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COMMENTS AND RESPONSES REPORT

OF THE

REVISED 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.



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Table of Contents

1. Introduction	4
1.1. Background Information	4
1.2. Public Participation	7
1.2.1. Objectives	7
1.2.2. What is an Interested and Affected Party?	8
1.2.3. Roles and Responsibilities of the Stakeholder	8
2. Public Participation to Date	9
2.1. Pre-Application Phase	9
2.1.1. Identification of Key Stakeholders	9
2.1.2. Notification Procedures	9
3. Comments and Responses	12
3.1. Summary of Main Concerns Raised by Stakeholders	13
RESPONSE TO KEY ISSUES AND PROJECT INFORMATION:	14
3.5 Biodiversity and Ecological Impacts	14
3.6 Ecological Connectivity	15
3.7 Traffic Safety, Access, and Road Functionality	15
3.8 Noise, Light, and Nuisance Impacts	15
3.9 Stormwater Management and Erosion Control	16
3.10 Construction-Related Impacts	16
3.11 Land Use Compatibility and Planning Alignment	16
3.12 Cumulative Impacts and Project Clarification	17
3.13 Heritage Impacts	17
3.14 Public Participation Process Adequacy	17
4. Overall Conclusion and Motivation	17

LIST OF APPENDICES

First Round and Second Round of Public Participation

Annexure A: Comments and Responses Table

Annexure B: I & AP Registries

Annexure C: Email Notifications

Annexure D: Proof of Notices, Advertisements and photographs

1. Introduction

1.1. Background Information

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 Viessershok 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 Viessershok 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 (Figure 2).



Figure 1. Existing Viessershok 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 concerns that the proposed Alternative 5 would be located within a planned 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 (**Error! Reference source not found.**) to the east of the N7. Both designs are located on Morningstar RE/141.



Figure 3. Alternative 6, west of the N7

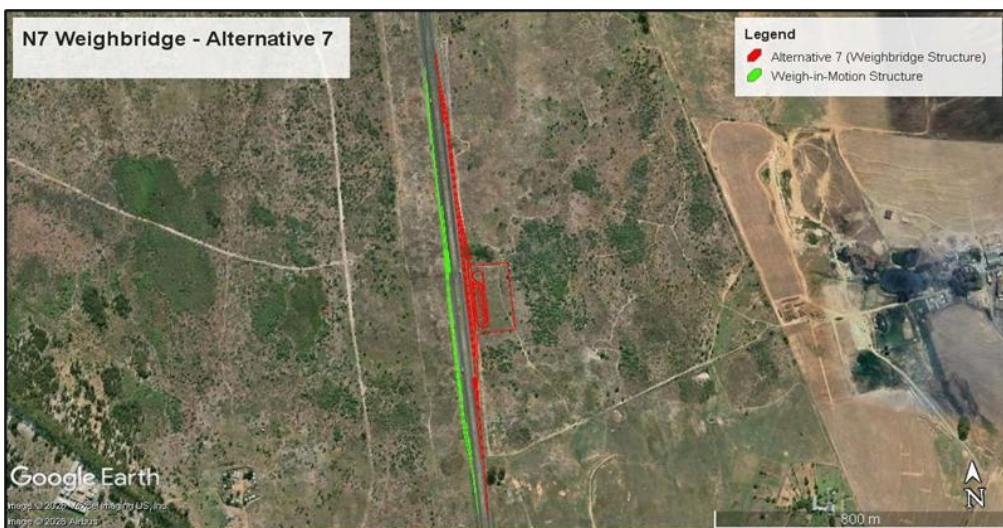


Figure 4: Alternative 7 east of the N7.

The intention is to establish the new Vissershok Weighbridge (Alternative 6 and 7) approximately 600 m north of Alternative 5 or 1600m north 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 weighbridge site, which was approved on 13 April 2022, DEADP Ref.: 14/3/1/1/1A1/16/0564/21. The current interchange is located too close to the existing weighbridge. This not only poses safety risks for road users but is also geometrically unfeasible from an engineering perspective.

The proposed Vissershok weighbridge will include the main weighbridge structure, offices, parking areas for about six staff members, fencing and relevant service connections (water and electricity infrastructure) and connecting service roads. It will include a weigh-in-motion (WIM) station along the northbound and southbound corridor of the N7, which will reduce the number of heavy vehicles passing through the weighbridge by about 98%. The trucks will slow down when travelling over the WIM to 30km/h but do not have to stop. Only overloaded heavy vehicles (about 2% of the total heavy vehicles) will pass through the weighbridge itself.

1.2. Public Participation

Public participation forms an integral component of the Environmental Impact Assessment (EIA) process and aims to facilitate inclusive and culturally appropriate engagement with stakeholders. This process provides Interested and Affected Parties with opportunities to express their views and concerns so that these may be considered and incorporated into the decision-making process. Effective public participation requires the disclosure of relevant and adequate project information to enable stakeholders to understand the potential risks, impacts, and opportunities associated with the proposed development.

Reasons for Public Participation in the Environmental Authorisation Process

The key reasons for involving the public in the EIA process include:

- The environment is held in public trust, and the use of environmental resources is therefore of concern to all members of society.
- Public participation promotes transparent and fair decision-making, with particular consideration given to vulnerable and historically disadvantaged groups to ensure equitable participation.
- It assists in ensuring that proposed developments respond to the needs and concerns of affected communities.
- Projects generally gain greater legitimacy and reduced opposition when Interested and Affected Parties are given the opportunity to contribute to the decision-making process.
- Decision-making is strengthened when local knowledge, community values, and expert input are collectively considered.

1.2.1. Objectives

The objectives of the public participation process can be summarised as follows:

- Identify relevant individuals, organisations and communities who may be interested in or affected by the Proposed Project;
- Clearly outline the scope of the Proposed Project, including the scale and nature of the existing and proposed activities;
- Identify viable Proposed Project alternatives that will assist the relevant authorities in making an informed decision;
- Identify shortcomings and gaps in existing information;
- Identify key concerns raised by Stakeholders that should be addressed in the subsequent specialist studies;
- Highlight the potential for environmental impacts, whether positive or negative;
- Inform and provide the public with information and an understanding of the Proposed Project, issues and solutions;
- Provide for role-players to voice their support, concerns and questions regarding the project;
- Provide the opportunity for role-players to suggest ways for reducing or mitigating any negative impacts of the project and for enhancing its positive impacts;
- Enable the person conducting PP to incorporate the needs, preferences and values of potential or Registered Interested & Affected Parties (RI&AP's) into its proposed development that becomes the subject of an application for an environmental authorization (EA);
- Provide opportunities for clearing up misunderstandings about technical issues, resolving disputes and reconciling conflicting interests;

- Encourage transparency and accountability in decision-making;
- Contribute toward maintaining a healthy, vibrant democracy; and
- Give effect to the requirement for procedural fairness of administrative action as contained in the Promotion of Administrative Justice Act, 2000 (Act No. 3 of 2000).

1.2.2. What is an Interested and Affected Party?

An I&AP is defined as any person, group of persons or organisation interested in or affected by an activity, and any organ of state that may have jurisdiction over any aspect of the activity.

The difference between an I&AP and a registered I&AP:

- An I&AP can be directly or indirectly impacted on by a proposed activity.
- A registered I&AP is a person whose name has been placed on the list of registered I&APs. According to the PPP Guidance document, 2017, only registered I&APs will be notified:
 - Of the availability of reports and other written submissions made to the Competent Authority by the Applicant, and be entitled to comment on these reports and submissions; and
 - Of the outcome of the application, the reasons for the decision, and that an appeal may be lodged against a decision.

For the purpose of this report, registered I&APs will be referred to as Stakeholders.

1.2.3. Roles and Responsibilities of the Stakeholder

The roles of stakeholders in a public participation process usually include one or more of the following:

- Assisting in the identification and prioritisation of issues that need to be investigated;
- Making suggestions on alternatives and means of preventing, minimising and managing negative impacts and enhancing Proposed Project benefits;
- Assisting in or commenting on the development of mutually acceptable criteria for the evaluation of decision options;
- Contributing information on public needs, values and expectations;
- Contributing local and traditional knowledge; and
- Verifying that their issues have been considered.

In order to participate effectively, stakeholders should:

- Become **involved** in the process as early as possible;
- **Register** as a stakeholder;
- Advise the EAP of other stakeholders who should be consulted;
- **Contribute** towards the design of the public participation process (including timeframes) to ensure that it is acceptable to all stakeholders;
- **Follow the process** once it has been accepted;
- **Read the material** provided and actively seek to understand the issues involved;
- Give timely **responses** to correspondence;
- **Be respectful and courteous** towards other stakeholders;
- Refrain from making **subjective, unfounded or ill-informed statements**; and
- Recognise that the process is **confined to issues that are directly relevant to the application**.

2. Public Participation to Date

2.1. Pre-Application Phase

Due to the history of the project, which forms part of a greater road development (application for the Van Schoorsdrift Interchange (EA ref: DEADP 14/3/1/1/1A1/16/0564/21)), and the communications between municipal and provincial bodies, a pre-application public participation process was not undertaken. However, public participation for the proposed development was conducted in accordance with the requirements of the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended) promulgated under the National Environmental Management Act, 1998 (Act No. 107 of 1998) (NEMA).

The public participation process was undertaken as part of the Basic Assessment process, in compliance with Regulations 41 to 44 of the NEMA EIA Regulations, which prescribe the procedures for notifying and engaging with Interested and Affected Parties (I&APs), providing access to relevant project information, and allowing stakeholders the opportunity to comment on the proposed development.

2.1.1. Identification of Key Stakeholders

Section 41 of the 2017 EIA Regulations states that written notices must be given to identified stakeholders as outlined.

Relevant authorities (Organs of State) have been automatically registered as I&APs. In accordance with the EIA Regulations, 2017, all other persons must request in writing to be placed on the register, submit written comments or attend meetings in order to be registered as stakeholders and included in future communication regarding the project.

A comprehensive desktop assessment was undertaken to identify the erven and farm numbers of adjacent landowners and occupiers who may potentially be affected by the proposed development. In addition, the Interested and Affected Parties (I&APs) register from the previous environmental authorisation process was reviewed, and all relevant contacts were incorporated into the current project database to ensure continuity of engagement.

Annexure B provides the complete list of stakeholders registered on the project database.

2.1.2. Notification Procedures

Advertisement

Notification of the proposed project was communicated to the general public through newspaper advertisements. Two advertisements were placed in the local newspaper, TygerBurger, on 27 August 2025, and a further advertisement was placed in the provincial newspaper, Cape Times, on 27 August 2025.

The inclusion of a provincial newspaper advertisement was considered appropriate given that the N7 is a major national transport route within the Western Cape, connecting Cape Town with towns along the West Coast and extending northwards to the Namibian border. The route serves as an important corridor for regional mobility and freight movement within the province and beyond.

Publishing the notice in both a local and a provincial newspaper was therefore intended to ensure that information regarding the project reached both local stakeholders and the broader travelling and freight community who regularly utilise the N7.

The advertisements informed potential Interested and Affected Parties (I&APs) of the proposed development, the availability of the Draft Basic Assessment Report (BAR) for public review and invited stakeholders to register on the project database as Registered Interested and Affected Parties in order to receive further project information and updates.

A copy of the advertisement is provided in **Annexure D**.

Letter drop

A letter drop to surrounding properties was not undertaken as part of the public participation process. The proposed development is located within an area characterised by dispersed agricultural land uses and large farm portions, where residential dwellings are limited and widely spaced across extensive properties. In such rural contexts, conducting a conventional letter drop to individual dwellings is often impractical and unlikely to reach all relevant landowners or occupiers.

Instead, potentially affected landowners and occupiers were identified through a desktop assessment of cadastral information, including the identification of relevant erven and farm portions adjacent to the proposed development site. Identified landowners and occupiers were subsequently notified directly through the project stakeholder database and included in the Interested and Affected Parties (I&AP) register.

Furthermore, broader notification measures were implemented, including newspaper advertisements, direct stakeholder notifications, and the distribution of information through local communication platforms, to ensure that information regarding the proposed project reached as many potentially affected stakeholders as reasonably possible.

Given the rural character of the area and the dispersed nature of properties, the approach adopted is considered an appropriate and reasonable method of stakeholder notification in accordance with the principles of the NEMA EIA Regulations, 2014 (as amended).

Site Notice

Site notices were placed at the proposed entrances to the development site in both English and Afrikaans to notify potential Interested and Affected Parties (I&APs) of the proposed development and the availability of the Draft Basic Assessment Report (BAR) for public review. The notices also invited members of the public to register on the project database as Interested and Affected Parties in order to receive further project information and updates.

In addition, notices were displayed at the Table View Library, also in English and Afrikaans, to further inform the public of the proposed project. These notices indicated that a hard copy of the Draft Basic Assessment Report was available for public viewing at the Table View Library, thereby providing stakeholders with an accessible location to review the project documentation.

Availability of the Draft Basic Assessment Report

The Draft Basic Assessment Report (DBAR) was made available for public review for a period of 30 days, from **3 September 2025 to 6 October 2025**. An electronic copy of the report was made available on the SES website, allowing members of the public and Interested and Affected Parties (I&APs) to access the document and submit comments.

Availability of the Revised Draft Basic Assessment Report

The Revised Draft Basic Assessment Report (DBAR) was made available to registered Interested and Affected Parties (I&APs) and key authorities for review and comment from **16 February 2026 to 17 March 2026**, following revisions to the proposed development.

The Draft Basic Assessment Report was distributed to key authorities, including the Department of Agriculture, either by post or hand delivery in hard copy. In addition, an electronic version of the report was made available for free download and review on the SES website (www.sescc.net) under the Public Documents section.

For members of the public who preferred to access the report in person, a hard copy of the Draft Basic Assessment Report was also made available at the Table View Public Library for the duration of the public review period.

External Circulation of Information

To ensure that the proposed development was communicated to a broad range of stakeholders, several notification methods were implemented as part of the Public Participation Process. Information regarding the proposed N7 Weighbridge project was circulated through available Morningstar community WhatsApp groups that were shared by the local community members, thereby assisting in reaching residents within the Morningstar area as well as surrounding agricultural landowners.

The following WhatsApp groups were consulted:

- Save Morning star
- Councillor Chat Group
- Chat Group
- 2nd Chat Group

Follow-ups and Direct Communication

Reminder Emails

First Round of Public Participation (3 September 2025 – 6 October 2025):

- 03 September 2025 – Initial notification email issued (commencement of the Public Participation Process).
- 04 September 2025 – Acknowledgements sent and stakeholder follow-ups conducted.
- 15 September 2025 – Follow-up comments received from authorities and registered I&APs.
- 18 September 2025 – Second reminder notice issued.
- 03 October 2025 – Third reminder notice issued.
- 13 February 2026 – Notification sent to I&APs regarding the commencement of the Public Participation Process on 16 February 2026, including the SES website link.

- 06 March 2026 – Second reminder notice issued.
- 16 March 2026 – Third reminder notice issued.

Morningstar Representatives

First round of Public Participation:

During the first round of Public Participation, it was communicated telephonically that a representative from the Morningstar community, Ms. Van Heerden, would assist in distributing information regarding the proposed project to all Morningstar residents. As part of the Public Participation Process, all three notifications were subsequently sent to the relevant email recipients, and a courtesy follow-up call was made.

During this period, a Morningstar resident indicated that they had not been informed of the project. In response, follow-up email attempts were made, including correspondence sent on 6 October 2025 and 10 October 2025. No responses were received to these communications.

Following the initial Public Participation efforts to distribute information to all relevant stakeholders and Morningstar residents, additional residents in the area were contacted. They were requested to assist in confirming, via email, that the information had been circulated to all relevant stakeholders and residents. However, it should be noted that, due to the POPI Act, confirmations were provided in the form of screenshots and/or email statements rather than full distribution lists.

All supporting documentation has been included in the Annexure (Annexure A and Annexure C).

Second round of Public Participation:

- Mr Dermott distributed project information via WhatsApp to groups representing approximately 600 residents in Morningstar, as well as additional farm security groups comprising approximately 100 individuals (13 February 2026).
- Ms Bokhorst shared details of the proposed project with three Morningstar WhatsApp groups.

Proof of distribution via WhatsApp groups is included in the Comments and Responses Tables, as well as within the Email Notification screenshots.

Additional Follow-ups

- **ESKOM** – Contacted telephonically on 17 March 2026 to follow up on outstanding comments; a direct follow-up email was also sent, including a reminder and KMZ file of the proposed project.
- **South African Civil Aviation Authority** – Attempted contact on 16 and 17 March 2026; no response received.
- **DEADP (Air Quality)** – Attempted contact on 17 March 2026; no response received.
- **Western Cape Government: Department of Agriculture** – Contact attempted on 12, 16, and 17 March 2026. Spoke with Brandon Layman, who indicated capacity constraints. Comments will be submitted directly to DEADP and the EAP after the Public Participation Process has concluded.
- **Western Cape Government: Department of Mobility** – Contacted on 16 and 17 March 2026; no comments received.
- **Western Cape Government: Department of Infrastructure** – Attempted contact on 17 March 2026; email notification was resent.
- **Morningstar Flying Club** – Email notification resent on 17 March 2026.
- **National Department of Water and Sanitation** – Attempted contact on 16 and 17 March 2026; follow-up conducted through resubmission of email notifications.

3. Comments and Responses

Comments received from registered stakeholders have been captured and responded to within the comments and response tables included in **Annexure A**.

3.1. Summary of Main Concerns Raised by Stakeholders

The Key Issues raised in the “**First Round of Public Participation**” were as follows:

During the first round of public participation, comments were received from several Interested and Affected Parties (I&APs), including organs of state, neighbouring landowners, conservation organisations, and members of the Morningstar community. The key concerns raised by stakeholders are summarised below. A detailed record of all comments received, and the corresponding responses provided by the Environmental Assessment Practitioner (EAP) is included in the Comments and Response tables (**Annexure A**).

The main issues raised during the first round of public participation are summarised as follows:

- **Potential impacts on biodiversity**, particularly the presence of Cape Flats Sand Fynbos, a Critically Endangered vegetation type, and the potential impacts on species of conservation concern within the project area.
- **Potential impacts on ecological connectivity**, specifically concerns raised regarding the possible disruption of the ecological linkage between the Blaauwberg Conservation Area and the Tygerberg Hills conservation areas.
- **Cumulative environmental impacts**, particularly in relation to the broader N7 freeway and Van Schoorsdrift interchange upgrade project and the potential cumulative effects of infrastructure development within the area.
- **Construction-related impacts**, including concerns regarding temporary impacts such as dust, noise, traffic disruptions, and general nuisance during the construction phase of the project.
- **Stormwater management and erosion control**, including concerns about the potential for runoff, pollution, and erosion during construction and operation of the weighbridge facility.
- **Traffic safety and access**, including concerns related to traffic disruptions during construction and the broader road network upgrades associated with the N7 corridor.
- **Closure of the Morningstar intersection/access to the N7**, with stakeholders within the Morningstar community expressing concern that the proposed layout may result in the closure of the Morningstar intersection and potentially affect access for residents and landowners.
- **Noise, light pollution, and nuisance impacts**, particularly from heavy vehicles and operational activities at the weighbridge facility and the potential impacts on nearby residential and agricultural properties.
- **Land-use compatibility**, with stakeholders questioning whether the relocation of the weighbridge facility is compatible with the surrounding agricultural and rural residential land uses within the Morningstar area.
- **Concerns regarding the adequacy of the public participation process**, including comments that some members of the Morningstar community only became aware of the project late in the public participation period.
- **Alien vegetation management and site rehabilitation**, including concerns regarding the management of invasive plant species and the rehabilitation of disturbed areas following construction.

All comments received during the first round of public participation have been considered and addressed in the Comments and Response table (**Annexure A**), and where applicable, mitigation measures have been incorporated into the Environmental Management Programme (EMPr) and the Final Basic Assessment Report (BAR).

In addition to those raised in the first round of Public Participation, the following issues were raised in the “**Second Round of Public Participation**”:

The main issues raised during the **second round of public participation** are summarised as follows:

- **Biodiversity and site selection**, with support from CapeNature and other stakeholders for alternatives that avoid sensitive areas, protected areas, and ecological corridors, and preference for development within already disturbed or low-sensitivity areas.
- **Preference for location alternatives**, with differing stakeholder views:
 - Some prefer Alternative 7 due to increased distance from residential areas
 - Others prefer Alternative 6 due to proximity to existing disturbed/industrial land uses indicating trade-offs between social and environmental considerations.
- **Noise, light pollution, and nuisance impacts**, particularly from heavy vehicles, operational lighting, and construction activities, and the potential impact on the rural character and tranquillity of the Morningstar area.
- **Traffic safety and access concerns**, including:
 - Concerns about the closure of the Morningstar access to the N7
 - Requests for alternative access solutions (e.g. feeder/slip lanes)
 - Concerns about emergency access and broader road network functionality
- **Clarification of project scope and cumulative developments**, with confusion noted between the weighbridge project and the broader N7 upgrade (including the Van Schoorsdrift interchange), highlighting concerns about cumulative impacts and planning coordination.
- **Traffic management during construction and operation**, including requests (e.g. SANRAL) for detailed traffic accommodation measures, safety considerations, and operational efficiency of the weighbridge facility.
- **Construction-related environmental impacts**, including concerns regarding dust, noise, waste generation, soil erosion, and general disturbance, and the need for appropriate mitigation measures in the EMPr.
- **Stormwater management and erosion control**, including concerns about runoff, sedimentation, and protection of soils during construction and operation phases.
- **Vegetation clearing, buffering, and rehabilitation**, including concerns about loss of existing trees acting as buffers, the need to limit clearing to the development footprint, and requirements for rehabilitation and landscaping of disturbed areas.
- **Infrastructure and service provision**, including confirmation that the development is intended to operate independently of municipal water and sanitation services, with any future service requirements subject to further assessment.
- **General support for the project (conditional)**, with some stakeholders acknowledging the benefits of the weighbridge for road safety and compliance, provided that environmental mitigation and traffic management measures are effectively implemented.

For ease of reference, these main concerns are addressed in the following sections.

RESPONSE TO KEY ISSUES AND PROJECT INFORMATION:

3.5 Biodiversity and Ecological Impacts

Stakeholders raised concerns regarding the potential impact of the development on Cape Flats Sand Fynbos, which is classified as a Critically Endangered vegetation type, as well as on species of conservation concern. These concerns were taken into account during the assessment process and directly influenced the refinement of the development footprint.

Detailed botanical, faunal, and avifaunal specialist assessments confirmed that the preferred development footprint avoids areas of high ecological sensitivity and does not result in the direct loss of intact or high-value vegetation. The site is largely characterised by transformed or degraded vegetation, and the development footprint has been restricted accordingly.

Additional specialist recommendations, including faunal relocation protocols, monitoring requirements, and the management of invasive species such as Argentine ants, were incorporated into the EMPr in response to authority comments.

The EMPr includes comprehensive biodiversity mitigation measures, including pre-construction walk-downs, demarcation of no-go areas, search-and-rescue operations for species of conservation concern, control of vegetation clearing, alien invasive species management, and rehabilitation using indigenous species. These measures ensure that biodiversity impacts are minimised and that residual impacts are of low significance and acceptable.

3.6 Ecological Connectivity

Concerns regarding the potential disruption of ecological linkages between conservation areas were raised during the public participation process. These concerns were directly addressed through the identification and avoidance of ecological corridors during the refinement of layout alternatives.

The preferred alternative has been specifically designed to avoid the east–west ecological corridor identified in the study area. Furthermore, the relatively small development footprint and its location within previously disturbed areas ensure that landscape-level ecological connectivity is maintained. The project is therefore not expected to result in significant ecological fragmentation.

3.7 Traffic Safety, Access, and Road Functionality

Members of the Morningstar community raised concerns regarding the potential closure of access to the N7, the lack of alternative access routes, and the implications for traffic safety and emergency access. These concerns were acknowledged as important and were carefully considered within the assessment process.

It is important to clarify that the proposed weighbridge forms part of a broader N7 upgrade project and that decisions regarding access are associated with the overall road network design rather than the weighbridge development in isolation. The closure of the at-grade Morningstar Road N7 access was approved in the Van Schoorsdrift Interchange Environmental Authorisation (DEADP Ref.: 14/3/1/1/1A1/16/0564/21), to respond to road safety concerns along this section of the N7. As such, its closure is outside of the scope of this environmental authorisation process.

Requests for alternative access solutions, including feeder lanes or slip roads, were noted and communicated to the relevant authorities responsible for road planning. It has been confirmed that the proposed weighbridge cannot function as a public access point due to safety and operational requirements associated with controlled enforcement facilities. During construction, potential impacts on traffic will be mitigated through the implementation of a Traffic Management Plan, which will ensure safe access for local residents, appropriate traffic control measures, and the maintenance of emergency access.

It is further noted that no traffic-related fatal flaws have been identified by the engineering team nor relevant authorities in relation to the proposed development. While access concerns raised by the Morningstar community are acknowledged, these are associated with the broader N7 upgrade and do not arise directly from the weighbridge infrastructure itself. As such, these concerns do not preclude the proposed development but have been appropriately considered and communicated to the relevant road authorities for inclusion in broader transport planning processes.

3.8 Noise, Light, and Nuisance Impacts

Residents of the Morningstar area raised concerns regarding existing noise from heavy vehicles and the potential for increased noise and light pollution associated with the relocated weighbridge. These concerns were taken into account in the selection of the preferred alternative.

Alternative 6 was selected in part due to its increased distance from residential receptors, thereby reducing potential nuisance impacts. In addition, mitigation measures have been incorporated into the EMPr, Street lighting will be provided along the N7 in accordance with the current N7 project specifications. Lighting along the weighbridge access roads will consist of low-height installations to accommodate the Eskom powerlines. Additionally, lighting within the repacking area will be operated on an as-needed basis and can be switched off during periods of inactivity., noise control measures, only during construction phase suppression will be required. However, during operational phase, dust generation is not anticipated, as all areas will be surfaced. restrictions on construction working hours, and visual buffering.

It is also important to note that the weighbridge represents a relocation of an existing facility within an established transport corridor and does not introduce a new land use into the area. As such, impacts are expected to be incremental rather than significant, and with mitigation, they are considered acceptable.

Based on the above, noise, light, and nuisance-related impacts are not expected to result in significant adverse effects on surrounding receptors following the implementation of mitigation measures. These impacts are considered to be localised, manageable, and acceptable within the context of an established transport corridor.

3.9 Stormwater Management and Erosion Control

Stakeholders raised concerns regarding stormwater runoff, erosion, and the potential for pollution. These concerns have been addressed through both design and mitigation measures.

A comprehensive stormwater management system has been incorporated into the project design, and the EMPr includes measures such as stormwater attenuation, sediment control, stabilisation of exposed soils, and ongoing monitoring. These measures ensure that stormwater-related impacts are effectively managed and minimised.

With the implementation of the proposed design measures and EMPr controls, stormwater-related impacts are not anticipated to result in significant long-term environmental degradation and are considered acceptable.

3.10 Construction-Related Impacts

Concerns regarding construction-related impacts, including dust, noise, traffic disruption, and general disturbance, were raised during the public participation process. These impacts are temporary and were addressed through detailed mitigation measures included in the EMPr.

These measures include dust suppression, noise management, waste management protocols, site housekeeping, and environmental monitoring by an Environmental Control Officer. The implementation of these measures ensures that construction impacts are effectively controlled and remain within acceptable limits.

These impacts are temporary in nature and will cease upon completion of construction. With the implementation of the EMPr, no significant residual construction-related impacts are anticipated.

3.11 Land Use Compatibility and Planning Alignment

Concerns regarding land use compatibility were raised, particularly in relation to the rural and agricultural character of the Morningstar area. These concerns were considered in consultation with the City of Cape Town, which confirmed that the weighbridge constitutes auxiliary infrastructure required for the functioning of the N7 and does not represent urban expansion.

The development is therefore considered compatible with the surrounding land use context, particularly given its location within an established transport corridor. Furthermore, the project makes limited use of municipal service provision, with potable water supplied via an existing City of Cape Town connection and waste removal potentially undertaken by the municipality or a private contractor. Key services such as electricity, sewage, and stormwater management will be independently managed. As such, the development is not expected to place significant additional strain on local municipal infrastructure.

3.12 Cumulative Impacts and Project Clarification

Stakeholder concerns relating to cumulative impacts and confusion between the proposed weighbridge and the broader N7 upgrade were addressed through clarification of the project scope in the Executive Summary and General Project Description, as well as through the impact and cumulative impact assessment presented in Sections H and I of the BAR. The weighbridge is a standalone but related component of broader infrastructure improvements, and cumulative impacts have been assessed and found to be acceptable when mitigation measures are implemented.

The cumulative impact assessment undertaken in the BAR confirms that, when considered in combination with existing and approved developments within the N7 corridor, the proposed weighbridge does not contribute to significant cumulative environmental degradation. The development represents a relocation and optimisation of existing infrastructure within an already transformed corridor, and cumulative impacts are therefore considered low and acceptable.

3.13 Heritage Impacts

Heritage Western Cape confirmed that there is no reason to believe that the proposed development will impact heritage resources and that no further studies are required, subject to the implementation of standard chance-find procedures. This confirms that heritage impacts are of low significance and can be adequately managed.

3.14 Public Participation Process Adequacy

The public participation process complied with all legislative requirements, including two 30-day commenting periods, direct notification of registered I&APs, and the availability of documentation through accessible platforms.

Concerns regarding limited awareness during the first round were addressed through the second round of participation, which included expanded stakeholder engagement and community-led information sharing within the Morningstar area. This demonstrates that the process was responsive, inclusive, and compliant.

The public participation process is therefore considered to be procedurally fair, reasonable, and compliant with the requirements of the EIA Regulations, 2014 (as amended), and consistent with the principles of transparency and inclusivity as set out in NEMA.

4. Overall Conclusion and Motivation

No environmental or socio-economic fatal flaws have been identified that would preclude the proposed development.

Based on the above assessment, it is evident that all stakeholder concerns have been comprehensively considered, incorporated into the project design where applicable, and addressed through appropriate mitigation measures.

The project is strongly justified in terms of need and desirability, particularly in relation to road safety, infrastructure efficiency, and economic benefits. Environmental and social impacts have been avoided, minimised, and mitigated through an iterative and informed assessment process, and no fatal flaws have been identified.

The concerns raised by the Morningstar community have been substantively addressed, and where issues fall outside the scope of the current application, these have been clearly clarified and communicated to the relevant authorities.

It is therefore concluded that the proposed N7 Vissershok Weighbridge development is environmentally and socially acceptable and should be authorised, subject to the implementation of the mitigation measures contained within the EMPr and BAR.