



17 March 2026

Sharples Environmental Services  
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7435

**Attention: Ms Jessica Gossman**

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Dear Madam

**REMAINDER CAPE FARM 141 MORNINGSTAR, LOCATED OFF TRUNK ROAD 11/1 (N7): PROPOSED NEW WEIGHBRIDGE – Revised DRAFT BASIC ASSESSMENT REPORT  
(DEA&DP REFERENCE: 16/3/3/1/A1/41/3042/25)**

The draft Basic Assessment Report (DBAR), dated February 2026, submitted under your e-mail communication, dated 13 February 2026, pertaining to the abovementioned project, refers.

The City of Cape Town (the City) comment dated 6 October 2025, on the previous draft Basic Impact Assessment Report has adequately been recorded in the revised draft BAR, Appendix F1 *Comment and Responses Report*.

It is acknowledged that, partly in response to the City's input, the PREFERRED Location Alternative #6 is now proposed to be located solely on Remainder Cape Farm 141, Morningstar.

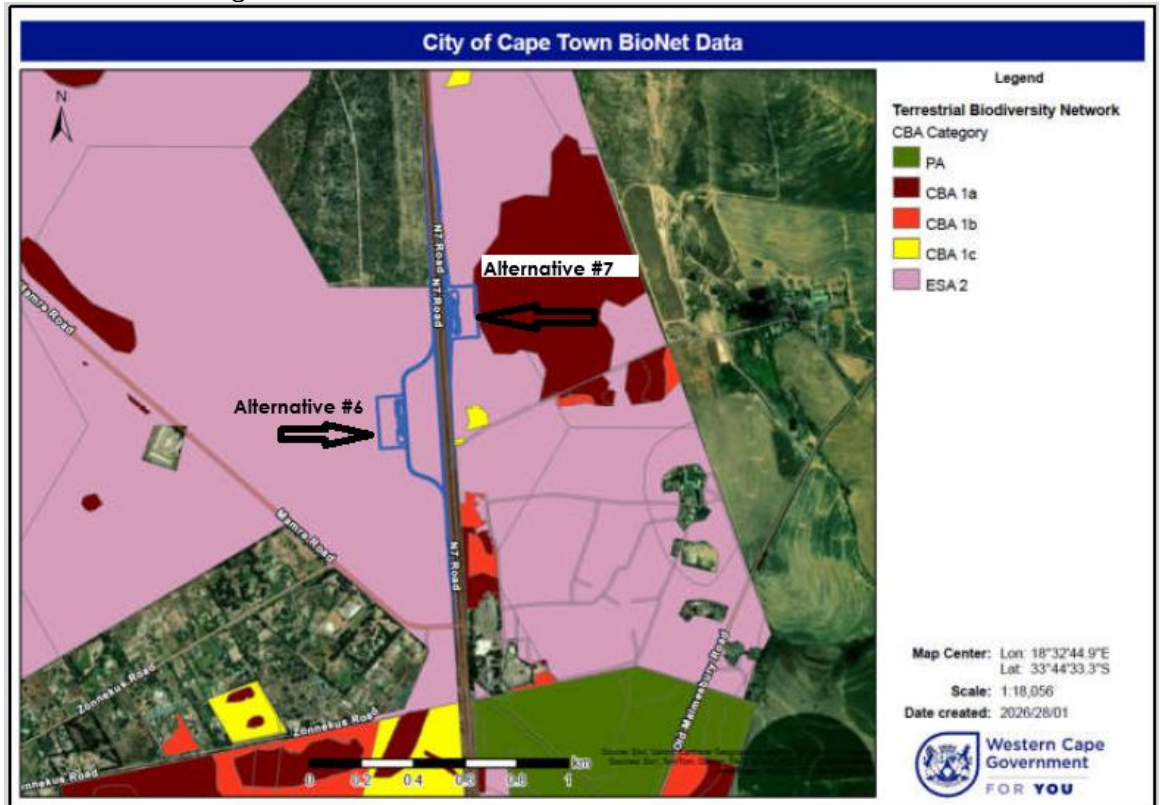
The following comment is provided from the relevant City of Cape Town Departments based on the information provided in the revised DBAR report:

**1. Spatial Planning and Environment Directorate: Environmental Management Department - Environmental and Heritage Management Branch**

*Draft Basic Impact Assessment Report (DBAR):*

- 1.1. Alternative #6 falls in a area earmarked as a Discourage Growth Area as identified by the [Municipal Spatial Development Framework](#), 2023 (MSDF) and the [Blaauwberg District Plan](#), 2023. That said, the weighbridge is considered to be an auxiliary use to the functioning of the National Road 7 (Truck Road 11/1) and not urban residential expansion per se.
  - 1.1.1. The precautionary practical implementation of the above is that the City of Cape Town shall not be responsible to carry the cost of providing municipal services (e.g. water and sanitation) to the location. The cost of such infrastructure shall be for the sole responsibility of the operator/developer. Nevertheless, it is recorded the DBAR and Comments & Responses Report (Appendix F1 contain in the DBAR) stipulated the project is designed to operate independently of City of Cape Town water and sewer infrastructure (Also see the comment from the City of Cape Town: Water & Sanitation Department below).

- 1.2. The new location Alternatives #6 and #7 falls within botanically transformed farmland indicated as Ecological Support Areas on the latest Cape Town Biodiversity Network map, as illustrated on Figure 1 below.



**Figure 1: Extract from the Cape Town: Biodiversity Network Map with biodiversity areas and Alternatives #6 and #7 overlaid. Both Location Alternatives are located within Ecological Support Areas (ESA)**

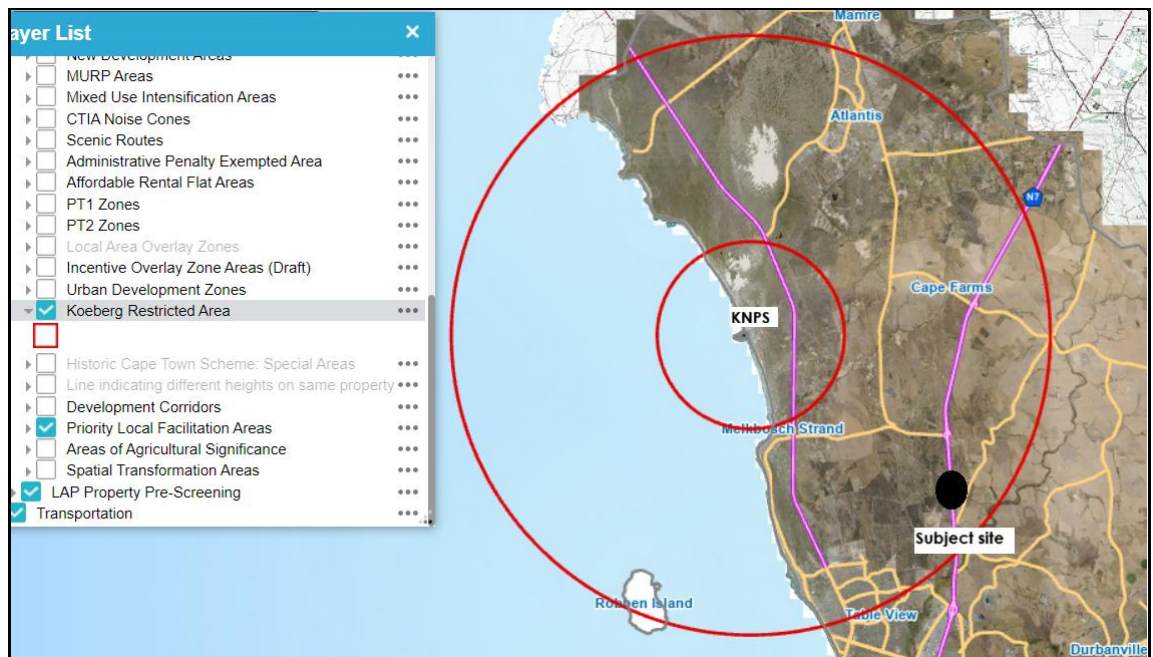
These locations are more favourable compared to Alternative #5 previously considered by the Provincial Road Engineer (PRE).

Location Alternative #6 poses less of an ecological risk due to it being located further away from any identified Critical Biodiversity Areas (CBAs). This location also avoids the conflict with the east-west biodiversity corridor link that Alternative #5 would have caused.

As a result, the Branch indicated its preference of Location Alternative #6, provided the mitigation measures contained in the draft Environmental Management Programme (EMPr), dated February 2026, are implemented.

## 2. Safety and Security Directorate: Disaster Risk Management Centre (DRMC)

- 2.1. The subject property is situated between the 5 – 16km Urgent Protective Action Planning Zone (UPZ) south-east sector of the Koeberg Nuclear Power Station (KNPS) as illustrated in Figure 2 below.



**Figure 2: Location of the subject farm in relation to the Koeberg Nuclear Power Station 5km PAZ and 16km UPZ.**

- 2.2. The Disaster Risk Management Centre (DRMC) is the custodian (on behalf of the City of Cape Town) and responsible for the execution of the Koeberg Nuclear Emergency Plan. In this regard, DRMC is tasked with the responsibility of ensuring that public safety arrangements are in place and that individual citizens are not endangered in the event of a nuclear emergency. Emphasis is placed on the population residing in the 0 to 16km area around the KNPS.
- 2.3. Procedure 7.2.38 (revision 2), dated 16/10/2015 of the City of Cape Town: Koeberg Nuclear Power Station Radiological Release Hazard Disaster Risk Management Plan (RRR) stipulates that the Traffic Evacuation Model (TEM) Testing Protocol shall be processed 'once the City's Department of Development Management received an application for land use changes or the Environmental Management Department (EMD) receives any documentation relating to the National Environmental Management Act'.
- 2.4. Receipt of the duly completed TEM form on 11 March 2026 is acknowledged. The next TEM meeting convenes on 19 March 2026 where the increased population as a result of the proposed weighbridge activity (both construction- and operational phase) will be tested. The outcome will be communicated thereafter.
- 2.5. In the interim, the DRMC indicated its preference of Location Alternative #6.

### **3. Urban Mobility Directorate: Transport Planning & Network Management Department: Transport Infrastructure Planning & Development Branch**

The Branch indicated its preference of Location Alternative #6.

### **4. Water & Sanitation Department: Water Demand Management Branch**

The Water Demand Management Branch provided the following comment pertaining to water and sanitation infrastructure capacity.

Cognisance is taken of the EAP's confirmation that the project is designed to operate independently of City of Cape Town water and sewer infrastructure, as stated in the EMPr (Water

Use and Management Section). It is therefore accepted that the weighbridge development shall not require any City of Cape Town water & infrastructure capacity.

Nevertheless, the comment provides an overview of the existing water and sewer infrastructure near the development, as well as associated conditions that would apply. The information provided is based on City of Cape Town master plan model as well as comments from relevant branches of the department.

4.1. Water Reticulation:

There is a 110mm Ø water reticulation main situated south of the proposed relocation project site in the Morningstar smallholding area.

4.2. Sewer Reticulation:

There are no sewer reticulation pipelines or infrastructure under the control of the City of Cape Town's Reticulation Water Branch exist in the immediate vicinity of the project site.

4.3. Bulk Water:

No bulk water pipelines or infrastructure under the control of the City of Cape Town's Bulk Water Branch exist in the immediate vicinity of the proposed project site.

4.4. Wastewater Treatment Works:

This proposed development is situated within the catchment of the Postdam Wastewater Treatment Works (WwTW). This plant is currently operating at capacity, upgrades are currently underway, and completion is estimated in 2028.

4.5. Water Demand Management Branch's Conclusion:

Cognisance is taken of the EAP's confirmation that the project is designed to operate independently of City of Cape Town water and sewer infrastructure, as stated in the EMPr (Water Use and Management Section). It is therefore accepted that the weighbridge development shall not require any City of Cape Town water & infrastructure capacity. No water nor sewer demands have yet been provided. It is reiterated that IF water and sanitation availability is required at a later stage, a detailed capacity analysis will be required once the actual demands are known (if any), to determine the impact of the proposed application on the water and sanitation infrastructure.

4.6. Water Demand Management Branch's Conditions:

4.6.1. This comment from the Water Demand Management Branch is not a capacity letter. The applicant is again reminded to submit an engineering report to [water.info@capetown.gov.za](mailto:water.info@capetown.gov.za) and request a capacity report to confirm capacity in the municipal water and sewer reticulation systems (IF water and sanitation availability is required at a later stage).

4.6.2. Detailed drawings of water and sewer services must be submitted for approval, before the commencement of any work.

**Disclaimer**

1. **Information provided is based on the best available data. The infrastructure as-built information referred to and used in the analysis is based on the GIS asset records, while modelled pressures, flows, velocities, capacities and volumes are based on hydraulic models of the current land use and demands. Where appropriate, future land use and demands are considered. The flows and pressures provided are theoretical and not measured. All levels provided to be verified on site.**

Considering the additional information provided in the revised BAR, the City of Cape Town concurs with the following conclusion reached by the EAP:

*"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."*

Subsequently the City of Cape Town will also be in favour of Location Alternative #6 being the Preferred Alternative, provided the mitigation measures contained in the draft Environmental Management Programme (EMPr), dated February 2026 are implemented.

Yours sincerely



**Sonja Warnich Stemmet**  
**Head: Environmental and Heritage Management Branch**  
**Environmental Management Department**