternatives 6 and 7, located approximately 1.6 km north of the existing weighbridge, entirely on Morningstar RE/141. These alternatives were specifically designed to:

- Avoid the identified east–west biodiversity corridor;
- Limit development to areas already influenced by the existing N7 transport corridor;
- Reduce fragmentation of natural habitat at a landscape scale; and
- Maintain full compliance with operational, road safety, and engineering requirements.

Alternatives 6 and 7 were reassessed against the same environmental, engineering, agricultural, and operational criteria applied to earlier alternatives. The outcomes demonstrated that, while Alternative 5 performed well at a site level, Alternatives 6 and 7 provide a superior overall outcome when broader biodiversity connectivity, spatial planning policy alignment, and cumulative impacts are considered.

Preferred Alternative Outcome

Based on the iterative alternatives assessment process, specialist inputs, engineering refinement, and issues raised during public participation, Alternative 6 was identified as the preferred alternatives for implementation. This layout represents a refinement of the original site selection rather than a change in project intent, and achieves the best balance between environmental protection, policy compliance, engineering feasibility, and operational efficiency.

The intention remains to establish the new Vissershok Weighbridge north of the existing facility, followed by the demolition and rehabilitation of the current weighbridge site, thereby improving road safety and supporting the broader N7 upgrade programme

Provide a detailed motivation if no property and site alternatives were considered.

Not applicable

List the positive and negative impacts that the property and site alternatives will have on the environment.

Positive

- Provision of an upgraded weighbridge to serve the needs of the N7 national road.
- Improved safety along the N7, to avoid vehicles from having to cross the main roadways.
- Control of alien invasive species on site (and during construction, the alien invasive species within the adjacent disturbance strip will be maintained).
- Upliftment of local labour.

Negative

- Temporary impact associated with the construction phase activities (i.e. noise, visual impacts of construction, dust);
- Potential habitat fragmentation due to the transformation of an undeveloped area to a developed area.
- Potential loss of species of concern.

1.2.	Activity alternatives to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts.

Provide a description of the preferred activity alternative.

The proposed activity is the construction and operation of a new weighbridge facility along the N7, which is essential for freight regulation, road safety, and infrastructure protection. Given that the sole purpose of the project is to replace the existing weighbridge now unsafe due to the nearby Van Schoorsdrift Interchange, no activity alternatives were considered, as the operation of a weighbridge is the only viable and mandated function at this location. The preferred activity incorporates updated technology (including weigh-in-motion systems) and improved infrastructure design to maximise operational efficiency while minimising environmental and traffic-related impacts.

While the activity itself remains unchanged, activity alternatives were considered in the form of different design and layout configurations to avoid negative impacts, mitigate unavoidable impacts, and maximise positive outcomes. These refinements resulted in the identification of Alternatives 6 and 7 as the preferred activity alternatives. The preferred activity alternatives incorporate updated weigh-in-motion technology, allowing for high-speed screening of heavy vehicles and reducing the need for unnecessary vehicle stopping, which in turn minimises congestion, emissions, and safety risks. Improved geometric design and separation from interchange traffic movements further enhance road safety.

Provide a description of any other activity alternatives investigated.

The project is specifically intended to replace the existing N7 Vissershok Weighbridge, which has become operationally unsafe due to the proximity of the Van Schoorsdrift Interchange. As such, no alternative activities were considered.

Provide a motivation for the preferred activity alternative.

The proposed N7 Weighbridge is aimed at improving road safety, protecting critical transport infrastructure, and ensuring compliance with freight regulations along a major national and regional trade corridor. The N7 serves as a key route for heavy goods vehicles between Cape Town and the SADC region, and the weighbridge will enable the monitoring and enforcement of legal axle load limits to prevent road damage caused by overloaded vehicles.

Incorporating smart infrastructure for automated vehicle classification and real-time data capture, the development will support more efficient traffic management and reduce congestion. In line with environmental sustainability goals, the project includes provisions for energy-saving interventions such as solar geysers, aligning with broader climate action commitments. Furthermore, the weighbridge will contribute to job creation and regional economic development while supporting municipal and provincial planning frameworks, Relocating the existing weighbridge is necessary to accommodate traffic effectively. Failing to move the weighbridge could lead to negative traffic impacts.

Provide a detailed motivation if no activity alternatives exist.

The proposed project involves demolishing the existing Vissershok Weighbridge and constructing a replacement facility approximately 600 m to 1.6 km north of the current site to accommodate the approved Van Schoorsdrift diamond interchange and address existing safety and operational constraints. The activity itself—the construction and operation of a weighbridge—is a mandatory and non-substitutable function required to ensure freight regulation, road safety, and protection of the national road network along this strategic section of the N7. As a result, no alternative activities were considered feasible; however, multiple layout and design alternatives, including Alternatives 6 and 7, were assessed to ensure the required activity is implemented in the most environmentally, operationally, and spatially appropriate manner..

List the positive and negative impacts that the activity alternatives will have on the environment.

Positive

- Provision of an upgraded weighbridge to serve the needs of the N7 national road.
- Improved safety along the N7, to avoid vehicles from having to cross the main roadways.
- Control of alien invasive species on site (and during construction, the alien invasive species within the adjacent disturbance strip will be maintained).
- Upliftment of local labour.

Negative

- Temporary impact associated with the construction phase activities (i.e. noise, visual impacts of construction, dust);
- Potential habitat fragmentation due to the transformation of an undeveloped area to a developed area.
- Potential loss of species of concern.

1.3.	Design or layout alternatives to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts

Provide a description of the preferred design or layout alternative.

There is currently an operational weighbridge located along the northbound N7. The proposed project entails the demolition of this facility and the construction of a replacement weighbridge further north along the same functional section of the N7. Initial layout investigations focused on land located predominantly on Farm Vissershok Outspan 153, with associated infrastructure extending onto Farm Morningstar 25/141 and a portion of Morningstar RE/141, within the City of Cape Town Municipality, Western Cape. Several layout alternatives were developed and assessed within this area.

During site sensitivity verification, the botanical specialist identified a central area of High Conservation Value Cape Flats Sand Fynbos, a critically endangered vegetation type. In response, additional layout alternatives were developed and assessed to avoid sensitive vegetation and reduce environmental impacts. While Layout 5 was initially identified as a preferred option at a site-scale level due to its avoidance of high-sensitivity vegetation and compliance with engineering standards, concerns raised during the public participation process highlighted its location within a newly identified east–west biodiversity corridor.

Following these inputs, the design was further refined, and Layout Alternatives 6 and 7 were developed approximately 1.6 km north of the existing weighbridge, entirely on Morningstar RE/141. These layouts were specifically designed to avoid the identified biodiversity corridor, reduce landscape-scale ecological fragmentation, and limit development to areas already influenced by the existing N7 transport corridor.

Alternatives 6 and 7 are identified as the preferred design and layout alternatives, as they achieve the most balanced outcome when considering environmental sensitivity, spatial planning policy alignment, engineering feasibility, and operational efficiency. Both layouts comply with road safety and geometric design standards, provide sufficient separation from the Van Schoorsdrift Interchange, and allow for the safe and efficient operation of the weighbridge.

Once the new Vissershok Weighbridge is established, the existing weighbridge will be demolished and the site rehabilitated. This relocation forms part of the broader N7 upgrade programme associated with the Van Schoorsdrift diamond interchange, which was approved on 13 April 2023 (DEADP Ref.: 14/3/1/1/A1/16/0564/21).

The proposed weighbridge facility under Alternatives 6 and 7 will include the main weighbridge structure, administration offices, parking areas, fencing, service connections (water, sewer and electricity), internal circulation and access roads, and weigh-in-motion (WIM) facilities integrated into the N7 in both traffic directions. The southbound WIM installation has been positioned further north to avoid the need for auxiliary lanes between the facility and the interchange ramps, thereby improving road safety and traffic flow.

Provide a motivation for the preferred design or layout alternative.

Several layout alternatives were considered for the relocation of the N7 Vissershok Weighbridge in order to avoid environmentally sensitive areas, meet engineering and safety requirements, and integrate effectively with the broader N7 upgrade, including the Van Schoorsdrift diamond interchange.

Previously Considered Layouts
Layout 1 – Initial Concept Design
Layout 1 was proposed close to the existing weighbridge but did not sufficiently address the road safety concerns introduced by the Van Schoorsdrift Interchange. It also overlapped with a central portion of land containing Cape Flats Sand Fynbos, identified by the botanical specialist as an area of High Conservation Value.

Layout 2 – Southward Shift
This option slightly repositioned the weighbridge but still encroached into the sensitive vegetation zone. It also presented geometric design challenges in terms of access to and from the N7.

Layout 3 – Centralised Option
Layout 3 attempted to centralise infrastructure to reduce the footprint but remained environmentally problematic due to its overlap with the high-sensitivity botanical area. Additionally, the alignment of service roads posed safety risks due to suboptimal spacing from the new interchange ramps.

Layout 4 – Environmentally Conscious Design (Not Specialist-Assessed)
Layout 4 made a concerted attempt to avoid the sensitive vegetation and represented an improvement from an environmental standpoint. However, it was developed by engineers and reviewed informally by environmental practitioners without undergoing formal specialist assessment. As such, it was not taken forward for final evaluation.

Layout – Alternative 5
Layout 5 is the final and refined design alternative that evolved directly from the environmental and engineering constraints identified during earlier iterations. It is the only layout that:

Fully avoids areas of Cape Flats Sand Fynbos, thereby protecting the site's most sensitive and irreplaceable botanical resource;

It is positioned primarily on Farm 153 (City of Cape Town-owned) land, reducing complexities related to land acquisition;

Ensures safe access and exit from the N7, particularly in relation to the geometry of the newly constructed Van Schoorsdrift Interchange;

Integrates modern freight control infrastructure, including a new 3.6m-wide weighbridge, weigh-in-motion stations on both the northbound and southbound lanes, and an updated access road layout;

Aligns spatially and functionally with the broader N7 upgrade programme already authorised under DEADP Ref.: 14/3/1/1/A1/16/0564/21.

Additionally, the layout allows for the demolition and rehabilitation of the existing weighbridge site, enhancing the overall environmental outcome of the project.

Layouts - 6 and 7, were selected following an iterative assessment process that considered environmental sensitivity, engineering feasibility, road safety, operational efficiency, and spatial planning alignment. These alternatives are located approximately 1.6 km north of the existing Vissershok Weighbridge, entirely on Morningstar RE/141, and were specifically designed in response to specialist findings and concerns raised during the public participation process.

Alternatives 6 and 7 avoid the identified east–west ecological and biodiversity corridor and areas of high botanical sensitivity, thereby minimising impacts on landscape-scale ecological connectivity and critically endangered vegetation. The layouts are positioned within an area already influenced by the existing N7 transport corridor, which limits additional habitat fragmentation and cumulative environmental impacts.

From an engineering and operational perspective, the preferred layouts comply with all applicable road safety and geometric design standards, provide increased separation from the Van Schoorsdrift Interchange, and support the safe and efficient operation of weigh-in-motion and enforcement infrastructure. The layouts also reduce the need for complex traffic movements and auxiliary lanes, thereby improving traffic flow and safety.

Provide a detailed motivation if no design or layout alternatives exist.

Seven layout alternatives were considered during the design phase of the project, however, only Layout 5, 6 and 7 are being considered moving forward.

List the positive and negative impacts that the design alternatives will have on the environment.

Positive

- Provision of an upgraded weighbridge to serve the needs of the N7 national road.
- Improved safety along the N7, to avoid vehicles from having to cross the main roadways.
- Avoidance of sensitive habitats
- Control of alien invasive species on site (and during construction the alien invasive species within the adjacent disturbance strip will be maintained).
- Upliftment of local labour.

Negative

- Temporary impact associated with the construction phase activities (i.e. noise, visual impacts of construction, dust);
- Potential habitat fragmentation due to the transformation of an undeveloped area to a developed area.
- Potential loss of species of concern. Positive
- Provision of an upgraded weighbridge to serve the needs of the N7 national road.
- Improved safety along the N7, to avoid vehicles from having to cross the main roadways.
- Control of alien invasive species on site (and during construction the alien invasive species within the adjacent disturbance strip will be maintained).
- Upliftment of local labour.

Negative

- Temporary impact associated with the construction phase activities (i.e. noise, visual impacts of construction, dust);
- Potential habitat fragmentation due to the transformation of an undeveloped area to a developed area.
- Potential loss of species of concern.
- Impact on strategic biodiversity connectivity: Although Alternative 5 avoided high-sensitivity vegetation at a local scale, it was located within a newly identified east–west ecological and biodiversity corridor, which forms part of a broader landscape-scale linkage. The development would have the potential to compromise ecological connectivity across the area.

1.4.	Technology alternatives (e.g., to reduce resource demand and increase resource use efficiency) to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts.

Provide a description of the preferred technology alternative:

No technology alternatives are applicable to the proposed project. All construction materials, designs and methodologies to be adopted on site are considered to be the best practicable measures to promote the integrity of the proposed works

Provide a description of any other technology alternatives investigated.

No technology alternatives are applicable to the proposed project. All construction materials, designs and methodologies to be adopted on site are considered to be the best practicable measures to promote the integrity of the proposed works.

Provide a motivation for the preferred technology alternative.

The preferred technology alternative for the N7 Weighbridge is the use of smart weigh-in-motion (WIM) systems, chosen for their ability to accurately monitor and record vehicle weights without stopping traffic. This enhances efficiency, reduces congestion, and improves compliance enforcement through real-time vehicle identification and classification. To fully optimise these benefits, the weighbridge is best positioned approximately 600 metres – 1.6 km north of the original location to better accommodate traffic flows from the newly developed N7 Van Schoorsdrift interchange. This relocation supports improved traffic integration, reduces the risk of vehicle queuing near the interchange, and contributes to safer, more efficient road conditions for all users.

Provide a detailed motivation if no alternatives exist.

Not applicable.

List the positive and negative impacts that the technology alternatives will have on the environment.

Not applicable.

1.5.	Operational alternatives to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts.

Provide a description of the preferred operational alternative.

Operational approaches for the N7 Vissershok Weighbridge were assessed in relation to different layout options, including Alternative 5 and Alternatives 6 and 7, with the objective of improving traffic flow, enhancing road safety, and minimising environmental impacts.

Alternative 5 proposed operating the weighbridge approximately 600 m north of the existing facility, which would improve conditions relative to the current location by increasing separation from the Van Schoorsdrift Interchange and reducing unsafe

weaving movements. This option would have allowed the use of weigh-in-motion (WIM) technology, selective diversion of overloaded vehicles to static weigh bays, and more efficient traffic management compared to the existing weighbridge. However, this operational configuration is located within a newly identified east–west ecological and biodiversity corridor. While the operational performance of Alternative 5 is technically feasible, its location introduces constraints related to long-term sustainability and potential limitations on operational flexibility, which were highlighted during the public participation process.

Alternatives 6 and 7 involve operating the weighbridge approximately 1.6 km north of the existing facility, providing increased separation from the Van Schoorsdrift Interchange and allowing heavy vehicles to enter and exit the facility without interfering with merging and diverging traffic. This configuration reduces congestion and accident risk and supports efficient enforcement operations. The operational approach incorporates smart weigh-in-motion technology, enabling real-time screening of heavy vehicles without stopping. Vehicles identified as potentially overloaded are diverted to static weigh bays for verification, while compliant vehicles continue without delay.

Additional operational measures across the assessed alternatives include remote monitoring systems, clear advance signage, dedicated access and exit lanes, and controlled screening areas. Collectively, these measures reduce unnecessary stopping, idling, and traffic conflicts, thereby mitigating traffic-related and environmental impacts while maximising the benefits of improved freight enforcement and protection of road infrastructure along the N7 corridor.

Provide a description of any other operational alternatives investigated.

Not applicable.

Provide a motivation for the preferred operational alternative.

A weighbridge is required along this section of the N7 in order to regulate freight vehicle loads, enforce legal axle weight limits, improve road safety, reduce damage to road infrastructure, and support efficient traffic flow on this critical freight corridor.

Provide a detailed motivation if no alternatives exist.

Not applicable.

List the positive and negative impacts that the operational alternatives will have on the environment.

Positive Impacts

- Provision of an upgraded weighbridge to serve the needs of the N7 national road, improving freight regulation and compliance.
- Improved road safety by eliminating unsafe vehicle movements across main roadways, particularly with the integration of weigh-in-motion systems.
- Control and management of alien invasive plant species on the site during operation, contributing to improved ecological condition.
- Continued maintenance of alien invasive species within adjacent disturbed areas, initiated during construction and maintained through operational landscaping and environmental management plans.
- Local labour upliftment, with ongoing opportunities for maintenance, cleaning, and landscaping services during operation.
- Reduced road degradation over time due to improved enforcement of legal axle load limits, contributing to long-term infrastructure sustainability.

Negative Impacts

- Increased noise and vehicle emissions from freight vehicles entering and exiting the weighbridge, potentially impacting nearby receptors.
- Visual intrusion of infrastructure (buildings, fencing, lighting) in a semi-rural landscape.
- Potential light pollution from security and operational lighting, particularly at night, affecting nearby fauna or rural sense of place.
- Disturbance to remaining vegetation and soils if operational areas are not adequately maintained or if vehicle movement extends beyond the designated footprint.
- Waste generation and pollution risks from on-site operations if solid waste, wastewater, or hazardous materials are not properly managed.
- Risk of fire or accidental spills due to vehicle or equipment malfunction, especially in summer months or windy conditions.

1.6.	The option of not implementing the activity (the 'No-Go' Option).

Provide an explanation as to why the 'No-Go' Option is not preferred.

The "No Go" alternative (continuing with the current status quo) would result in clearly lower construction and operational phase impacts, classified as neutral to low negative. However, due to the existing safety risk profile of the N7 road section associated with the proposed development, it is estimated that the need for enhanced safety takes priority over the potential impacts of moving forward with the development. The new N7 weighbridge will promote appropriate weighbridge and freeway standards, as the proposed project aligns with a larger road and infrastructure initiative. This alignment is essential not only for traffic management but also to ensure compliance with freeway standards.

Additionally, the economic benefits of capital contributions to infrastructure and the socio-economic benefits of the employment opportunities to be created during the construction phase of the proposal will not be seen.	
1.7.	Provide an explanation as to whether any other alternatives to avoid negative impacts, mitigate unavoidable negative impacts and maximise positive impacts, or detailed motivation if no reasonable or feasible alternatives exist.
A range of layout alternatives were investigated for the proposed development in order to avoid negative impacts, mitigate unavoidable impacts, and maximise positive outcomes. These included Layouts 1 to 5, which were assessed through iterative engineering design, environmental screening, and specialist input. While these layouts demonstrated varying degrees of technical feasibility, Layout 5 was initially identified as the most suitable at a site-scale level due to its avoidance of high-sensitivity vegetation and compliance with engineering and road safety requirements. However, concerns raised during the public participation process identified that Layout 5 is located within a newly mapped east–west ecological and biodiversity corridor, presenting a strategic environmental constraint despite its localised avoidance of sensitive vegetation. In response, further refinement of the project was undertaken, resulting in the development and assessment of Layouts 6 and 7, located further north and outside of the identified biodiversity corridor. Layouts 6 and 7 were specifically designed to reduce landscape-scale ecological impacts while maintaining operational, engineering, and safety requirements. These layouts represent a refinement of the original site selection rather than a fundamentally different development option and provide improved avoidance of strategic environmental sensitivities. Beyond the assessed layouts, no further reasonable or feasible alternatives exist. The weighbridge must remain within this defined section of the N7 to fulfil its regulatory and operational function, and relocation beyond this corridor would compromise enforcement effectiveness and road safety. Accordingly, all reasonable alternatives to avoid or mitigate impacts have been explored through layout refinement, and the remaining impacts can be effectively managed through design measures and the Environmental Management Programme.	
1.8.	Provide a concluding statement indicating the preferred alternatives, including the preferred location of the activity.
A range of layout alternatives was investigated for the proposed relocation of the Vissershok Weighbridge, including Layouts 1 to 5, which were developed through successive stages of engineering refinement and environmental assessment. During site sensitivity verification, the botanical specialist identified an area of High Conservation Value Cape Flats Sand Fynbos within the initially proposed site area. In response to the conservation significance of this vegetation type, additional layouts were developed to avoid direct impacts on sensitive botanical features. While Layout 5 represented an improvement over earlier layouts at a site-specific level by avoiding high-sensitivity vegetation and meeting engineering and road safety requirements, concerns raised during the public participation process identified its location within a newly mapped east–west ecological and biodiversity corridor. This strategic environmental constraint prompted further refinement of the project. As a result, Layouts 6 and 7 were developed and assessed as refined alternatives. These layouts are located approximately 1.6 km north of the existing weighbridge, entirely on Morningstar RE/141, and avoid the identified biodiversity corridor while remaining within the only viable operational section of the N7. The layouts are positioned within an area already influenced by the existing national road, thereby minimising additional habitat fragmentation and cumulative environmental impacts. Both layouts comply with engineering, traffic safety, and operational requirements and allow for the effective operation of modern weigh-in-motion technology. The proposed development will comprise the main weighbridge structure, service and administration buildings, offices, parking areas, fencing, service connections (water, sewer and electricity), internal circulation and access roads, and weigh-in-motion facilities integrated into the N7. Once the new facility is operational, the existing weighbridge will be demolished and the site rehabilitated. In conclusion, the preferred alternative for the proposed development is Alternative 6. The preferred location is situated north of the existing weighbridge along the same functional northbound section of the N7, ensuring operational continuity, improved road safety, avoidance of sensitive ecological features, and alignment with the broader N7 upgrade and Van Schoorsdrift Interchange project.	

2. "No-Go" areas

Explain what "no-go" area(s) have been identified during identification of the alternatives and provide the co-ordinates of the "no-go" area(s).
Based on input from the appointed specialists and the outcomes of the alternatives assessment process, several no-go areas were identified to avoid unacceptable environmental impacts. The primary no-go area identified is an area of High Conservation Value Cape Flats Sand Fynbos, a critically endangered vegetation type, located within the initially assessed site area associated with earlier layout options. Specialist botanical

assessment confirmed the conservation significance of this vegetation, and it was therefore designated as a no-go area for development. This area informed the refinement and rejection of earlier layouts and was a key driver in the development of later alternatives.

In addition, a newly identified east–west ecological and biodiversity corridor, linking surrounding natural and conservation areas, was identified during the public participation process and subsequent spatial analysis. This corridor was considered a strategic no-go area due to its importance for landscape-scale ecological connectivity. Layout 5 was found to overlap with this corridor and was therefore constrained. As a result, Layouts 6 and 7 were developed to avoid this no-go area entirely.

Further no-go areas include zones of high ecological sensitivity, as identified through the Sensitivity Ecological Index (SEI) mapping and confirmed by terrestrial faunal and avifaunal specialists. These areas occur predominantly outside the final development footprints and were avoided through layout refinement.

Areas outside the identified development footprints and beyond the approved property boundaries were also designated as no-go zones, except where limited linear infrastructure is required for access roads or essential service connections, which are subject to strict mitigation measures.

The approximate locations and extents of the identified no-go areas, including sensitive vegetation, ecological corridors, and high-sensitivity ecological zones, are illustrated in the relevant sensitivity maps included in the BAR. Where required, the coordinates of these no-go areas are provided in the accompanying mapping appendices.

3. Methodology to determine the significance ratings of the potential environmental impacts and risks associated with the alternatives.

Describe the methodology to be used in determining and ranking the nature, significance, consequences, extent, duration of the potential environmental impacts and risks associated with the proposed activity or development and alternatives, the degree to which the impact or risk can be reversed and the degree to which the impact and risk may cause irreplaceable loss of resources.

The assessment criteria utilised in this environmental impact assessment is based on, and adapted from, the Guideline on Impact Significance, Integrated Environmental Management Information Series 5 (Department of Environmental Affairs and Tourism (DEAT), 2002) and the Guideline 5: Assessment of Alternatives and Impacts in Support of the Environmental Impact Assessment Regulations (DEAT, 2006).

The impacts have henceforth been determined through the following parameters:

- The **extent** of the anticipated impact.
- The **duration** for which the impact will be exercised.
- The **probability** of occurrence of the anticipated impact.
- The **significance** of the anticipated impact.
- How **reversible** the anticipated impact would be.
- How **mitigable** the anticipated impact would be.
- The **degree of loss** of the resources.
- The **cumulative impact** of the anticipated aspect.
- The significance of the **consequence** of the aspect.

Determination of the Extent (Scale)	
Site specific	On site or within 100m of the site boundary, but not beyond the property boundary
Local	The impacted area includes the whole or a measurable portion of the site and property, but could affect the area surrounding the development, including the neighbouring properties and wider municipal area.
Regional	The impact would affect the broader region (e.g. neighbouring towns) beyond the boundaries of the adjacent properties.
National	The impact would affect the whole country (if applicable)

Determination of Duration	
Temporary	The impact will be limited to the construction phase
Short term	The impact will either disappear with mitigation or will be mitigated through a natural process in a period shorter than 8 months after the completion of the construction phase.
Medium term	The impact will last up to the end of the construction phase, where after it will be entirely negated in a period shorter than 3 years after the completion of construction activities.
Long term	The impact will continue for the entire operational lifetime of the development, but will be mitigated by direct human action or by natural processes thereafter.

Permanent	This is the only class of impact that will be non-transitory. Such impacts are regarded to be irreversible, irrespective of what mitigation is applied.

Determination of Probability	
Improbable	The possibility of the impact occurring is very low, due either to the circumstances, design or experience.
Probable	There is a possibility that the impact will occur to the extent that provisions must therefore be made.
Highly probable	It is most likely that the impact will occur at some stage of the development. Plans must be drawn up to mitigate the activity before the activity commences.
Definite	The impact will take place regardless of any prevention plans

Determination of Significance (without mitigation)	
No significance	The impact is not substantial and does not require any mitigation action.
Low	The impact is of little importance but may require limited mitigation.
Medium	The impact is of sufficient importance and is therefore considered to have a negative impact. Mitigation is required to reduce the negative impact to acceptable levels.
Medium-High	The impact is of high importance and is therefore considered to have a negative impact. Mitigation is required to manage the negative impacts to acceptable levels.
High	The impact is of great importance. Failure to mitigate with the objective of reducing the impact to acceptable levels could render the entire development option or entire project proposal unacceptable. Mitigation is therefore essential.
Very High	The impact is critical. Mitigation measures cannot reduce the impact to acceptable levels. As such the impact renders the proposal unacceptable.

Determination of Significance (with mitigation)	
No significance	The impact will be mitigated to the point where it is regarded to be insubstantial
Low	The impact will be mitigated to the point where it is of limited importance.
Medium	Notwithstanding the successful implementation of the mitigation measures, the impact will remain of significance. However, taken within the overall context of the project, such a persistent impact does not constitute a fatal flaw.
High	Mitigation of the impact is not possible on a cost-effective basis. The impact continues to be of great importance and taken with the overall context of the project, is considered to be a fatal flow in the project proposal.

Determination of Reversibility	
Completely Reversible	The impact is reversible with implementation of minor mitigation measures
Partly Reversible	The impact is partly reversible but more intensive mitigation measures
Barely Reversible	The impact is unlikely to be reversed even with intense mitigation measures
Irreversible	The impact is irreversible, and no mitigation measures exist.

Determination of Degree to which an impact can be Mitigated	
Can be mitigated	The impact is reversible with implementation of minor mitigation measures
Can be partly mitigated	The impact is partly reversible but more intense mitigation measures
Can be barely mitigated	The impact is unlikely to be reversed even with intense mitigation measures
Not able to mitigate	The impact is irreversible, and no mitigation measures exist.

Determination of Loss of Resources	
No loss of resource	The impact will not result in the loss of any resources.
Marginal loss of resource	The impact will result in marginal loss of resources.
Significant loss of resources	The impact will result in significant loss of resources.
Complete loss of resources	The impact will result in a complete loss of all resources.

Determination of Cumulative Impact	
Negligible	The impact would result in negligible to no cumulative effects.
Low	The impact would result in insignificant cumulative effects.
Medium	The impact would result in minor cumulative effects.
High	The impact would result in significant cumulative effects.

Determination of Consequence significance	
Negligible	The impact would result in negligible to no consequences.
Low	The impact would result in insignificant consequences.
Medium	The impact would result in minor consequences.
High	The impact would result in significant consequences.

4. ASSESSMENT OF EACH IMPACT AND RISK IDENTIFIED FOR EACH ALTERNATIVE

Note: The following table serves as a guide for summarising each alternative. The table should be repeated for each alternative to ensure a comparative assessment. The EAP may decide to include this section as Appendix J to this BAR.

Seven layouts have been evaluated for the proposed N7 weighbridge project. However, only three layouts will be considered for the project. Layouts 1, 2, 3, and 4 have been deemed not viable; they were mentioned only as part of the EAP and the engineers' due diligence in assessing the best possible option to ensure environmental responsibility and to maintain freeway standards. As a result, only Alternative 5, 6 and 7, will be included in the impact and risk analysis, along with the status quo No-Go Alternative.

Alternative:	**Alternative 5**	**Alternative 6 (Preferred)**	**Alternative 7**	**No-Go Alternative**
PLANNING, DESIGN AND DEVELOPMENT PHASE				
Potential impact and risk:	**Compliance with legislative requirements** The proposed works are subject to a number of approvals and permits from various spheres of the environment. Commencement of activities without all relevant permits/permissions/approvals including registered servitudes, permits to remove specific vegetation, etc. as well as commencing without implementation of specialist recommendations, and compliance with EMPr pre-construction activities, can result in penalties, time delays and excessive costs. All stemming from poor planning. For example, the Agricultural approval for rezoning in terms of the Subdivision of Agriculture Land Act (Act 70 of 1970) (SALA). Climate change considerations need to be addressed at this stage, and where possible, adaption/mitigation measures found to be feasible must be integrated into the final design/planning during construction, and financial provision must be made where necessary.			No change in the environmental status quo
Nature of impact:	Negative	Negative	Negative	
Extent and duration of impact:	Regional / Medium term	Regional / Medium term	Regional / Medium term	
Consequence of impact or risk:	• Non-compliance with the relevant approvals • Penalties or fines to be issued			
Probability of occurrence:	Low (Improbably)	Low (Improbably)	Low (Improbably)	
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	Low	
Degree to which the impact can be reversed:	Reversible	Reversible	Reversable	
Indirect impacts:	Increased risk of delays due to additional ecological constraints	Minimal	Minimal	

Alternative:	**Alternative 5**	**Alternative 6 (Preferred)**	**Alternative 7**	**No-Go Alternative**
Cumulative impact prior to mitigation:	Low	Low	Low	
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	**Low**	**Low**	**Low**	
Degree to which the impact can be avoided:	High	High	High	
Degree to which the impact can be managed:	High (can be managed)	High (can be managed)	High (can be managed)	
Degree to which the impact can be mitigated:	High (can be mitigated)	High (can be mitigated)	High (can be mitigated)	
Proposed mitigation:	**General mitigation:** • Ensure programme of works is planned accordingly and includes recommended measures where necessary. • Ensure financial allowances are made for the recommended measures, such as rehabilitation, etc. • Ensure all relevant permits/licenses/approvals are in place and are valid prior to commencing with works. • Ensure that the Contractor has accepted the approved EMPr and Environmental Authorisation (and any other relevant permits/licenses, etc), as a part of their Tender Document, to ensure that they are fully aware of their responsibilities in terms of the implementation of these documents. • Ensure that the Contractor provides method statements for activities intended to be undertaken, and these are checked and approved by the ECO as well as the Engineer. • Inform ECO of planned works ahead, so as to ensure inductions are undertaken timeously. • Involve ECO in the selection of site camp location. • Climate Change Considerations including adaptation, must be integrated into the final design, and mitigation must be integrated into the construction scope of works, where necessary, all financial provisions must be made.			
Residual impacts:	Acceptable, but increased regulatory risk due to location within a mapped ecological corridor	None	None	

Alternative:	**Alternative 5**	**Alternative 6 (Preferred)**	**Alternative 7**	**No-Go Alternative**
Cumulative impact post mitigation:	Low	Low	Low	
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	**Low**	**Low**	**Low**	No impact
Potential impact and risk:	**Site establishment and Pre-construction activities** Poor site establishment can lead to long-term issues on the site. Failing to properly designate working corridors and identify no-go areas can result in work exceeding the approved footprint. This non-compliance could lead to potential penalties and delays.			
Nature of impact:	Negative			No change to the environmental status quo of the site
Extent and duration of impact:	Local / Short-medium term			
Consequence of impact or risk:	• Site camp location may create issues and can lead to additional listed activities. • Non-compliance with approved documentation. • Poor or no demarcation can lead to habitat destruction.			
Probability of occurrence:	Low	Low	Low	
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	Low	
Degree to which the impact can be reversed:	Reversible	Reversible	Reversible	
Indirect impacts:	Penalties, fines and time delays			
Cumulative impact prior to mitigation:	Medium	Medium	Medium	
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	**Medium**	**Medium**	**Medium**	
Degree to which the impact can be avoided:	High	High	High	
Degree to which the impact can be managed:	High (can be managed)	High (can be managed)	High (can be managed)	
Degree to which the impact can be mitigated:	High (can be mitigated)	High (can be mitigated)	High (can be mitigated)	
Proposed mitigation:	**General:** - Inform ECO of planned works ahead, so as to ensure inductions are undertaken timeously. - Involve ECO in selection of site camp location.			

Alternative:	Alternative 5	Alternative 6 (Preferred)	Alternative 7	No-Go Alternative
	- Ensure all labour and subcontractors undergo environmental inductions. **Landowners;** - Notify surrounding landowners/business owners and tenants of the construction programme to ensure that they are aware that construction activity may bring about delays/obstructions as well as ensuring that they are aware of any risks. - Ensure clear signage is erected on the access roads. - **Site Camp Establishment:** - Ensure site selected is inspected and approved by ECO. - Utilize disturbed or transformed areas for site camp establishment. - Ensure the site camp is positioned on a levelled area and is easily accessible. - Ensure site camp is fenced off with appropriate fencing and shade cloth, to block out activities within. - Ensure access to site is at one point, unless two existing points of entry/exit are identified. - Ensure access onto site is controlled. - Ensure there is 24hr security. - Designate specific areas for specific purpose, including storage areas, machinery storage areas, parking areas, waste disposal areas, etc. - <u>Ensure an Environmental File is established on site that remains on site for the duration of construction, for auditing purposes. This file should contain as a minimum</u>: • Copies of audit reports. • Copies of disposal/cleaning slips related to waste disposal at a registered waste disposal site and from company appointed to clean toilets. • Copies of purchase orders for rehabilitation material etc. • Copies of all approvals, including: Environmental Authorization, EMPr, and any other license/permit/approval. • Incident register. • Complaints register. • Copies of induction registers. • Site must at all times be equipped with a spill-kit. • Plan positioning of Potable Toilets for labour working along the route. <u>Potable Toilets:</u> • Ensure toilets are positioned on levelled areas and are protected from wind and rain that could result in them blowing over and spilling waste contents.			

Alternative:	Alternative 5	Alternative 6 (Preferred)	Alternative 7	No-Go Alternative
	• Ensure toilets are rented from a registered company, with whom arrangements should be made for cleaning of these toilets on a weekly basis. • Disposal slips/cleaning slips from this company must be obtained following every cleaning and must be filed in the Environmental File. • Ensure an adequate quantity of toilets are provided at each working area. <u>Hazardous substances including oil/fuel etc. should be:</u> • Stored in bunded areas, on hardened/impermeable surfaces, where the barrels/drums/containers are protected from the natural elements. • Appropriate signage indicating hazardous/flammable materials are stored. • A fire extinguisher and contact details for the fire department and other emergency numbers must be positioned in close proximity. • May only be decanted/filled on the aforementioned surfaces. • Must be disposed of as hazardous waste, at an appropriately registered facility. <u>Waste Management:</u> • Designate areas for temporary waste storage, this area should be: • Protected from wind/rain displacement. • Should be on a levelled surface. • An appropriate number of skips/bins must be made available on site, to accommodate the various types of waste generated. • Ensure weighted covers are positioned on skips/bins, to ensure that animals cannot get into the bins as well as to avoid waste dispersion. • Label bins appropriately. • Ensure that the nearest appropriate waste disposal facility is identified and ensure that disposal is undertaken when waste has reached 75% capacity of the bin/skip. • No waste/excavated soil/ etc. intended to be removed from site may remain on site for more than 90-days. • Ensure waste receptacles are available where works are being undertaken, this can take the form of black bin bags, etc. however it must: • Be sufficient hold the waste without tearing/spilling. **Botanical specialist mitigation:** • The authorised hard surface footprints should be surveyed and pegged out on site prior to any site development, and the outer fenceline of the new development (both east and west of the N7) should also be erected prior to any site development.			

Alternative:	**Alternative 5**	**Alternative 6 (Preferred)**	**Alternative 7**	**No-Go Alternative**
	• No areas of natural or partly natural vegetation should be disturbed outside the pegged out and authorised development footprints. No vehicular activity or dumping of material may take place outside the authorised development footprints.			
Residual impacts:	None	None.	None.	
Cumulative impact post mitigation:	Low	Low	Low	
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	**Low**	**Low**	**Low**	No impact
CONSTRUCTION PHASE				
Potential impact and risk:	**Erosion, Earthworks and Land Clearance** Susceptibility of some areas to erosion because of construction related disturbances due to of vegetation cover and soil disturbance and, alien invasive encroachment and management is needed.			
Nature of impact:	Negative	Negative	Negative	No impact
Extent and duration of impact:	Site specific /medium term	Site specific /medium term	Site specific /medium term	
Consequence of impact or risk:	Erosion from land clearance and earthworks can cause soil degradation,, and habitat loss, especially where vegetation is removed and invasive species spread.			
Probability of occurrence:	Definite	Definite	Definite	
Degree to which the impact may cause irreplaceable loss of resources:	Medium	Medium	Medium	
Degree to which the impact can be reversed:	Partialy reversable	Partialy reversable	Partialy reversable	
Indirect impacts:	• Alien invasive encroachment. • Erosion from construction-related activities			
Cumulative impact prior to mitigation:	Medium	Medium	Medium	
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	**Low - Medium**	**Low negative**	**Low negative**	
Degree to which the impact can be avoided:	Partially avoidable	Partially avoidable	Partially avoidable	
Degree to which the impact can be managed:	Manageable (Can be managed)	Manageable (Can be managed)	Manageable (Can be managed)	
Degree to which the impact can be mitigated:	Manageable (Can be managed)	Manageable (Can be managed)	Manageable (Can be managed)	

Alternative:	Alternative 5	Alternative 6 (Preferred)	Alternative 7	No-Go Alternative
Proposed mitigation:	**General mitigation measures:** • Ensure working corridor is demarcated appropriately. • Ensure the working corridor is not excided. • Be mindful of rainfall events, and plan construction works during dry season where possible. • Ensure programme of works includes rehabilitation after. • Ensure ALL works on site, remain within the working corridor (this includes stockpiling, if necessary, on site). **Stockpiling:** • Ensure stockpiles do not exceed 2m's in height. • Prohibit stockpiling of material close to slopes. • Ensure stockpiles are bunded, and if necessary, cover with shade cloth to avoid loss of material. • Separate topsoil and subsoil during excavations. • Remove alien invasives/weeds established on stockpiled soils before re-instatement. • Continue with weed management throughout construction, in line with the EMPr. **Excavations:** • Ensure excavations are undertaken as per specifications. • Ensure that excavations are not left open overnight. If it is necessary to do so, the working corridor demarcation must be checked by the safety officer to ensure that there is no potential for encroachment by fauna or people. The excavation may need to be covered using metal sheeting or other somewhat rigid covers. • Whenever any excavation is undertaken, the following procedures shall be adhered to: • Topsoil shall be handled as described in this EMP. • Excavations shall take place only within the approved demarcated site. • Excavations must follow the contour lines where possible. • The construction site will not be left in any way to deteriorate into an unacceptable state. • The excavated area must serve as a final depositing area for waste rock and overburden during the rehabilitation process			

Alternative:	Alternative 5	Alternative 6 (Preferred)	Alternative 7	No-Go Alternative
	• Once excavations have been filled with • overburden, rocks and coarse natural materials and profiled with acceptable contours (including erosion control measures), the previous stored topsoil shall be returned to its original depth over the area. • The area shall be fertilised, if necessary, to allow vegetation to establish rapidly. The site shall be seeded with a local or adapted indigenous seed mix in order to propagate the locally occurring flora. **Exposed surfaces:** • Implement weed management measures as detailed in the EMPr. • After backfilling an area, immediately commence with rehabilitation, as detailed in the EMPr, and continue with weed management. • Ensure dust creation is controlled, as detailed in the EMPr. • No surface should be left exposed for extended periods of time. **Alien invasive management:** • Ensure that alien invasive species are identified, and measures are taken to consistently remove alien invasive species from within the development footprint – implement weed management plan/alien invasive management plan as per EMPr. • Stockpiled alien invasive species cleared from site, should be contained and removed from site as soon as possible, so as to not allow dispersal. • Indigenous vegetation must be utilized where possible. • Implement rehabilitation plan. **Erosion Management:** • Suitable measures must be implemented in areas that are susceptible to erosion. Areas must be rehabilitated, and a suitable cover crop planted once construction is completed. • If natural vegetation re-establishment does not occur, a suitable grass must be applied. • Be mindful of weather conditions that may cause runoff. • Utilize silt fences, if necessary, at demarcated working corridor fence line, to capture runoff.			

Alternative:	Alternative 5	Alternative 6 (Preferred)	Alternative 7	No-Go Alternative
	Soil Contamination: • Ensure all machinery utilizes drip trays. • Ensure all machinery is maintained prior to allowing them to be utilized on site. • Utilize spill-kit for contaminated soil and dispose of at a registered site If cement is to be mixed, ensure this is done on a bunded impermeable surface, and transferred so that there is no interaction with natural ground. • No contaminated soil may be utilized during backfilling. **Waste Management:** • Utilize waste receptacles on site. • Do not litter on site. • Remove waste receptacles positioned outside of site camp, at the end of every day. • Do not allow food wrappers or food items to build up in any waste receptacles as this will attract scavenging fauna, and other pests. **Stormwater management :** • Stormwater Management Plans must be developed for the site and should include the following: ➢ The management of stormwater during construction. ➢ The installation of stormwater and erosion control infrastructure. The management of infrastructure after the completion of construction. ➢ Diversion channels should be constructed ahead of the open cuts, and above emplacement areas and stockpiles to intercept clean runoff and divert it around disturbed areas into the natural drainage system downstream of the site. Rehabilitation is necessary to control erosion and sedimentation of all eroded areas (where work will take place). ➢ Visual inspections will be done regularly concerning the stability of water control structure erosion and siltation. **Soil Aspects – During the decommissioning of the existing weighbridge, demolition will occur for the overall proposed works.**			

Alternative:	Alternative 5	Alternative 6 (Preferred)	Alternative 7	No-Go Alternative
	• Sufficient topsoil must be stored for later use during decommissioning, particularly from outcrop areas. • Topsoil shall be removed from all areas where physical disturbance of the surface will occur prior to commencement of any operations. • The removed topsoil shall be stored on high ground • Topsoil shall be kept separate from overburden and shall not be used for building or maintenance of road. • The stockpiled topsoil shall be protected from being blown away or being eroded. The application of a suitable grass seed/runner mix will facilitate this and reduce the minimise weeds. • Rehabilitation of Processing and Excavation Areas • The area shall be fertilised, if necessary, to allow vegetation to establish rapidly. The site shall be seeded with suitable grasses and local indigenous seed mix. • Waste (non-biodegradable refuse) will not be permitted to be deposited in the excavations. • If a reasonable assessment indicates that the reestablishment of vegetation is unacceptably slow, the ECO may require that the soil be analysed and any deleterious effects on the soil arising from the activity be corrected and the area be seeded with a vegetation seed mix to his or her satisfaction. • Final rehabilitation must comply with the requirements mentioned in the Rehabilitation Plan. **Monitoring:** • Bush clearing • Ensure working plant has no oil or hydraulic leaks • Check the delineated footprint area not exceeded • Regular checks on trenches for trapped animals and possible drowning risks. Regular demarcation tape/ controlled fencing. **Botanical specialist recommendation:** • 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 and taken to an approved organic dump.			

Alternative:	**Alternative 5**	**Alternative 6 (Preferred)**	**Alternative 7**	**No-Go Alternative**
	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.			
Residual impacts:	Acceptable, but requires strict implementation of erosion and rehabilitation controls	None.	None.	
Cumulative impact post mitigation:	Medium	Medium	Medium	
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	**Low-negative**	**Very-low**	**Very-low**	No impact
Potential impact and risk:	**Impact on Agricultural Resources** The Agricultural Specialist's compliance statement indicates that about 3 hectares of land suitable for grazing will be permanently lost. This loss has minimal impact on agricultural production and national food security, as there is no significant scarcity of grazing land in the country.			
Nature of impact:	Negative	Negative	Negative	No impact
Extent and duration of impact:	Site specific / long term	Site specific / long term	Site specific / long term	
Consequence of impact or risk:	Loss of agricultural resources	Loss of agricultural resources	Loss of agricultural resources	
Probability of occurrence:	Definite	Definite	Definite	
Degree to which the impact may cause irreplaceable loss of resources:	The total footprint of land that will be permanently lost is approximately 3 hectares. The production potential of that land is limited to being suitable only as grazing land.			
Degree to which the impact can be reversed:	Barely reversible	Barely reversible	Barely reversible	
Indirect impacts:	None	None	None	
Cumulative impact prior to mitigation:	No significance	No significance	No significance	
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	**Negligible (-)**	**Negligible (-)**	**Negligible (-)**	
Degree to which the impact can be avoided:	Cannot be avoided	Cannot be avoided	Cannot be avoided	
Degree to which the impact can be managed:	Manageable (Can be managed)	Manageable (Can be managed	Manageable (Can be managed	
Degree to which the impact can be mitigated:	Can barely be mitigated	Can barely be mitigated	Can barely be mitigated	

Alternative:	**Alternative 5**	**Alternative 6 (Preferred)**	**Alternative 7**	**No-Go Alternative**
Proposed mitigation:	**General mitigation:** • A minimum footprint approach must be followed for the purpose of the works associated with the proposal. • Site camp to be in an already disturbed area, within the road reserve. **Agriculture specialist mitigation**: • No mitigation measures are required for the protection of agricultural production potential on the site because the site will be excluded from agricultural land use.			
Residual impacts:	None	None	None	
Cumulative impact post mitigation:	Low/Negligible	Low/Negligible	Low/Negligible	
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	**Negligible (-)**	**Negligible (-)**	**Negligible (-)**	No impact
Potential impact and risk:	**Archaeological, Cultural and Palaeontological impact:** Although no impacts on cultural or heritage resources are anticipated in the area, confirmation from Heritage Western Cape will be included in this BAR. The NID has also been incorporated into this BAR. In the unlikely event that any cultural, archaeological, or palaeontological resources are discovered during the course of the project, appropriate protocols and procedures must be followed in accordance with relevant legislation and guidance from Heritage Western Cape.			
Nature of impact:	Negative	Negative	Negative	No impact
Extent and duration of impact:	Site Specific/permanent	Site Specific/permanent	Site Specific/permanent	
Consequence of impact or risk:	Loss of archaeological, cultural and palaeontological resources of significance			
Probability of occurrence:	Negligible	Negligible	Negligible	
Degree to which the impact may cause irreplaceable loss of resources:	Negligible	Negligible	Negligible	
Degree to which the impact can be reversed:	Reversible	Reversible	Reversible	
Indirect impacts:	None identified	None identified	None identified	
Cumulative impact prior to mitigation:	Low	Low		
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	**Negligible (-)**	**Negligible (-)**	**Negligible (-)**	

Alternative:	**Alternative 5**	**Alternative 6 (Preferred)**	**Alternative 7**	**No-Go Alternative**
Degree to which the impact can be avoided:	High (Avoidable)	High (Avoidable)	High (Avoidable)	
Degree to which the impact can be managed:	Medium (Can be partially managed)	Medium (Can be partially managed)	Medium (Can be partially managed)	
Degree to which the impact can be mitigated:	High (Can be mitigated)	High (Can be mitigated)	High (Can be mitigated)	
Proposed mitigation:	No mitigation has been proposed by the appointed specialist. General: • In the event that any heritage resources (human remains, grave stones, stone tools, artefacts, old coins and pottery, fossil shell middens, rock art and engravings, remains of old built structures, etc.) are encountered during construction: ➢ The finding should be protected from further disturbance (ideally left in situ) and the ECO and relevant Heritage Authority should be notified. ➢ The finding should be handled and/or removed from the site as per instructions issued by the Heritage Authority or delegated heritage specialist.			
Residual impacts:	None	None	None	
Cumulative impact post mitigation:	No Significance	No Significance	No Significance	
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	**Negligible (-)**	**Negligible (-)**	**Negligible (-)**	
Potential impact and risk:	**Botanical Resources impact:** Habitat loss and degradation			
Nature of impact:	Negative	Negative	Negative	Environmental Status Quo of the site remains as is – No impact.
Extent and duration of impact:	Site Specific/ Long term	Site Specific/ Long term	Site Specific/ Long term	
Consequence of impact or risk:	• Loss of irreplaceable indigenous vegetation resources, due to land clearing.			
Probability of occurrence:	Definite	Definite	Definite	
Degree to which the impact may cause irreplaceable loss of resources:	low	Very low	Very low	
Degree to which the impact can be reversed:	Barely reversible	Barely reversible	Barely reversible	

Alternative:	**Alternative 5**	**Alternative 6 (Preferred)**	**Alternative 7**	**No-Go Alternative**
Indirect impacts:	Potential impact on ecological connectivity	None.	None.	
Cumulative impact prior to mitigation:	Increased cumulative impact due to location within an identified ecological corridor	Limited cumulative impact	Limited cumulative impact	
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low - Medium	Low negative	Low negative	
Degree to which the impact can be avoided:	Low (Cannot be avoided)	Low	Low	
Degree to which the impact can be managed:	Medium (Can be partially managed)	Medium (Can be partially managed)	Medium (Can be partially managed)	
Degree to which the impact can be mitigated:	Medium (Can be partly mitigated)	Medium (Can be partly mitigated)	Medium (Can be partly mitigated)	
Proposed mitigation:	**General mitigation:** • Due to the specialist assessing the site, there were no SCCs. However, before construction can commence, a general sweep of the area is required to make sure no SCC plant species are located within the project site. **Botanical specialist mitigation:** • The authorised hard surface footprints should be surveyed and pegged out on site prior to any site development, and the outer fenceline of the new development (both east and west of the N7) should also be erected prior to any site development. • No areas of natural or partly natural vegetation should be disturbed outside the pegged out and authorised development footprints. No vehicular activity or dumping of material may take place outside the authorised development footprints. • 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 and taken to an approved organic dump. 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).			

Alternative:	**Alternative 5**	**Alternative 6 (Preferred)**	**Alternative 7**	**No-Go Alternative**
Residual impacts:	None	None.	None.	
Cumulative impact post mitigation:	Low	Low	Low	
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low - Medium	Low negative	Low negative	No impact
Potential impact and risk:	**Animal Species Theme**: Impact on habitat structure and altered ecosystem dynamics			
Nature of impact:	Negative	Negative	Negative	No impact – Status quo remains as is
Extent and duration of impact:	Site Specific / Short Term	Site Specific / Short Term	Site Specific / Short Term	
Consequence of impact or risk:	Destruction of habitat, direct mortality of fauna, vibration and noise, and possible pollution of the surrounding area.			
Probability of occurrence:	Low	Low	Low	
Degree to which the impact may cause irreplaceable loss of resources:	No loss to Resource	No loss to Resource	No loss to Resource	
Degree to which the impact can be reversed:	Partially	Partially	Partially	
Indirect impacts:	Loss of biodiversity	Loss of biodiversity	Loss of biodiversity	
Cumulative impact prior to mitigation:	Low	Low	Low	
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low negative	Negligible	Negligible	
Degree to which the impact can be avoided:	Can be avoided	Can be avoided	Can be avoided	
Degree to which the impact can be managed:	Can be managed	Can be managed	Can be managed	
Degree to which the impact can be mitigated:	Can be mitigated	Can be mitigated	Can be mitigated	
Proposed mitigation:	**General:** • Before construction can commence, a general sweep of the area is required to make sure no faunal and avian-faunal species are on site. • Construction to commence only within the approved layout.			

Alternative:	Alternative 5	Alternative 6 (Preferred)	Alternative 7	No-Go Alternative
	Terrestrial Faunal and Avi-faunal specialist mitigation: • 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. These animals should be relocated to the undeveloped area to the west of the site, but under no circumstances any further away. • It is further recommended that the alien and invasive vegetation in the area surrounding this Cape Flats Sand Fynbos patch be removed to allow for the rehabilitation of this area. • 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. • 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 **Ant Monitoring and management of:** • 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. • 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.			

Alternative:	**Alternative 5**	**Alternative 6 (Preferred)**	**Alternative 7**	**No-Go Alternative**
	• ECO to log monitoring and control results in EMPr compliance reports; report any invasive ant incursions to CapeNature or SANBI Biannually.			
Residual impacts:	Loss of habitat	Loss of habitat	Loss of habitat	
Cumulative impact post mitigation:	Low	Low	Low	
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low negative	Negligible	Negligible	No impact
Potential impact and risk:	**Contamination & Pollution management:** Pollution of hydrocarbons due to spills and leaks			
Nature of impact:	Negative (-)	Negative (-)	Negative (-)	No impact – Status quo remains as is
Extent and duration of impact:	Site Specific / Short term	Site Specific / Short term	Site Specific / Short term	
Consequence of impact or risk:	Construction activities will generate waste. In addition, fuel, oil, lubricants and other pollutants may leak from vehicles/ machinery and contaminate the soil. Pollution and soil contamination could also occur from chemical toilets, cement mixing directly on the soil (should cement mixing occur on-site).			
Probability of occurrence:	Low	Low	Low	
Degree to which the impact may cause irreplaceable loss of resources:	Low	Low	Low	
Degree to which the impact can be reversed:	Low	Low	Low	
Indirect impacts:	Ground contamination and pollution can cause habitat loss and destruction, soil contamination.			
Cumulative impact prior to mitigation:	Low	Low	Low	
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low negative	Low negative	Low negative	
Degree to which the impact can be avoided:	Avoidable	Avoidable	Avoidable	
Degree to which the impact can be managed:	Can be managed	Can be managed	Can be managed	
Degree to which the impact can be mitigated:	Can be partially mitigated	Can be partially mitigated	Can be partially mitigated	
Proposed mitigation:	***General:***			

Alternative:	Alternative 5	Alternative 6 (Preferred)	Alternative 7	No-Go Alternative
	General Pollution Management: • No stormwater runoff containing waste, or water containing waste emanating from construction activities may be discharged into the environment. • Polluted stormwater must be contained on the site. • Cement batching / mixing may not take place directly on the soil surface, it must be done on an impervious lining that will prevent cement particles from contaminating the soil. **General Waste Management:** • Dedicated waste bins or skips must be provided on site and kept in a demarcated area on an impermeable surface. • Separate waste bins/skips must be provided for recyclable waste, general waste and hazardous waste. Recovered builder's rubble & green waste may be stockpiled on the ground within the site camp, or in separate skips until removal. • Waste must be placed in the appropriate waste bins/skips/ stockpiles. • Hazardous waste bins must be kept on an impermeable bunded surface capable of holding at least 110% of the volume of the bins. • Skips/ bins must be provided with secure lids or covering that will prevent scavenging and windblown waste or dust. • Waste bins/skips must be regularly emptied and must not be allowed to overflow. • Construction workers must be instructed not to litter and to place all waste in the appropriate waste bins provided on site. • The Contractor must ensure that all workers on site are familiar with the correct waste disposal procedures to be followed. • Waste generated on site must be classified and managed in accordance with the National Environmental Management: Waste Act – Waste Classification and Management Regulations (GN No. R. 634 of August 2013). • Disposal of waste to landfill must be undertaken in accordance with the National Environmental Management: Waste Act – National Norms and Standard for the Assessment of Waste for Landfill Disposal (GN No. R. 635 of August 2013). • All waste, hazardous as well as general, which result from the proposed activities must be disposed of appropriately at a licensed Waste Disposal Facility (WDF). **Pollution Management – hydrocarbons (oil, fuel etc.)**			

Alternative:	Alternative 5	Alternative 6 (Preferred)	Alternative 7	No-Go Alternative
	• Vehicles and machinery must be in good working order and must be regularly inspected for leaks. • If a vehicle or machinery is leaking pollutants it must, as soon as possible, be taken to an appropriate location for repair. The ECO has the authority to request that any vehicle or piece of equipment that is contaminating the environment be removed from the site until it has been satisfactorily repaired. • Repairs to vehicles/ machinery may take place on site, within a designated maintenance area at the site camp. Drip trays, tarpaulin or other impermeable layer must be laid down prior to undertaking repairs. • Refuelling of vehicles/ machinery may only take place at the site camp or vehicle maintenance yard. Where refuelling must occur, drip trays should be utilised to catch potential spills/ drips. • Drip trays must be utilised during decanting of hazardous substances and when refilling chemical/ fuel storage tanks. • Drip trays must be placed under generators (if used on site) water pumps and any other machinery on site that utilises fuel/ lubricant, or where there is risk of leakage/spillage. • Where feasible, fuel tanks should be elevated so that leaks are easily detected. • A spill kit to neutralise/treat spills of fuel/ oil/ lubricants must be available on site, and workers must be educated on how to utilise the spill kit. • Soil contaminated by hazardous substances must be excavated and disposed of as hazardous waste. • **Pollution Management – Ablution facilities** • Chemical toilets should be kept at the site camp, on a level surface and secured from blowing over. • Toilets must be located well outside of any storm water drainage lines, and may not be linked to the storm water drainage system in any way. • Chemical toilets must be regularly emptied, by an appropriately experienced company, and the waste disposed of at an appropriate waste water disposal/ treatment site. Care must be taken to prevent spillages when moving or servicing chemical toilets. **Pollution Management – Hazardous Substances**			

Alternative:	Alternative 5	Alternative 6 (Preferred)	Alternative 7	No-Go Alternative
	• Any hazardous substances (materials, fuels, other chemicals etc.) that may be required on site must be stored according to the manufacturers' product-storage requirements, which may include a covered, waterproof bunded housing structure. • Material Safety Data Sheets (MSDSs) shall be readily available on site for all chemicals and hazardous substances to be used on site. Where possible and available, MSDSs should additionally include information on ecological impacts and measures to minimise negative environmental impacts during accidental releases. • Hazardous chemicals should be stored on bunded, impermeable surfaces with sufficient capacity to hold at least 110% of the capacity of the storage tanks. **Cement Batching:** • Cement batching must take place on an impermeable surface large enough to retain any slurry or cement water run-off. If necessary, plasticlined detention ponds (or similar) should be constructed to catch the run-off from batching areas. Once the water content of the cement water/ slurry has evaporated the dried cement should be scraped out of the detention pond and disposed of at an appropriate disposal facility authorised to deal with such waste • Cement batching should take place on already transformed areas within the footprint of the facility. • Unused cement bags must be stored in such a way that they will be protected from rain. Empty cement bags must not be left lying on the ground and must be disposed of in the appropriate waste bin. • Washing of excess cement/concrete into the ground is not allowed. All excess concrete/ cement must be removed from site and disposed of at an appropriate location			
Residual impacts:	None identified	None identified	None identified	
Cumulative impact post mitigation:	Low	Low	LOW	
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low negative	Low negative	Low negative	No impact
Potential impact and risk:	**General nuisances:** Noise, dust, light and general housekeeping			
Nature of impact	Negative	Negative	Negative	No impact – Status quo remains as is
Extent and duration of impact:	Site specific / Medium-long term	Site specific / Medium-long term	Site specific / Medium-long term	

Alternative:	**Alternative 5**	**Alternative 6 (Preferred)**	**Alternative 7**	**No-Go Alternative**
Consequence of impact or risk:	• There is an increased risk of dust pollution impairing the visibility of the area directly within vicinity to the proposed development site. • Should noise not be managed in a sensitive manner on site, complaints may be received by the surrounding land occupiers. • General pollution will occur as a result of a mal-management of the site.			
Probability of occurrence:	Improbable	Improbable	Improbable	
Degree to which the impact may cause irreplaceable loss of resources:	Unlikely	Unlikely	Unlikely	
Degree to which the impact can be reversed:	Completely reversible	Completely reversible	Completely reversible	
Indirect impacts:	• Poor visibility on the N7 due to the dispersal of dust • Complaints received from surrounding land occupiers due to excessive construction noises. • Disturbance due to noise and vibration to faunal and avi-faunal animal species within the surrounding areas of the proposed development.			
Cumulative impact prior to mitigation:	Medium	Medium	Medium	
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	Medium	Medium	
Degree to which the impact can be avoided:	Can be avoided	Can be avoided	Can be avoided	
Degree to which the impact can be managed:	Can be completely managed	Can be completely managed	Can be completely managed	
Degree to which the impact can be mitigated:	Can be completely mitigated	Can be completely mitigated	Can be completely mitigated	
Proposed mitigation:	**General:** **Dust Mitigation:** • Land clearing and earthmoving activities should not be undertaken during strong winds, where possible. • Cleared areas should be provided with a suitable cover as soon as possible, and not left exposed for extended periods of time. • Stockpiles of topsoil, spoil material and other material that may generate dust must be protected from wind erosion (e.g. covered with netting, tarpaulin or other appropriate			

Alternative:	Alternative 5	Alternative 6 (Preferred)	Alternative 7	No-Go Alternative
	measures. Note that topsoil should not be covered with tarpaulin as this may kill the seedbank). • The location of stockpiles must take into account the prevailing wind direction, and should be situated so as to have the least possible dust impact to surrounding residents, road-users and other land-users. • Speed limits must be enforced in all areas, including public roads and private property to limit the levels of dust pollution. • The speed limit should be set at 20-40km/h. • Dust must be suppressed on access roads and the construction site during dry periods by the regular application of water or a biodegradable soil stabilisation agent. Water used for this purpose must be used in quantities that will not result in the generation of excessive run off. • If dust appears to be a continuous problem the option of using shade cloth to cover open areas may be necessary or the erecting of shade netting above the fenced off are may need to be explored. • All vehicles transporting sand need to have tarpaulins covering their loads which will assist in any windblown sand occurring off the trucks. • Work on site must be well-planned and should proceed efficiently so as to minimise the handling of dust generating material. • Dust levels specified in the National Dust Control Regulations (GN 827 of November 2013) may not be exceeded. i.e. dust fall in residential areas may not exceed 600mg/m2/day, measured using reference method ASTM D1739; • A Complaints Register must be available at the site office for inspection by the ECO of dust complaints that may have been received. **Noise Mitigation**: • A noise complaints register will be opened. • Excavations and earth-moving activities must be restricted to normal construction working hours (7:30 – 17:30) as far as possible. • Work on site must be well-planned and should proceed efficiently so as to limit the duration of the disturbance. • Vehicles and equipment must be kept in good working condition. • Machinery and equipment should be fitted with mufflers/ exhaust silencers.			

Alternative:	Alternative 5	Alternative 6 (Preferred)	Alternative 7	No-Go Alternative
	• No unnecessary disturbances should be allowed to emanate from the construction site. • Workers should be educated on how to control noise-generating activities that have the potential to become disturbances, particularly over an extended period of time. • Noise levels must comply with the relevant health & safety regulations and SANS codes and should be monitored by the Health & Safety Officer as necessary and appropriate. • Affected parties must be informed of the excessive noise factors. • The noise management and monitoring measures prescribed in the EMPr must be adhered to. **Lights:** • Lights must be positioned in such a way so as to not shine directly ahead onto the road during nighttime hours (i.e. must be positioned facing downward). • Where practically possible, low intensity lighting must be used for areas which requires to be illuminated. **General housekeeping:** • A clean site policy must be adopted at all times during the construction phase. • Where possible, storage and disposal of waste must take place in a sustainable manner, where clearly marked recycle bins must be provided to workers at the site camp. • Where possible, waste bins must be placed in strategic areas on site so as to limit the amount of waste scattered (due to wind dispersal) on site. • Regular toolbox talks must be held with the construction crew in order to reiterate the importance of maintaining a clean site. • Construction rubble (such as cement bags) must be discarded promptly. • An adequate amount of waste skips must be placed on site. • Waste skips must not be allowed to overflow. • Waste skips must be closed. • Waste skips must be cleared on a weekly bases or as necessary and the waste slips must be provided to the ECO for record keeping purposes.			
Residual impacts:	None	None	None	
Cumulative impact post mitigation:	Low	Low	Low	

Alternative:	**Alternative 5**	**Alternative 6 (Preferred)**	**Alternative 7**	**No-Go Alternative**
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low negative	Low (-)negative	Low (-)negative	
Potential impact and risk:	**Road safety**: Traffic Impacts and Road Safety during the construction phase			No impact – Status quo remains as is
Nature of impact	Negative	Negative	Negative	
Extent and duration of impact:	Local / Medium term	Local / Medium term	Local / Medium term	
Consequence of impact or risk:	• Potential road accidents due to construction-related activties. • Increased traffic volumes due to the proposed construction activities.			
Probability of occurrence:	Probable	Probable	Probable	
Degree to which the impact may cause irreplaceable loss of resources:	Marginal loss to resource	Marginal loss to resource	Marginal loss to resource	
Degree to which the impact can be reversed:	Barely reversible	Barely reversible	Barely reversible	
Indirect impacts:	Inconveniences caused to surrounding land owners/business owners.			
Cumulative impact prior to mitigation:	Medium	Medium	Medium	
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Medium	Medium	Medium	
Degree to which the impact can be avoided:	Partly avoided	Partly avoided	Partly avoided	
Degree to which the impact can be managed:	Can be managed	Can be managed	Can be managed	
Degree to which the impact can be mitigated:	Can be partly mitigated	Can be partly mitigated	Can be partly mitigated	
Proposed mitigation:	**General:** • Proper signage must be used and signage must align with the National Road Traffic Act (Act No. 93 of 1996). • Adequate signage, that is both informative and cautionary to passing traffic (motorists and pedestrians), warning them of the construction activities must be suitably located in the area where the construction is occurring and must be easily visible by all road users. Signage needs to be clearly visible and needs to include, among others, the following: o Identifying working area as a construction site;			

Alternative:	**Alternative 5**	**Alternative 6 (Preferred)**	**Alternative 7**	**No-Go Alternative**
	o Cautioning against relevant construction activities; o Prohibiting access to construction site; o Clearly specifying possible detour routes and/or delay periods; o Possible indications of time frames attached to the construction activities, and; o Details of responsible contractors and engineers are working on the site. • The procedures outlined in the Communication Plan of the Department of Infrastructure (the Applicant) must be implemented for the proposed project. • Drivers of delivery vehicles must always adhere to the traffic speed and rules of the road. This must strictly implemented on site and must be further encouraged beyond the site boundaries. • Encourage use of public/staff transportation.			
Residual impacts:	None	None	None	
Cumulative impact post mitigation:	Low	Low	Low	
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low negative	Low negative	Low negative	**No impact**
Potential impact and risk:	**Socio-economic impacts:** Employment opportunities / job creation			
Nature of impact	Positive	Positive	Positive	Negative
Extent and duration of impact:	Local / Long term	Local / Long term	Local / Long term	Regional / Permanent
Consequence of impact or risk:	Income provision to individuals employed during the construction phase.			No income generated as a result of the construction phase activities
Probability of occurrence:	Definite	Definite	Definite	Definite
Degree to which the impact may cause irreplaceable loss of resources:	N/A	N/A	N/A	Complete loss of resources
Degree to which the impact can be reversed:	N/A	N/A	N/A	Cannot be reversed.
Indirect impacts:	The quality of life of the labourers would be temporarily uplifted due to the capital influx for households.			No upliftment of the local community takes place. No temporary elevation of the quality of life is seen,
Cumulative impact prior to mitigation:	Medium	Medium	Medium	High
Significance rating of impact prior to mitigation	High	High	High	High

Alternative:	**Alternative 5**	**Alternative 6 (Preferred)**	**Alternative 7**	**No-Go Alternative**
(e.g. Low, Medium, Medium-High, High, or Very-High)				
Degree to which the impact can be avoided:	N/A	N/A	N/A	Low (no avoidance of the impact)
Degree to which the impact can be managed:	Can be completely managed - as an organ of state, the applicant is to meet job creation targets. This is also in line with SANRAL's Strategy Plan.			Low
Degree to which the impact can be mitigated:	N/A	N/A	N/A	Low
Proposed mitigation:	General • As far as possible, individuals from the local community must be employed. Especially for low to semi-skilled activities. • Skills that are transferable to future employment opportunities must be taught.			No mitigation measures applicable. The proposed development must be approved for this positive impact to be observed.
Residual impacts:	None	None	None	None
Cumulative impact post mitigation:	Medium	Medium	Medium	High
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	High	High	High	**High (-)**

POST-CONSTRUCTION REHABILITATION / OPERATIONAL ACTIVITIES				
Potential impact and risk:	**Botanical Resource:** Impact on Terrestrial Biodiversity Operational phase impacts will take effect as soon as the natural vegetation on the site is lost or disturbed, and will persist in perpetuity, or as long as the area is not rehabilitated.			
Nature of impact:	Negative	Negative	Negative	No impact – No impact on Status Quo
Extent and duration of impact:	local / Permanent	local / Permanent	local / Permanent	
Consequence of impact or risk:	• Loss of current levels of ecological connectivity across the site (essentially only N-S connectivity), and associated habitat fragmentation. • The new development is likely to result in further fire suppression of the adjacent natural areas, with associated negative ecological impacts, and may result in future alien Argentine ant introduction, with associated negative ecological impacts on seed dispersal.			
Probability of occurrence:	Improbable	Improbable	Improbable	
Degree to which the impact may cause irreplaceable loss of resources:	Marginal loss to resource	Marginal loss to resource	Marginal loss to resource	
Degree to which the impact can be reversed:	Can be reversed	Can be reversed	Can be reversed	
Indirect impacts:	None	None	None	

Cumulative impact prior to mitigation:	Low	Low	Low	
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low- Medium	Low negative	Low negative	
Degree to which the impact can be avoided:	High (Can be avoided)	High (Can be avoided)	High (Can be avoided)	
Degree to which the impact can be managed:	High (Can be managed)	High (Can be managed)	High (Can be managed)	
Degree to which the impact can be mitigated:	High (Can be mitigated)	High (Can be mitigated)	High (Can be mitigated)	
Proposed mitigation:	**Botanical mitigations:** • Ongoing invasive alien vegetation management in the remaining areas of natural and partly natural vegetation. • 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 Practice Guidelines (see Martens et al 2021). • Formal conservation of the identified high-sensitivity areas adjacent to the proposed development (west of the N7) is recommended and should be investigated. These areas should ideally be declared Protected Areas within one year of any authorisation of the current project and could potentially be managed by the City of Cape Town Biodiversity Management Branch, with ongoing management funding to be provided by the applicant. • The rehabilitation budget be spent on ongoing removal of all woody alien invasive vegetation (using methodology as outlined in Martens et al 2021) in the adjacent High sensitivity areas,and in the area between the N7 and the Eskom servitude (some 300m west of the N7), which has a much higher chance of rehabilitation success, and is not as heavily degraded.			
Residual impacts:	None	None	None	
Cumulative impact post mitigation:	Low	Low	Low	
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low-medium	Low negative	Low negative	No impact

Potential impact and risk:	**Road Safety:** Provision of safe and improved weighbridge infrastructure			
Nature of impact:	Positive	Positive	Positive	Negative
Extent and duration of impact:	Regional/permanent	Regional/permanent	Regional/permanent	Regional / permanent
Consequence of impact or risk:	Positively impact road management and weighbridge technology and standards along the N7.			The safe, easy to access facility in an appropriately zoned area is not provided to the truckers commuting along the N7-Highway
Probability of occurrence:	Definite	Definite	Definite	Definite
Degree to which the impact may cause irreplaceable loss of resources:	N/A	N/A	N/A	Significant Loss to Resource
Degree to which the impact can be reversed:	N/A	N/A	N/A	Cannot be Reversed
Indirect impacts:	The backlog of vehicles using the weighbridge can cause congestion and raise concerns about road safety. Relocating the existing weighbridge is essential for improving traffic flow.			• Due to the upgrade of the N7 Van Schoorsdrift interchange, this change will negatively impact the road. Not moving the weighbridge can cause accidents and other negative implications, as the road will be too close to the current weighbridge.
Cumulative impact prior to mitigation:	Very High	Very High	Very High	Very High
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Very High	Very High	Very High	Very High
Degree to which the impact can be avoided:	N/A	N/A	N/A	Cannot be avoided
Degree to which the impact can be managed:	N/A	N/A	N/A	Can be managed (in the region)
Degree to which the impact can be mitigated:	N/A	N/A	N/A	Can be partially mitigated
Proposed enhancement/mitigation:	**Positive Impacts:** • Provides a safer, purpose-built weighbridge facility aligned with modern road design standards • Eliminates dangerous weaving and merging movements near the existing site • Improves controlled access and exit for heavy vehicles along the N7 • Enhances visibility and manoeuvrability for trucks entering/exiting the facility			In order to reduce the negative impacts associated as a result of the absence of such a facility, the proposed development must obtain environmental authorisation

	• Reduces accident risk associated with overloaded or non-compliant vehicles • Enables real-time enforcement of legal weight limits to protect road users • Integrates weigh-in-motion systems to minimise vehicle stoppage and reduce traffic conflicts • Supports smoother traffic flow and reduced congestion near the weighbridge zone • Enhances overall road safety along a critical freight corridor			
Residual impacts:	None	None	None	None
Cumulative impact post mitigation:	Very High	Very High	Very High	Very High
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Very High (+)	Very High (+)	Very High (+)	Very High (-)
Potential impact and risk:	**Socio-economic impact:** Employment opportunities created			
Nature of impact:	Positive	Positive	Positive	Positive
Extent and duration of impact:	Local-Regional / permanent	Local-Regional / permanent	Local-Regional / permanent	Local-Regional / permanet
Consequence of impact or risk:	The creation of permanent skilled, semi-skilled and unskilled employment opportunities. Providing steady employment for those operating and running the weighbridge facility.			No benefit of the creation of additional employment opportunities will be seen.
Probability of occurrence:	Definite	Definite	Definite	Definite
Degree to which the impact may cause irreplaceable loss of resources:	N/A	N/A	N/A	Complete loss of resource
Degree to which the impact can be reversed:	N/A	N/A	N/A	Cannot be reversed
Indirect impacts:	N/A	N/A	N/A	N/A
Cumulative impact prior to mitigation:	Medium	Medium	Medium	Medium
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	High (+)	High (+)	High (+)	High (-)
Degree to which the impact can be avoided:	N/A	N/A	N/A	Cannot be avoided
Degree to which the impact can be managed:	N/A	N/A	N/A	Cannot be managed
Degree to which the impact can be mitigated:	N/A	N/A	N/A	Can be mitigated

Proposed mitigation:	No mitigation measures applicable	No mitigation measures applicable	No mitigation measures applicable	The only mitigation is that the proposed development be approved.
Residual impacts:	None	None	None	None
Cumulative impact post mitigation:	Very High	Very High	Very High	Medium-High
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	High(+)	High(+)	High(+)	High (-)

Section I: FINDINGS, IMPACT MANAGEMENT AND MITIGATION MEASURES

1. Provide a summary of the findings and impact management measures identified by all Specialist and an indication of how these findings and recommendations have influenced the proposed development.

Specialist Company	Specialist Details	Sensitivity of receptors	Summary of findings	Summary of impact management measures that pertains to the design/operation of the proposed development.
HERITAGE AND PALAEONTOLOGICAL OBSERVATIONS				
ASHA Consulting (Pty) Ltd	Jayson Orton (Heritage Consultant)	Negligible	**Archaeological and Cultural Heritage Theme** From a cultural heritage and landscape perspective, based on the nature of the proposed project and the nature of the receiving environment of the proposed development. **No heritage resources of significance were identified within the site.**	No mitigation measures proposed.
TERRESTRIAL BIODIVERSITY AND PLANT SPECIES ASSESSMENT				
Nick Helme Botanical Surveys	Nick Helme	Low to Medium	**Plant Species Theme** According to the SA Vegetation Map the original natural vegetation in the study area is all Cape Flats Sand Fynbos (Mucina & Rutherford 2018). Based on my ground-truthing I agree with this, and no copy of the vegetation map is provided as it adds little value. Cape Flats Sand Fynbos is now gazetted as Critically Endangered on a national basis (Government of South Africa 2022), with less than 18% of its total original extent remaining intact, less than 1% conserved, and an unreachable national conservation target of 30% (Rouget et al 2004). The unit supports a very high number of threatened and endemic plant species, and occurs on deep, nutrient poor, sandstone derived, acid soils on in the area between Melkbos and Cape Point, and the vegetation type needs fire for optimal ecological functioning (Helme et al 2016). The vegetation on site does not appear to have been burnt for at least twenty years. This means that the vegetation on site is now senescent (some species dying of old age; diversity dropping), as this type of Fynbos should burn once every 10-14 years for optimal ecological functioning (Helme et al 2016). Most of the study area has been relatively heavily disturbed in the past, most recently by dense stands of alien invasive trees, such as *Leptospermum laevigatum* (Australian myrtle), *Acacia saligna* (Port	• **No specific mitigation is required for Alternatives 6 and 7, and the following mitigation for Alternative 1 is deemed feasible, reasonable and mandatory:** • The authorised hard surface footprints should be surveyed and pegged out on site prior to any site development, and the outer fenceline of the new development (both east and west of the N7) should also be erected prior to any site development. • No areas of natural or partly natural vegetation should be disturbed outside the pegged out and authorised development footprints. No vehicular activity or dumping of material may take place outside the authorised development footprints. • Formal conservation of the identified High sensitivity areas adjacent to the proposed development Alternative 5 (west of the N7 is recommended, and should be investigated. These areas should ideally be declared Protected Areas within one year of any authorisation of the current project, and could potentially be managed by the City of Cape Town Biodiversity Management Branch, with ongoing management funding to be provided by the applicant. A key issue in this regard

			Jackson) and *Acacia cyclops* (rooikrans). Most of this alien vegetation was cleared and chipped about ten years ago, but has returned at a lower density since then, and now covers about 10-20% of the study area and would be easy to eradicate. Rehabilitation potential is however only moderate in many areas, as the soil chemistry has been altered by the long period of alien plant invasion (changed soil from acid to neutral pH). The long-term absence of fire has also meant that the indigenous seedbank has not had optimal conditions to germinate for a long time (>20yrs). The more disturbed and lower diversity areas are deemed to be of Medium botanical sensitivity at a regional scale. Indigenous plant cover here is about 50%, with about 30-40% being open space. Indigenous plant species recorded in these areas include *Aspalathus ternata, A. hispida, Putterlickia pyracantha, Thamnochortus punctatus, T. obtusus, Dimorphotheca pluvialis, Athanasia trifurcata, Searsia laevigata, S. lucida, Seriphium plumosum, Phylica cephalantha, Metalasia densa, Asparagus capensis, Erica mammosa, Aristida diffusa, Dicerothamnus rhinocerotis, Staberoha cernua, Phylica stipularis, Ehrharta villosa, Restio sieberi, Ficinia secunda, F. indica, Ursinia anthemoides, Chrysocoma ciliata, Agathosma imbricata, Senecio pterophorus, Helichrysum cymosum, Tetragina fruticosa, Anthospermum spathulatum, Eriocephalus racemosus and Passerina corymbosa.* No succulents or bulbs were observed, which is probably largely an indication of the previously disturbed nature of the site. The High sensitivity area includes all or most of the above species, plus *Senecio erosus, Diosma oppositifolia and Willdenowia teres*. The key distinguishing feature here is the much higher indigenous plant cover (about 80% versus about 15%), and the consequently much higher rehabilitation potential. The road reserve east of the N7 is of Low sensitivity, as it is degraded, regularly mown and of low diversity, being dominated by *Ehrharta villosa, Cynodon dactylon, Tetragonia fruticosa* and assorted weedy annuals. East of the road reserve fence it becomes slightly more diverse and consequently of higher sensitivity, as it has not been regularly mown, although it was until recently very densely invaded by alien invasive Port Jackson (now felled). Additional indigenous species still present in this area include *Aspalathus hispida,*	would be ownership, as it is unclear to me whether the applicant has any current responsibility or ownership in this regard **The following mitigation applies to all three alternatives:** • 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 and taken to an approved organic dump. 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). **CONCLUSIONS AND RECOMMENDATIONS** • The study areas support fairly to very heavily degraded areas of Cape Flats Sand Fynbos, which is technically gazetted as a Critically Endangered vegetation type. • At least two plant Species of Conservation Concern (SoCC) were recorded in the near vicinity of Alternative 5, but none actually in the proposed footprint or study area. No SoCC were recorded within the Alternative 6 and 7 study areas. • An area of High botanical sensitivity was found within the originally proposed development footprint for Alternative 5, and subsequently alternative layouts were generated for assessment, including the one currently assessed. • The current Alternative 5 layout is likely to have a Low to Medium negative botanical impact overall, before and after mitigation. • The proposed Alternative 6 and 7 layouts would have Low negative botanical impacts overall, before and after mitigation, and are thus the slightly preferred development alternatives.

			Thamnochortus punctatus, Dimorphotheca pluvialis, Searsia laevigata, Metalasia densa, Asparagus capensis, Aristida diffusa, Dicerothamnus rhinocerotis, Ficinia indica, Ursinia anthemoides, Chrysocoma ciliata, Willdenowia incurvata, Senecio pterophorus and Passerina corymbosa. Two plant Species of Conservation Concern (SoCC) were recorded during the survey, and a few others may occur in these relatively degraded and senescent areas. None of them were actually recorded within the study area. A couple of very old plants of *Aspalathus ternata* (Near Threatened) were found adjacent to and just north of the existing weighbridge, but their presence here is of low regional significance, as the population is very small, and this species is widespread and still relatively common (Vredendal to Cape Town). *Restio impolitus* is a rare and severely threatened graminoid found on the coastal sand plain, from Redelinghuys to Cape Town, and is Redlisted as Vulnerable. A single plant was found, just outside the southern part of the study area, but I have also observed it about 700m to the northwest, so there seems to be a small local subpopulation here. A single plant of *Otholobium uncinatum* (Near Threatened) has been recorded very close to the *Restio impolitus* (see inaturalist.org) but was not seen during the current site survey. The plotted location of the plant on iNaturalist can thus not be verified, but it is clearly more common east of the N7, on the Morningstar airfield property, where there are loamy soils, typically more to its liking, and I thus believe that the locality here may be an error. Heterorachis aculeata (Vulnerable) also occurs just north and east of the airfield, but is not present in the study area. Botanical sensitivity map in the vicinity of the proposed development area. All areas within the Layout 5 study area (including the yellow shaded areas) that are not shaded red are of Low or Medium sensitivity. The additional high-sensitivity areas outside the actual study area have been included for context.	No special botanical mitigation would be necessary for the development of any of the alternatives, other than that outlined in Section 7. • Rehabilitation of the current weighbridge area was mentioned, but I don't believe that it will add any ecological value, and the significant amount of money it would require should rather be spent on rehabilitation of other nearby areas that are not as heavily degraded and have a realistic chance of rehabilitation success (such as around the Morningstar airfield (currently a formally Protected Area), or west of the current study area). The heavily degraded nature of the current weighbridge site means that rehabilitation will be expensive, difficult and time consuming, as Sand Fynbos is not easy to rehabilitate once the soil structure and chemistry has been altered. I would rather advocate that the rehabilitation budget be spent on ongoing removal of all woody alien invasive vegetation (using methodology as outlined in Martens et al 2021) in the adjacent High sensitivity areas (as per Figure 4), and in the area between the N7 and the Eskom servitude (some 300m west of the N7), which has a much higher chance of rehabilitation success, and is not as heavily degraded.

			Additionally, an Alien Invasive Species Management Plan must be in place prior to the commencement of the proposed works, if approved. **Alternative 6** The entire study area has been previously disturbed. Access for this alternative would need to traverse a major Eskom servitude, with the proposed facility situated to the west of the servitude in an area characterised by deep sands. The servitude is regularly brush-cut, and woody alien invasive species primarily Port Jackson are removed on an annual basis. Indigenous plant diversity within the proposed facility footprint is low, comprising less than 20% of the total vegetation cover. Indigenous species recorded *include Wahlenbergia andorsacea, Carpobrotus edulis, Cynodon dactylon, Ursinia anthemoides, Ehrharta villosa, Helichrysum moeserianum, H. indicum, Senecio arenarius, Senecio burchelli, Albuca cooperi, Phyllopodium cephalophorum, Conicosia pugioniformis, Pelargonium capitatum, P. senecioides, Searsia angustifolia, S. glauca, Gymnosporia buxifolia, Putterlickia pyracantha, and Lycium ferocissimum*. The alien invasive component is dominated by several annual grass species *(Briza, Lolium, Avena, Bromus*), as well as *Acacia saligna, Oenothera sp., Echium plantagineum, Raphanus rapistrum, Nicotiana glauca, and Rumex acetosella.* No plant Species of Conservation Concern (SoCC) are present or likely to occur within the study area. Overall, the entire study area is considered to be of low botanical sensitivity. **Alternative 7** The entire study area has been previously disturbed, is not subject to regular brush-cutting, and is currently used for cattle grazing. Alien invasive vegetation is strongly dominant, with indigenous plant species accounting for less than 10% of the total vegetation cover. Indigenous species recorded include *Carpobrotus edulis, Ursinia anthemoides, Ehrharta villosa, Helichrysum moeserianum, H. indicum, Senecio arenarius, Senecio burchelli, Albuca cooperi, Conicosia*	

			pugioniformis, Lobelia erinus, Pelargonium capitatum, P. senecioides, and Cynodon dactylon. The alien invasive flora comprises numerous annual grass species (*Briza, Lolium, Avena, Bromus*), as well as *Oenothera sp., Torilis arvensis, Acacia saligna, Echium plantagineum, Raphanus rapistrum, Nicotiana glauca, and Rumex acetosella.* In the northern portion of the on-ramp area, a localized stand of bulrushes (*Typha capensis*), approximately 40 m × 15 m in extent, occurs within an artificial depression bordered by a berm to the south No plant Species of Conservation Concern (SoCC) are present or expected to occur within the study area. Overall, the entire project area is assessed as having low botanical sensitivity.	
AGRICULTURAL COMPLIANCE STATEMENT				
Johann Lanz	Johann Lanz	Medium	**Agricultural Theme** **Alternative 5:** An agricultural impact is a change to the future agricultural production potential of land. The significance of the agricultural impact is directly proportional to the extent of the change in production potential. The loss of 3 hectares of grazing land, of which there is no particular scarcity in the country, represents minimal loss of agricultural production potential in terms of national food security and for the affected farm. **Alternative 6 & 7:** An agricultural impact is defined as a change to the future agricultural production potential of land, primarily resulting from the exclusion of agriculture from the development footprint. In this case, the proposed development will result in the permanent loss of approximately 47–130 hectares of land, depending on the approved alternative. The affected land has been assessed as having limited agricultural production potential, being unsuitable for viable rain-fed crop production and suitable only for low-carrying-capacity grazing. Grazing land of this nature is not considered scarce at a national scale. Consequently, the loss of 47–130 hectares of grazing land represents a minimal loss of agricultural production potential in terms of national food security as well as for the affected farm. The	No mitigation measures proposed.

			agricultural impact of the proposed development is therefore assessed as being of very low significance and acceptable.	
ANIMAL SPECIES COMPLIANCE STATEMENT				
Blue Skies Research	Dr Jacobus H. Visser	Low	**Animal Species Theme** The alternative site locations are comprised of eight broadly identified habitat types based on composition and integrity. The respective eastern portions of Alternatives 5 and 6 and western portion of Alternative 7 correspond to the N7 Road and transformed road verges where the access to the new weighbridge are to be located. Alternative 5 displays some remnant Cape Flats Sand Fynbos vegetation in the central portion and a large area of Restio vegetation to the west (outside of the proposed development footprint), but is otherwise mostly comprised of significant infestations of alien invasive plants (AIPs) such as Port Jackson and Bluegum trees with little remaining natural habitats. Alternatives 6 and 7 are located on fallow land with various densities of regrowth of AIPs. For instance, Alternative 6 shows a medium to low density of AIPs over open patches of pioneer grassland. The proposed access roads of Alternative 6 and entire Alternative 7 is located over open areas with only low pioneer grassland, and surrounded by medium to low densities of AIPs. Finally, a small artificial dam is located to the north and outside of Alternative 7. Mammals Eight mammal species were recorded within the alternative site locations, all of which are currently classified as "Least concern" by the IUCN (See Appendix B of the Faunal Compliance Statement). All three alternative sites exhibit high abundances of burrowing rodent species such as the Cape Dune Mole-rat (*Bathyergus suillus*) and Cape Gerbil (*Gerbilliscus afra*) given the presence of deep sandy soils. Because of this soil type, the Cape Golden Mole (*Chrysochloris asiatica*) is also present, especially over Alternative 5. A notable presence of the Four-striped Grass Mouse (*Rhabdomys pumilio*) also characterises the three alternative sites. Other rodent species recorded include single instances of the African Mole-rat (*Cryptomys hottentotus*) (Alternative 5) and Cape Porcupine (*Hystrix africaeaustralis*) (Alternative 6), with individuals of the Common Duiker (*Sylvicapra grimmia*) also traversing mostly Alternative 5 (given its connectivity to more intact natural areas to the west), but also noted in Alternative 7. Finally, because of the	Although no specific search and rescue procedures are advocated for the preconstruction phase, it is however suggested that 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, but under no circumstance to an area further away. Contamination of soils and groundwater To reduce this impact, vehicles and building material should be stored / kept at clearly demarcated laydown areas. Storage of fuel, chemicals and other hazardous substances should be done in suitable secure weatherproof containers with impermeable and bunded floors to limit pilferage or spillage into the environment. Clean-up of any spillages (e.g. oil, fuel hazardous chemicals and cement) should proceed immediately and the contaminated soil should be removed and disposed of appropriately. Pollution of the area directly adjacent to the weighbridge and access roads It is suggested that all newly constructed areas (new weighbridge and off-ramps / access roads) should be fenced by adequate fencing to not allow wind-blown waste to contaminate surrounding areas, as well as restrict human and / or vehicle access to surrounding areas. Waste cleaning at least once a month is also advocated. •

			significant presence of rodent prey species, a single individual of a small mammal predator, the African Wild Cat (*Felis silvestris*), was also noted in Alternative 7. Mammal diversity over the three alternative site locations point to altered ecosystem dynamics with only a few common (mostly rodent) species present, with the highest abundances pertaining to burrowing species which are common in transformed landscapes. <u>Reptiles</u> Only two reptile species were recorded within the alternative site locations, both of which are currently classified as "Least concern" by the IUCN. While only a single individual of the Cape Skink (*Trachylepis capensis*) was located in Alternative 5, the Angulate Tortoise (*Chersina angulata*) is present over all three alternative site locations, representing the most abundant reptile species. The low retrieved reptile diversity is indicative of the transformed nature of habitats in this landscape and altered ecological conditions. <u>Avifauna</u> In total, 27 bird species were recorded within the alternative site locations, all of which are currently classified as "Least concern" by the IUCN (See Appendix B of the faunal Compliance Statement). Avifaunal species comprise common birds which are frequently encountered over transformed landscape and include a number of granivorous, insectivorous and nectivorous species. Most notable is the presence of a single raptor species, the Yellow-billed Kite (*Milvus aegyptius*), over the open habitats of Alternatives 6 and 7. The presence of this species may be linked to the abundance of rodent prey items and it is likely that other raptor species may also ephemerally traverse the sites in search of prey. Among the SCC considered, only the Blue Crane and Lanner Falcon may potentially forage over the alternative site locations on and ephemeral basis, however these species are unlikely to have permanent associations due to their habits, the small spatial extents of the sites as well as the degraded habitat structure. Indeed, all other SCC considered have a low likelihood of occurrence, either given a scarcity in the surrounding landscape or because the three alternative site locations do not harbour any of these species' preferred habitats while further existing in a degraded (secondary)	

			ecological state with an incidence of AIPs and altered ecosystem dynamics. To this end, the alternative site locations do not constitute notable suitable habitat for subpopulations of any of the SCC considered in the current assessment.	

SECTION I: FINDINGS, IMPACT MANAGEMENT AND MITIGATION MEASURES

2.	List the impact management measures that were identified by all Specialist that will be included in the EMPr

Archaeological and Cultural Heritage Theme
No mitigation required

Agricultural Theme
No mitigation required

Plant Species Theme

- The authorised hard surface footprints should be surveyed and pegged out on site prior to any site development, and the outer fenceline of the new development (both east and west of the N7) should also be erected prior to any site development.
- No areas of natural or partly natural vegetation should be disturbed outside the pegged out and authorised development footprints. No vehicular activity or dumping of material may take place outside the authorised development footprints.
- 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 and taken to an approved organic dump. 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).
- Formal conservation of the identified High sensitivity areas adjacent to the proposed development (west of the N7) is recommended, and should be investigated. These areas should ideally be declared Protected Areas within one year of any authorisation of the current project, and could potentially be managed by the City of Cape Town Biodiversity Management Branch, with ongoing management funding to be provided by the applicant.
- Rehabilitation of the current weighbridge area was mentioned, but I don't believe that it will add any ecological value, and the significant amount of money it would require should rather be spent on rehabilitation of other nearby areas that are not as heavily degraded and have a realistic chance of rehabilitation success (such as around the Morningstar airfield (currently a formally Protected Area), or west of the current study area). The heavily degraded nature of the current weighbridge site means that rehabilitation will be expensive, difficult and time consuming, as Sand Fynbos is not easy to rehabilitate once the soil structure and chemistry has been altered. I would rather advocate that the rehabilitation budget be spent on ongoing removal of all woody alien invasive vegetation (using methodology as outlined in Martens et al 2021) in the adjacent High sensitivity areas (as per Figure 4), and in the area between the N7 and the Eskom servitude (some 300m west of the N7), which has a much higher chance of rehabilitation success, and is not as heavily degraded.

Animal Species Theme

- An experienced, independent Environmental Control Officer (ECO) must be appointed to oversee the construction activities and compliance with the EMPr.
- During construction, no wild animals may under any circumstance be handled, removed, or be interfered with by construction workers. No wild animals may under any circumstance be hunted, snared, captured, injured, or killed. This includes animals perceived to be vermin,
- Alien plant eradication and control must be undertaken throughout the construction and the operational phase.
- None of the habitats on the site currently harbour any populations of faunal SCC, and furthermore exist in a degraded state. As such, the entire site is retrieved as having a "Very low" SEI where minimisation mitigation is acceptable and allowing for development activities of medium to high impact without restoration activities being required.
- The Restio habitat which is located outside of and to the west of the project footprint, however, exists in a natural and intact state, and this habitat is retrieved as having a "High" SEI where avoidance mitigation is advocated.

3.	List the specialist investigations and the impact management measures that will **not** be implemented and provide an explanation as to why these measures will not be implemented.

No measures recommended by the specialist(s) investigations are not being implemented. However, some specialist studies have not been conducted.

Landscape & Visual Impact
This protocol is not relevant to the proposed project as it is anticipated that the proposed weighbridge will be located immediately adjacent to the N7 national road, and it is expected to replace the established weighbridge located 600 m south of the proposed site. It is anticipated that the established weighbridge will be demolished, and the site rehabilitated, or alternatively that has been advocated by the botanical specialist, that rehabilitating the existing weighbridge would not provide ecological value, but rather use the funds towards the ongoing removal of all woody alien invasive vegetation. Therefore, the landscape and visual impact of the proposed weighbridge will be negligible.

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, a Landscape & Visual Impact Assessment is not planned at present. Furthermore, **The only specialist input that will not be implemented is the removal of woody alien vegetation outside of the construction footprint and the conservation of the sensitive vegetation adjacent to the site. The engineers have confirmed that the existing weighbridge will be demolished and rehabilitated to match the surrounding virgin land.**

Aquatic Biodiversity
Screening Tool: The report indicates that the site's Aquatic Biodiversity is of Low sensitivity and that an Aquatic Biodiversity Impact Assessment is not required.

The Environmental Assessment Procedure (EAP) did not find any evidence of areas that experience seasonally wet conditions, nor were there drainage areas or other aquatic features, such as dams, rivers, or streams, within 500 meters of the preferred layout for the proposed project. Therefore, the sensitivity of aquatic biodiversity in this area should be considered negligible.

A small stand of *Typha capensis* was recorded within an artificial depression located in the footprint of the proposed Alternative 7 on-ramp. The feature is not associated with any mapped or natural drainage system. Both the botanical and agricultural specialist assessments confirm that the surrounding area is characterised by deep, well-drained sandy soils with very low water-holding capacity and no hydromorphic soil indicators. The feature is therefore interpreted as an isolated, infrastructure-induced ponding area and does not meet the NEMA or DWS definition of a watercourse or wetland

Conclusion: An aquatic specialist will not be appointed as relevant aquatic features are not present on or near the site.
However, the Department of Water & Sanitation (DWS) will however be included as an I&AP during public participation.

Geotechnical Assessment
For this current environmental process a geotechnical assessment is not anticipated to be required as the planned weighbridge construction should not have significant geological impacts due to the surface level nature of the project. Additionally, the screening tool did not identify any geologically or geotechnically relevant sensitive features.

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, a Geotechnical Assessment is not planned at present.

Socio-Economic Assessment
It is not expected that this environmental process related to the proposed weighbridge construction will have a detrimental effect on the socio-economics of the area as it is anticipated that the project (upon completion) will greatly increase safety and efficiency of the road system. Furthermore, the construction activities are expected to provide additional employment and a continuation of the weighbridge operation will ensure employment for weighbridge personnel. Additionally, the screening tool did not identify any socio-economically relevant sensitive features.

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, a Socio-Economic Assessment is not planned at present.

Ambient Air Quality
At this stage of the project, it is not anticipated that the proposed project will have a major impact on ambient air quality (apart from construction) as an established weighbridge is currently present 600 m south of the proposed site which constitutes existing infrastructure with an existing impact. This existing weighbridge will be demolished and rehabilitated ,or alternatively that has been advocated by the botanical specialist, that rehabilitating the existing weighbridge would not provide ecological value, but rather use the funds towards the on-going removal of all woody alien invasive vegetation. and is expected to be replaced by the proposed weighbridge, therefore the operational impact can be considered as negligible. There is however the potential that construction and demolition activities will have an impact on ambient air quality. Additionally, the screening tool did not identify any socio-economically relevant sensitive features.

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, an Ambient Air Quality Assessment is not planned at present. Furthermore, The only specialist input that will not be implemented is the removal of woody alien vegetation outside of the construction footprint. The engineers have confirmed that the existing weighbridge will be demolished and rehabilitated to match the surrounding virgin land.

Noise Impact
It is not anticipated that there will be an additional noise impact in the vicinity of the proposed site as it is located directly adjacent to the existing N7 national road and 600 m north of the established Vissershok weighbridge. The likelihood does exist that there will be an increase in noise during the construction phase of the project, however no urban residences or noise sensitive features are located in close proximity to the site therefore this protocol is not relevant to the proposed project, and it is expected that the noise impact will be negligible.

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, a Noise Impact Assessment is not planned at present.

Traffic Impact
The proposed weighbridge is expected to be constructed in order to cater for planned improvements to the N7 national road which will require the established weighbridge to move approximately 600 m north. These roadworks do not form part of this current SSVR environmental process, which only applies to the proposed new weighbridge, associated service roads and demolition and

rehabilitation of the existing weighbridge. The planned road upgrades are expected to improve road safety and will streamline access to the N7 national road and can be seen as a major improvement to the current road system. It is anticipated that the traffic impact was assessed as part of the larger roadworks programme for this section of the N7 national road. Planned construction of the new weighbridge is not expected to have any major impact on traffic as the site is located next to the main N7 national road and should only affect traffic when the associated service roads are constructed, and no noise sensitive features will be triggered according to the Screening Tool.

Conclusion: Due to the lack of relevant sensitive features and the nature if the proposed development, a Traffic Impact Assessment is not planned at present.

Civil Aviation
The **Screening Tool** indicates that the civil aviation impact is of **High** Sensitivity. This is due to the proximity of the Morningstar Airfield; however, the proposed weighbridge should not obstruct the flight path of the airfield. The proposed Alternative 5 weighbridge site is located approximately 600 m north of the existing weighbridge, while both Alternative 6 and Alternative 7 are located a further 1600m north of the existing weighbridge, which places them at a greater distance from the Morningstar Airfield. It should also be noted, that the height of the proposed weighbridge is below the 45m Obstacle limitation Height, as per the Civil Aviation Regulations (2011).

Conclusion: A dedicated civil aviation assessment will not be conducted as the proposed development should not interfere with the Morningstar Airfield flight path.. The South African Civil Aviation Authority and Morning Star Aeroclub will be included as an I&AP and we will await their response with regards to requiring further specialist input.

Botanical Impact Assessment, by Nick Helme, 2025.

Regarding the botanical assessment related to the mitigation measures, specialist Nick Helme recommended, "*Rehabilitation of the current weighbridge area was mentioned, but I don't believe that it will add any ecological value, and the significant amount of money it would require should rather be spent on rehabilitation of other nearby areas that are not as heavily degraded and have a realistic chance of rehabilitation success (such as around the Morningstar airfield (currently a formally Protected Area), or west of the current study area). The heavily degraded nature of the current weighbridge site means that rehabilitation will be expensive, difficult and time-consuming, as Sand Fynbos is not easy to rehabilitate once the soil structure and chemistry has been altered. I would rather advocate that the rehabilitation budget be spent on ongoing removal of all woody alien invasive vegetation (using methodology as outlined in Martens et al 2021) in the adjacent High sensitivity areas (as per Figure 4), and in the area between the N7 and the Eskom servitude (some 300m west of the N7), which has a much higher chance of rehabilitation success, and is not as heavily degraded*". – Helme, 2025 page 13. Of the specialist report.

"Formal conservation of the identified High sensitivity areas adjacent to the proposed development Alternative 5 (west of the N7) is recommended, and should be investigated. These areas should ideally be declared Protected Areas within one year of any authorisation of the current project, and could potentially be managed by the City of Cape Town Biodiversity Management Branch, with ongoing management funding to be provided by the applicant. A key issue in this regard would be ownership, as it is unclear whether the applicant has any current responsibility or ownership in this regard."

This recommendation will not be implemented, as the Applicant does not own, nor has any current responsibility for the management of the portion of land on which Alternative 5 is recommended. Conservation of this area would fall to the landowner, the City of Cape Town.

Conclusion: **The only specialist input that will not be implemented is the removal of woody alien vegetation outside of the construction footprint and the conservation of the sensitive vegetation adjacent to the site. The engineers have confirmed that the existing weighbridge will be demolished and rehabilitated to match the surrounding virgin land.**

4.	Explain how the proposed development will impact the surrounding communities.

Construction phase

- *Traffic*
  - During the construction phase of the proposed development, it is anticipated that there will be more traffic within in the vicinity of the construction site.
  - Further impacts on the traffic management regime will be seen during the formalisation of the access ways into the proposed development site. This impact will be of temporary nature during the construction phase of the proposed development.
  - As workers will be required to make use of their own means of transport, during the construction phase of the proposed development, there will probably be an increase in the amount of public transport providers making use of the road network. As it relates to the proposed works this will be limited to regular peak traffic times (ie. Before and after work hours as construction works typically occur between 07:00 and 17:00).
- *Noise and dust*
  - As no blasting on site will be required on site, due the nature of the proposed works on site, the noise and dust impacts will be limited to general construction works (including excavation and building). With proper mitigation, the impacts thereof on the surrounding properties will be limited.
- *General nuisance/safety*

- During the construction phase of the proposed development, there is a possibility that 'trouble-makers' could enter the area under the guise of being part of construction workers employed by the management team. Although this cannot be completely mitigated at first, once the work force has been established, potential suspicious individuals would be more easily identifiable.
- During the construction phase of the proposed development, an experienced security company in the area will be appointed to ensure the safety of the site and the equipment located on site.

Operational phase

- *Traffic*
  - Increased road safety due to the distance from the N7 and the Van Schoorsdrift interchange.

5.	Explain how the risk of climate change may influence the proposed activity or development and how has the potential impacts of climate change been considered and addressed.

The proposed project aims to achieve a number of the sustainability objectives in terms of the Sustainability Development Goals (SDG) as adopted in 2017 as part of the Envision2030 initiative. The goals detailed in the table below are significant to the proposed development and will be addressed to some extent, while others are not relevant.

Figure 59. Sustainable Development Goals applicable to the proposed development.

Table 6. Description of the applicable Sustainability Goals applicable to the proposed development.

SDGs	Description	Relevance
SDG1	No poverty	During both the construction and operational phases of the proposed Weighbridge development, a number of employment opportunities will be created. As outlined in previous sections, the use of local labour will be encouraged throughout the various phases of the project. The development will also support the logistics and freight industry by providing a safe, well-managed facility for enforcing vehicle load compliance along the N7 corridor...
SDG3	Good Health and well-being	The operational phase of the proposed Weighbridge aims to provide a safe, well-managed facility for monitoring and enforcing vehicle load compliance along the N7. While it is not intended as a resting facility for truckers, its presence will reduce the need for freight vehicles to detour into residential or unsuitable areas in search of unregulated stopping points.
SDG4	Quality Education	As part of the construction phase of the proposed project, the contractors will be encouraged to teach the workers skills that is transferable to future employment opportunities. Additionally, through the environmental awareness training to be conducted by the independent experienced ECO, the workers will be educated on the importance of the affected environmental receptors as well. During the operational phase of the proposed development, the appointed staff members will also be taught valuable transferable skills

SDG5	Gender equality	Where reasonably possible, women and men of varying skill levels will be considered for employment opportunities during the construction phase of the proposed weighbridge project. The facility will serve all freight operators equally by providing a secure, professionally managed environment for vehicle mass compliance. In doing so, it supports the broader logistics sector including both male and female truck drivers by contributing to safer and more regulated freight transport along the N7 corridor and indirectly promoting equality within the industry.
SDG8	Decent Work and Economic Growth	The proposed project will aim to provide local labourers with employment opportunities during both the construction and operational phases. By supporting the regulation of freight transport and improving road safety on the N7 corridor, the weighbridge is expected to contribute to both local and regional economic growth. As the facility will service freight operators from across the country, it enhances the reliability of long-distance logistics operations by ensuring a safer, more efficiently managed freight route. This, in turn, supports broader economic productivity and resilience within the logistics sector.
SDG13	Climate Action	As far as reasonably possible, the operational phase of the proposed Weighbridge development will incorporate measures aimed at reducing the project's climate change impact. This will primarily be achieved through smart infrastructure interventions. The developer is encouraged to make use of solar power technologies—such as solar geysers or photovoltaic panels—and implement other energy-efficient systems to minimise electricity consumption. The use of diesel generators during the operational phase will be discouraged in favour of more sustainable alternatives. Water conservation will also be promoted through the use of rainwater harvesting systems, reducing reliance on municipal water sources. Recognising the Western Cape's vulnerability to extreme weather events such as droughts and flooding, the project will implement adequate fire prevention and stormwater management measures throughout both the construction and operational phases. Where possible, dry firefighting systems will be installed to reduce water usage, and the facility's stormwater systems will be designed to manage runoff effectively, mitigating flood risks. Although the proposed development involves partial use of previously undeveloped land, the relocation site lies within a transformed and road-adjacent area already impacted by infrastructure and powerline servitudes. As such, the development will not result in the destruction of pristine natural ecosystems but will be integrated into a landscape with existing anthropogenic modifications, thereby limiting its environmental footprint.
SDG15	Life on Land	In alignment with the development of the new N7 weighbridge, several environmentally sensitive themes have been identified within proximity to the proposed footprint. To adequately address potential impacts on terrestrial ecosystems, a team of specialists has been appointed to assess the implications of the development on the surrounding biophysical environment. Based on their findings, a range of mitigation measures has been proposed to minimise adverse effects and promote the protection of biodiversity and natural habitats in accordance with the Sustainable Development Goals. Multiple layout options have been evaluated to avoid areas with highly sensitive vegetation.

6.	Explain whether there are any conflicting recommendations between the specialists. If so, explain how these have been addressed and resolved.

No conflicting findings have been described by the various specialists.

7.	Explain how the findings and recommendations of the different specialist studies have been integrated to inform the most appropriate mitigation measures that should be implemented to manage the potential impacts of the proposed activity or development.

All impacts and recommendation of the various specialist studies have been integrated into the impact tables as described in Section I of this report, and the attached EMPr. These measures propose to guide the management of the various phases of the project.

8.	Explain how the mitigation hierarchy has been applied to arrive at the best practicable environmental option.

For the purpose of the proposed project, the Mitigation Hierarchy was considered while determining the best practicable environmental option for the construction and operational phases of the project. Activities related to the proposed development have been considered. Where possible activities have been avoided. Therefore all activities included in the proposal of this development are essential for the successful implementation and operation of this development.

All impacts that could not be avoided, have been investigated to establish mitigation measures to minimize and rectify, where possible or radically reduce the predicted impacts. As all the proposed impacts can be sufficiently reduced in significance, and no residual negative biodiversity impacts will remain, no biodiversity offset was considered for this development.

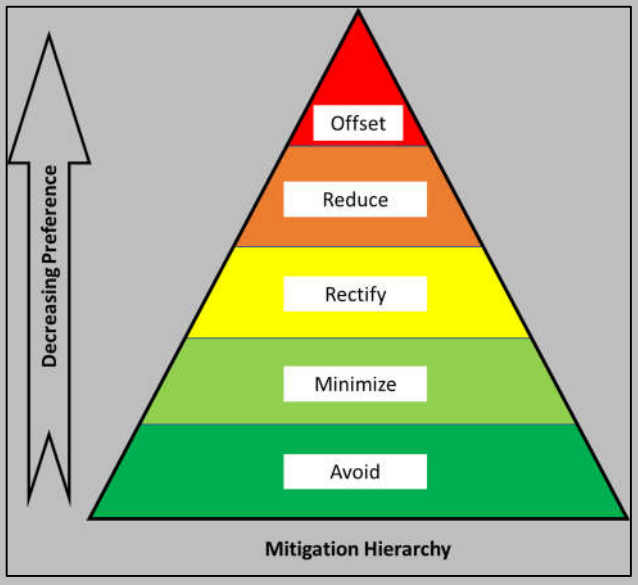


Figure 60. Mitigation hierarchy.

describes the mitigation hierarchy approach followed for the purpose of arriving at the best practicable environmental opinion.

Table 7. Mitigation hierarchy descriptions.

Hierarchy level		Description in relation to the proposal
1	Avoid	While no no-go areas (areas to be avoided) have been identified within the proposed development site, areas outside the property boundaries are considered no-go areas regarding construction and operational impacts. It's important to note that areas of high conservation value have been avoided and considered in the planning of the proposed development..
2	Minimise impacts	The recommended mitigation measures of the various specialists in addition to the mitigation measures provided in the EMPr will lead to the minimisation of the impacts of the construction and operational phases of the proposed development. Strict mitigation measures apply to the operational phase to minimise the impacts to be seen on the receiving environment as a result of operationally based activities.
3	Rectify	During the construction and operational phases of the proposed development, the developer will be responsible for rectifying any non-compliances and aligning the site's performance with the conditions of the EA and EMPr (once approved). All management plans must be implemented for the life of the project so as to limit the potential negative impacts of the proposed development on the surrounding area.
4	Reduce	The new proposed weighbridge will positively impact the N7 by reducing traffic impacts.
5	Offset	No offset necessary.

SECTION J: GENERAL

1. Environmental Impact Statement

1.1.	Provide a summary of the key findings of the EIA.

The key findings of the EIA indicate that the proposed project will have significant positive impacts that can be further enhanced through the implementation of appropriate enhancement measures. Whereas all negative impacts can be significantly mitigated with reasonable and practical mitigation measures, these can be summarised below:

Socio-economic impacts:
• Positive impacts:
o The proposed project strives to promote a safer commute along the N7 and those that will utilise the weighbridge.
o Local labour will be sourced from the local communities, particularly those of a historically disadvantaged background, various genders, educational and socio-economic levels.

The proposed development will provide:
▪ Jobs for people with a low education level.
▪ Provide an opportunity for uplifting and education through the adoption of new skills and also economical upliftment through earning a salary.
▪ Boosting of the local economy by creating jobs, paying salaries, and using locally sourced goods, services, and labour.
▪ Creating social stability by providing jobs which not only give a person a sense of self-worth but also an opportunity to provide for their family

• **Negative impacts:**
o Temporary impacts such as noise, dust, traffic and visual impacts as a result of construction activities.

• **Positive impacts:**
o The proposed project was deemed as acceptable from an heritage, agricultural and animal species and botanical perspective.
o With the implementation of the appropriate mitigation measures, the proposed project can be deemed as acceptable from a botanical perspective.
o With a fossil find implementation plan in place, it is anticipated that the proposed project will be acceptable from a heritage and palaeontological perspective.
o Due to the requirement of an active effort toward managing the alien and invasive plant community on site, the destructive impact of their presence will be mitigated.
o The opportunity to observe and monitor vegetation regrowth during the operational phase of the proposal.
• **Negative impacts:**
o Loss of vegetation, however the extent of the loss can be managed and mitigated.
o Temporary nuisances caused as a result of construction activities.
o Loss of agricultural land due to the proposed weighbridge located on agricultural land.
As per the findings from environmental specialist input, it has been established that the proposed development is acceptable, along with the recommended mitigation measures, and the EAP is in agreement.

1.2.	Provide a map that that superimposes the preferred activity and its associated structures and infrastructure on the environmental sensitivities of the preferred site indicating any areas that should be avoided, including buffers. (Attach map to this BAR as Appendix B2)

A map has been included as Appendix B2.

1.3.	Provide a summary of the positive and negative impacts and risks that the proposed activity or development and alternatives will have on the environment and community.

Below is a table of the potential impacts and their significance rating identified:

Impact	Nature	Significance Without Mitigation	Significance with mitigation
Pre-construction / Planning Phase			
Compliance with Legislative Requirements	Negative	Low	Low
Site establishment and pre-construction activities	Negative	Medium	Low
Construction Phase			
Erosion, Earthworks and land clearing	Negative	Medium	Low
Agriculture Resources	Negative	Negligible	Negligible
Archaeological, Cultural and Paleontological Impact	Negative	Negligible	Negligible

Botanical Resource impact: Habitat loss and Degradation	Negative	Low- Medium	Low-Medium
Animal Species Impact: Habitat structure and altered ecosystem dynamics.	Negative	Low	Negligible
Contamination and Pollution Management: Pollution of hydrocarbons due to spills and leaks	Negative	Low	Low
General Nuisances: Noise, Dust, Light and housekeeping	Negative	Medium	Low
Road safety: Road traffic impacts as a result of the construction works	Negative	Medium	Low
Socio-economic impact: Employment opportunities created	Positive	High	High
Post-Construction / Operational Phase			
Botanical Resource: Impact on Terrestrial Biodiversity	Negative	Low	Low
Road Safety: Provision of safe and improved weighbridge infrastructure	Positive	High	High
Socio-economic impact: Employment opportunities created	Positive	High	High

2. Recommendation of the Environmental Assessment Practitioner ("EAP")

2.1.	Provide Impact management outcomes (based on the assessment and where applicable, specialist assessments) for the proposed activity or development for inclusion in the EMPr

Construction phase:

- Limited impacts on the receiving environment as a result of construction activities (vegetation, SCCs).
- Creation of employment opportunities to the local community.
- Reduction of the visual impacts of the proposed construction works on the neighbouring properties/land uses.
- Minimal traffic-related inconveniences.
- Demarcate no-go areas.
- Perform a sweep of the proposed construction site to remove any botanical SCCs.
- Perform a sweep of the proposed construction site to remove any faunal and avi-faunal species in the area.

Operational phase:

- Alien Management
- Minimal traffic related inconveniences.

2.2.	Provide a description of any aspects that were conditional to the findings of the assessment either by the EAP or specialist that must be included as conditions of the authorisation.

The compiled EMPr must be complied with during the construction and rehabilitation phase and as such the implementation of the EMPr is conditional of the impact significance rating post implementation of the mitigation measures.
Other recommended conditions of Authorisation:

- The botanical specialist Nick Hemle provided a rehabilitation plan for the disturbed areas. The document will be attached to the EMPr and approved by the CA before commencement.
- Laydown areas, storage areas and the site camp area must be approved by the ECO and Site Engineer.
- Areas outside the approved development area are regarded as No-Go areas.
- All mitigation measures presented by the appointed specialists must be duly implemented on site during all phases of the proposed project.

2.3.	Provide a reasoned opinion as to whether the proposed activity or development should or should not be authorised, and if the opinion is that it should be authorised, any conditions that should be included in the authorisation.

It is the opinion of the EAP that, based on the outcomes of the specialist studies conducted and further potential impacts as identified in this report, the Alternative 6 for the proposed N7 Weighbridge and associated infrastructure development project should be approved, with the condition that all mitigation measures presented in this report, the mitigation measures presented by the independent specialists and the conditions of the EMPr must be implemented on site.

The following entities have provided comments/approval for the proposed development:

- Heritage Western Cape: A favourable comment has been received from Heritage Western Cape regarding the proposed development and no further comments are expected.

Beyond the measures listed in 2.2, considering that all potential negative impacts can be mitigated to a reasonable measure, it must be a condition of Environmental authorisation that the EMPr be implemented, and compliance therewith must be monitored by an experienced ECO.

2.4.	Provide a description of any assumptions, uncertainties and gaps in knowledge that relate to the assessment and mitigation measures proposed.

General assumptions:

- It is assumed that all the information provided in this report and on which the report is based is correct and valid at the time receipt thereof.
- It is assumed that the proposed mitigation measures, as listed in this report and the EMPr (Appendix H), will be implemented and adhered to by all the relevant stakeholders involved.
- The study will include every effort to enable public consultation but is limited to the public input which was forthcoming.

From a specialist's perspective, the following assumptions, limitations and gaps in the knowledge exist:

Agriculture: *There are no specific assumptions, uncertainties or gaps in knowledge or data that affect the findings of this study. The proposed area is mapped as agriculture 1 and is regarded as high sensitivity rating in accordance to the Screening Tool Report. However , the specialist has verified that the proposed area is not of high sensitivity, but rather medium sensitivity and that no impact mitigations are required.*

Botanical: The primary site visit was undertaken on 19 May 2023, with a brief follow-up on 25 March 2025 to check the final proposed layout footprint, which includes a widening of the N7 on the inbound side of the highway (not part of the original proposal). In this approximately 700m long inbound section a strip up to about 12m wide will be impacted, as measured from the current hardened verge edge, but it tapers and narrows at both the north and south ends, and this total inbound footprint is thus about 0.8ha. The footprint of the northbound facility is about 2.5ha.

The primary site visit was early in the optimal winter – spring flowering season in this mainly winter rainfall area, and most (but not all) of the likely geophytes were thus not yet flowering (and few were evident and identifiable), whilst all perennial plants were identifiable. There were thus some minor seasonal constraints on the accuracy of the botanical findings, but given the heavy dominance of perennials in this area – which in a Fynbos system can usually be used as indicators of habitat sensitivity - the confidence in the accuracy of the botanical findings is high. The author has undertaken extensive work within the region, which facilitates the making of local and regional comparisons and inferences of habitat quality and conservation value.

The study area was walked, and all plants on site were noted. Photographs of some of the key species were made using a Fuji mirrorless slr camera, and have been uploaded to the biodiversity website iNaturalist.org. Satellite imagery dated April 2024 (and earlier) was used to inform this assessment, and for mapping. It is assumed that development of any hard surfaces would result in the permanent loss of all natural or partly natural vegetation in that area.

The botanical sensitivity of a site is a product of plant species diversity, plant community composition, rarity of habitat, degree of habitat degradation, rarity of species, ecological viability and connectivity, restorability of habitat, vulnerability to impacts, and reversibility of threats.

The meaning of the No Go alternative in this case is assumed to mean no new development, but also minimal alien invasive vegetation management in the study area, and other potential future development.

Faunal: The desktop avifaunal species lists for the study area (Appendix A) utilised the most up-to-date and representative distributional data available, and therefore, it is likely that all avifaunal SCC which have distributions overlapping the study area were considered in this report. Considering the field survey, optimal weather conditions coupled to the degraded nature of the site resulted in the recovery of a representative proportion of resident fauna. Even so, it is possible that the surveying period did not correspond to the activity period or activity season of some species. Additionally, not all cryptic species (especially fossorial reptiles) could be observed. Taken together, therefore, the current rendering of the terrestrial faunal composition within the study area only partly reflects the true faunal species richness of, and faunal abundances on the site. Ecosystem integrity on the site is therefore deduced based on habitat conditions and observed faunal biodiversity patterns.

2.5.	The period for which the EA is required, the date the activity will be concluded and when the post-construction monitoring requirements should be finalised.

An Environmental Authorisation with a validity period of 10 years is requested.

- Approximately 1 year would be required for further negotiations between the landowners and the relevant departments for the closure and construction of access roads (If required).
- Approximately 1 year would be required toward pre-commencement activities, such as acquiring funds, the tendering process and the appointment of the construction team.

- Approximately 6 years would be required for the construction works.
- 2 Year toward rehabilitation and clearance of alien vegetation.

3. Water

Since the Western Cape is a water scarce area explain what measures will be implemented to avoid the use of potable water during the development and operational phase and what measures will be implemented to reduce your water demand, save water and measures to reuse or recycle water.

Construction phase
During the construction phase of the proposed road refurbishment project, water will only be used for the purpose of select construction activities, such as cement mixing, layer compaction where necessary, and where required to fulfil the mitigation measures (dust suppression methods) where necessary.

Potable water within the construction site will also be used drinking water.

Operational phase
During the operational phase of the proposed development, water will be used for the following purposes:

- Sanitation purposes (shower, lavatory, kitchen/canteen facilities).
- Potable water for drinking purposes.

Where possible water saving interventions will be implemented during the construction and operational activities. Rainwater harvesting (in terms of Schedule 1 activities of the National Water Act (Act No. 36 of 1998) will also be a preferred measure of obtaining water specifically for the purpose of sanitary (lavatory) provisions.

4. Waste

Explain what measures have been taken to reduce, reuse or recycle waste.

Construction phase
During construction, the only waste that is expected to be generated will be general construction rubble. For the purpose of containing general waste, bins will be placed in strategic locations on site and waste will be collected and stored within the site camp. An SMME specialising in recycling activities will be approached to remove and sort the waste.

If possible, recycling bins (specifying the type of waste to be stored) will be placed within the site camp, to further the efforts of the waste management team. Where waste skips (or similar waste containing features) are used for the storage of general construction rubble, management of these skips are required. All waste gathered in the waste skips must be discarded at a registered landfill site.

Operational phase
The weighbridge is expected to generate minimal waste, and opportunities may exist to implement basic waste separation and recycling at the control office or maintenance areas. These measures will be formalised in the Environmental Management Programme (EMPr).

5. Energy Efficiency

8.1.	Explain what design measures have been taken to ensure that the development proposal will be energy efficient.

In light of the current Emergency State regarding electricity, developers should limit the strain on the National and Municipal Grids. Recommended energy efficiency measures include:

- Use energy-saving and low-energy rechargeable lighting in administrative areas whenever possible.
- Incorporate renewable energy sources, such as solar-powered geysers, to reduce grid impact.
- Encourage users to minimize electricity use for sanitation purposes (e.g.,handwashing).
- Strive to reduce electricity consumption for evening lighting in the facilities.

SECTION K: DECLARATIONS

DECLARATION OF THE ENVIRONMENTAL ASSESSMENT PRACTITIONER ("EAP")

I ……Betsy Ditcham……, EAP Registration number ……2020/1480.... as the appointed EAP hereby declare/affirm the correctness of the:

- Information provided in this BAR and any other documents/reports submitted in support of this BAR;
- The inclusion of comments and inputs from stakeholders and I&APs;
- The inclusion of inputs and recommendations from the specialist reports where relevant; and
- Any information provided by the EAP to interested and affected parties and any responses by the EAP to comments or inputs made by interested and affected parties, and that:

- In terms of the general requirement to be independent:
  - other than fair remuneration for work performed in terms of this application, have no business, financial, personal or other interest in the activity or application and that there are no circumstances that may compromise my objectivity; or
  - am not independent, but another EAP that meets the general requirements set out in Regulation 13 of NEMA EIA Regulations has been appointed to review my work (Note: a declaration by the review EAP must be submitted);

- In terms of the remainder of the general requirements for an EAP, am fully aware of and meet all of the requirements and that failure to comply with any the requirements may result in disqualification;
- I have disclosed, to the Applicant, the specialist (if any), the Competent Authority and registered interested and affected parties, all material information that have or may have the potential to influence the decision of the Competent Authority or the objectivity of any report, plan or document prepared or to be prepared as part of this application;
- I have ensured that information containing all relevant facts in respect of the application was distributed or was made available to registered interested and affected parties and that participation will be facilitated in such a manner that all interested and affected parties were provided with a reasonable opportunity to participate and to provide comments;
- I have ensured that the comments of all interested and affected parties were considered, recorded, responded to and submitted to the Competent Authority in respect of this application;
- I have ensured the inclusion of inputs and recommendations from the specialist reports in respect of the application, where relevant;
- I have kept a register of all interested and affected parties that participated in the public participation process; and
- I am aware that a false declaration is an offence in terms of Regulation 48 of the NEMA EIA Regulations;

Signature of the EAP: Date:

Sharples Environmental Services cc

Name of company (if applicable):

DECLARATION OF THE SPECIALIST

Note: Duplicate this section where there is more than one specialist.

I ……, as the appointed Specialist hereby declare/affirm the correctness of the information provided or to be provided as part of the application, and that:

- In terms of the general requirement to be independent:
  - other than fair remuneration for work performed in terms of this application, have no business, financial, personal or other interest in the development proposal or application and that there are no circumstances that may compromise my objectivity; or

  - am not independent, but another specialist (the "Review Specialist") that meets the general requirements set out in Regulation 13 of the NEMA EIA Regulations has been appointed to review my work (Note: a declaration by the review specialist must be submitted);

- In terms of the remainder of the general requirements for a specialist, have throughout this EIA process met all of the requirements;

- I have disclosed to the applicant, the EAP, the Review EAP (if applicable), the Department and I&APs all material information that has or may have the potential to influence the decision of the Department or the objectivity of any Report, plan or document prepared or to be prepared as part of the application; and

- I am aware that a false declaration is an offence in terms of Regulation 48 of the EIA Regulations.

Signature of the EAP: Date:

Name of company (if applicable):

SECTION K: DECLARATIONS

DECLARATION OF THE ENVIRONMENTAL ASSESSMENT PRACTITIONER ("EAP")

I ……Betsy Ditcham……, EAP Registration number ……2020/1480.... as the appointed EAP hereby declare/affirm the correctness of the:

- Information provided in this BAR and any other documents/reports submitted in support of this BAR;
- The inclusion of comments and inputs from stakeholders and I&APs;
- The inclusion of inputs and recommendations from the specialist reports where relevant; and
- Any information provided by the EAP to interested and affected parties and any responses by the EAP to comments or inputs made by interested and affected parties, and that:

- In terms of the general requirement to be independent:
  - other than fair remuneration for work performed in terms of this application, have no business, financial, personal or other interest in the activity or application and that there are no circumstances that may compromise my objectivity; or
  - am not independent, but another EAP that meets the general requirements set out in Regulation 13 of NEMA EIA Regulations has been appointed to review my work (Note: a declaration by the review EAP must be submitted);

- In terms of the remainder of the general requirements for an EAP, am fully aware of and meet all of the requirements and that failure to comply with any the requirements may result in disqualification;
- I have disclosed, to the Applicant, the specialist (if any), the Competent Authority and registered interested and affected parties, all material information that have or may have the potential to influence the decision of the Competent Authority or the objectivity of any report, plan or document prepared or to be prepared as part of this application;
- I have ensured that information containing all relevant facts in respect of the application was distributed or was made available to registered interested and affected parties and that participation will be facilitated in such a manner that all interested and affected parties were provided with a reasonable opportunity to participate and to provide comments;
- I have ensured that the comments of all interested and affected parties were considered, recorded, responded to and submitted to the Competent Authority in respect of this application;
- I have ensured the inclusion of inputs and recommendations from the specialist reports in respect of the application, where relevant;
- I have kept a register of all interested and affected parties that participated in the public participation process; and
- I am aware that a false declaration is an offence in terms of Regulation 48 of the NEMA EIA Regulations;

27/08/2025

Signature of the EAP: Date:

Sharples Environmental Services cc

Name of company (if applicable):

SECTION K: DECLARATIONS

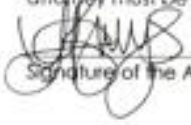
DECLARATION OF THE APPLICANT

Note: Duplicate this section where there is more than one Applicant.

I...Louise Buys..... ID number ...8303170171086...in my personal capacity or duly authorised thereto hereby declare/affirm that all the information submitted or to be submitted as part of this application form is true and correct, and that:

- I am fully aware of my responsibilities in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA"), the Environmental Impact Assessment ("EIA") Regulations, and any relevant Specific Environmental Management Act and that failure to comply with these requirements may constitute an offence in terms of relevant environmental legislation;
- I am aware of my general duty of care in terms of Section 28 of the NEMA;
- I am aware that it is an offence in terms of Section 24F of the NEMA should I commence with a listed activity prior to obtaining an Environmental Authorisation;
- I appointed the Environmental Assessment Practitioner ("EAP") (if not exempted from this requirement) which:
  - meets all the requirements in terms of Regulation 13 of the NEMA EIA Regulations; or
  - meets all the requirements other than the requirement to be independent in terms of Regulation 13 of the NEMA EIA Regulations, but a review EAP has been appointed who does meet all the requirements of Regulation 13 of the NEMA EIA Regulations;
- I will provide the EAP and any specialist, where applicable, and the Competent Authority with access to all information at my disposal that is relevant to the application;
- I will be responsible for the costs incurred in complying with the NEMA EIA Regulations and other environmental legislation including but not limited to –
  - costs incurred for the appointment of the EAP or any legitimately person contracted by the EAP;
  - costs in respect of any fee prescribed by the Minister or MEC in respect of the NEMA EIA Regulations;
  - Legitimate costs in respect of specialist(s) reviews; and
  - the provision of security to ensure compliance with applicable management and mitigation measures;
- I am responsible for complying with conditions that may be attached to any decision(s) issued by the Competent Authority, hereby indemnify, the government of the Republic, the Competent Authority and all its officers, agents and employees, from any liability arising out of the content of any report, any procedure or any action for which I or the EAP is responsible in terms of the NEMA EIA Regulations and any Specific Environmental Management Act.

Note: If acting in a representative capacity, a certified copy of the resolution or power of attorney must be attached.



2025-08-06

Signature of the Applicant: Date:

Department of Infrastructure: Transport Infrastructure Branch

Name of company (if applicable):

DECLARATION OF THE SPECIALIST

Note: Duplicate this section where there is more than one specialist.

I NA Helme, as the appointed Specialist hereby declare/affirm the correctness of the information provided or to be provided as part of the application, and that:

- In terms of the general requirement to be independent:
  - other than fair remuneration for work performed in terms of this application, have no business, financial, personal or other interest in the development proposal or application and that there are no circumstances that may compromise my objectivity; or

  - am not independent, but another specialist (the "Review Specialist") that meets the general requirements set out in Regulation 13 of the NEMA EIA Regulations has been appointed to review my work (Note: a declaration by the review specialist must be submitted);

- In terms of the remainder of the general requirements for a specialist, have throughout this EIA process met all of the requirements;

- I have disclosed to the applicant, the EAP, the Review EAP (if applicable), the Department and I&APs all material information that has or may have the potential to influence the decision of the Department or the objectivity of any Report, plan or document prepared or to be prepared as part of the application; and

- I am aware that a false declaration is an offence in terms of Regulation 48 of the EIA Regulations.

10 Sep 2025

Signature of the EAP: Date:

Nick Helme Botanical Surveys

Name of company (if applicable):

Curriculum Vitae

Jayson David John Orton

ARCHAEOLOGIST AND HERITAGE CONSULTANT

Contact Details and personal information:

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Telephone:	(021) 788 1025
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Birth date and place:	22 June 1976, Cape Town, South Africa
Citizenship:	South African
ID no:	760622 522 4085
Driver's License:	Code EB
Marital Status:	Married to Carol Orton
Languages spoken:	English, Afrikaans, basic French

Education:

SA College High School	Matric	1994
University of Cape Town	B.A. (Archaeology, Environmental & Geographical Science)	1997
University of Cape Town	B.A. (Honours) (Archaeology) [First Class]	1998
University of Cape Town	M.A. (Archaeology)	2004
University of Oxford	D.Phil. (Archaeology)	2013

Employment History:

Spatial Archaeology Research Unit, UCT	Research assistant	Jan 1996 – Dec 1998
Department of Archaeology, UCT	Field archaeologist	Jan 1998 – Dec 1998
UCT Archaeology Contracts Office	Field archaeologist	Jan 1999 – May 2004
UCT Archaeology Contracts Office	Heritage & archaeological consultant	Jun 2004 – May 2012
School of Archaeology, University of Oxford	Undergraduate Tutor	Oct 2008 – Dec 2008
ACO Associates cc	Associate, Heritage & archaeological consultant	Jan 2011 – Dec 2013
ASHA Consulting (Pty) Ltd	Director, Heritage & archaeological consultant	Jan 2014 –

Professional Accreditation:

- Association of Southern African Professional Archaeologists (ASAPA) membership number: 233
- ASAPA CRM Section member with the following accreditation:
  - Principal Investigator: Coastal shell middens (awarded 2007)
    Stone Age archaeology (awarded 2007)
    Grave relocation (awarded 2014)
  - Field Director: Rock art (awarded 2007)
    Colonial period archaeology (awarded 2007)
- Association of Professional Heritage Practitioners (APHP) membership number: 43
  - Accredited Professional Heritage Practitioner

Memberships and affiliations:

➢ South African Archaeological Society Council member	2004 – 2016
➢ Assoc. Southern African Professional Archaeologists (ASAPA) member	2006 –
➢ UCT Department of Archaeology Research Associate	2013 – 2017
➢ Heritage Western Cape APM Committee member	2013 – 2023
➢ UNISA Department of Archaeology and Anthropology Research Fellow	2014 –
➢ Fish Hoek Valley Historical Association	2014 –
➢ Kalk Bay Historical Association	2016 –
➢ Association of Professional Heritage Practitioners member (CRM Section)	2016 –
➢ Southern African Field Archaeology section editor	2021 –

Fieldwork and project experience:

I have extensive experience as Field Director and Principal Investigator throughout Western and Northern Cape, and the western Free State and Eastern Cape. I also work in the eastern part of South Africa through partnership with an Iron Age accredited colleague.

Feasibility studies:
Heritage feasibility studies examining all aspects of heritage from the desktop

Phase 1 surveys and impact assessments:

- ➢ Project types
  - Notification of Intent to Develop applications
  - Heritage Impact Assessments
    - Self-standing assessments under Section 38(1) of the NHRA
    - Assessments under NEMA and Section 38(8) of the NHRA
  - Archaeological specialist studies
  - Strategic assessments
  - Phase 1 archaeological test excavations in historical and prehistoric sites
    - Archaeological research projects
- ➢ Development types
  - Mining and borrow pits
  - Roads (new and upgrades)
  - Residential, commercial and industrial development
  - Agricultural developments
  - Dams and pipe lines
  - Power lines and substations
  - Renewable energy facilities (wind, solar and hydro-electric)

Phase 2 mitigation and research excavations:

➢ ESA open sites	Duinefontein, Gouda, Namaqualand
➢ MSA rock shelters	Fish Hoek, Yzerfontein, Cederberg, Namaqualand
➢ MSA open sites	Swartland, Bushmanland, Namaqualand
➢ LSA rock shelters	Cederberg, Namaqualand, Knersvlakte, Bushmanland
➢ LSA open sites (inland)	Swartland, Franschhoek, Namaqualand, Bushmanland, De Aar
➢ LSA coastal shell middens	Melkbosstrand, Yzerfontein, Saldanha Bay, Paternoster, Dwarskersbos, Infanta, Knysna, Namaqualand coast, Knersvlakte
➢ LSA burials	Melkbosstrand, Saldanha Bay, Namaqualand coast, Knysna
➢ Historical sites	Waterfront (fort, dump and well), Noordhoek (cottage), variety of small excavations in central Cape Town and surrounding suburbs, Franschhoek (farmstead and well)
➢ Historic burial grounds	Green Point (Prestwich Street), V&A Waterfront (Marina Residential), Paarl, Beaufort West, Paarl, De Aar

➢ *Awards:*

1998: Frank Schweitzer memorial book prize for an outstanding student.
2015/2016: Western Cape Government Cultural Affairs Awards: Best Heritage Project.

DECLARATION OF THE SPECIALIST

Note: Duplicate this section where there is more than one specialist.

I **Jacobus Hendrik Visser**, as the appointed Specialist hereby declare/affirm the correctness of the information provided or to be provided as part of the application, and that:

- In terms of the general requirement to be independent:
  - other than fair remuneration for work performed in terms of this application, have no business, financial, personal or other interest in the development proposal or application and that there are no circumstances that may compromise my objectivity; or

- In terms of the remainder of the general requirements for a specialist, have throughout this EIA process met all of the requirements;

- I have disclosed to the applicant, the EAP, the Review EAP (if applicable), the Department and I&APs all material information that has or may have the potential to influence the decision of the Department or the objectivity of any Report, plan or document prepared or to be prepared as part of the application; and

- I am aware that a false declaration is an offence in terms of Regulation 48 of the EIA Regulations.

10 September 2025

Signature of the Specialist: Date:

Blue Skies Research (trading name)

Name of company (if applicable):

DECLARATION OF THE SPECIALIST

Note: Duplicate this section where there is more than one specialist.

I Jayson Orton., as the appointed Specialist hereby declare/affirm the correctness of the information provided or to be provided as part of the application, and that:

- In terms of the general requirement to be independent:
  - other than fair remuneration for work performed in terms of this application, have no business, financial, personal or other interest in the development proposal or application and that there are no circumstances that may compromise my objectivity; or

  - am not independent, but another specialist (the "Review Specialist") that meets the general requirements set out in Regulation 13 of the NEMA EIA Regulations has been appointed to review my work (Note: a declaration by the review specialist must be submitted);

- In terms of the remainder of the general requirements for a specialist, have throughout this EIA process met all of the requirements;

- I have disclosed to the applicant, the EAP, the Review EAP (if applicable), the Department and I&APs all material information that has or may have the potential to influence the decision of the Department or the objectivity of any Report, plan or document prepared or to be prepared as part of the application; and

- I am aware that a false declaration is an offence in terms of Regulation 48 of the EIA Regulations.

Signature of the EAP:

10 September 2025
Date:

AJHA Consulting (PTY) LTD
Name of company (if applicable):

DECLARATION OF THE SPECIALIST

Note: Duplicate this section where there is more than one specialist.

I **Jacobus Hendrik Visser**, as the appointed Specialist hereby declare/affirm the correctness of the information provided or to be provided as part of the application, and that:

- In terms of the general requirement to be independent:
  - other than fair remuneration for work performed in terms of this application, have no business, financial, personal or other interest in the development proposal or application and that there are no circumstances that may compromise my objectivity; or

- In terms of the remainder of the general requirements for a specialist, have throughout this EIA process met all of the requirements;

- I have disclosed to the applicant, the EAP, the Review EAP (if applicable), the Department and I&APs all material information that has or may have the potential to influence the decision of the Department or the objectivity of any Report, plan or document prepared or to be prepared as part of the application; and

- I am aware that a false declaration is an offence in terms of Regulation 48 of the EIA Regulations.

10 September 2025

Signature of the Specialist: Date:

Blue Skies Research (trading name)

Name of company (if applicable):

DECLARATION OF THE SPECIALIST

Note: Duplicate this section where there is more than one specialist.

Johann Lanz

I ……, as the appointed Specialist hereby declare/affirm the correctness of the information provided or to be provided as part of the application, and that:

- In terms of the general requirement to be independent:
  - other than fair remuneration for work performed in terms of this application, have no business, financial, personal or other interest in the development proposal or application and that there are no circumstances that may compromise my objectivity; or

  - am not independent, but another specialist (the "Review Specialist") that meets the general requirements set out in Regulation 13 of the NEMA EIA Regulations has been appointed to review my work (Note: a declaration by the review specialist must be submitted);

- In terms of the remainder of the general requirements for a specialist, have throughout this EIA process met all of the requirements;

- I have disclosed to the applicant, the EAP, the Review EAP (if applicable), the Department and I&APs all material information that has or may have the potential to influence the decision of the Department or the objectivity of any Report, plan or document prepared or to be prepared as part of the application; and

- I am aware that a false declaration is an offence in terms of Regulation 48 of the EIA Regulations.

10 Sept 2025

Signature of the EAP: Date:

SoilZA

Name of company (if applicable):