

COMMENTS AND RESPONSE TABLE: First Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
First Notice Submitted to all I & APs 03/09/2025					
1.	Thank you for your correspondence. The Directorate acknowledges its receipt.	04/09/2025 E-mailed Comment		DEADP EIA Admin Region 1	(Email response dated 04/09/2025) Thank you for acknowledging receipt.
2.	The subjoined is for the attention of Subcouncil 1, Mr van der Westhuizen.	04/09/2025 E-mailed Comment		Subcouncil Manager 3 (Ward 4, 55, 56, 104 & 113) Department: Citizen Interface Directorate: Corporate Services Area North City of Cape Town	(Email response dated 04/09/2025). Thank you for your comment. I have included Sub Council 1, Mr. van der Westhuizen, in all notices, correspondence, and the I & AP list, as of 04/09/2025.
3.	Thank you for the notification of the Draft BAR and inclusion as an identified Interested and Affected Party (I&AP) for the N7 Vissershok Weighbridge development. Please note that the Directorate: Pollution and Chemicals Management will not be submitting comments on the Draft Basic Assessment Report (BAR) at this stage and requests to be removed as an Interested and Affected Party (I&AP) for this project. However, if input is required from our Directorate: Development Management (Region 1), we will gladly provide the necessary comments.	15/09/2025 E-mailed comments		Western Cape Government Department of Pollution and Chemicals Management	Thank you for your comment, and you have been removed as an I & AP as of immediate effect. (Updated the I&AP Registry to exclude contact in notice reminders - EAP responded via email on the 15/09/2025).
4.	1. (Document 1) – appended to C&R The Application Form and supporting documentation, received by this Directorate via electronic mail correspondence on 22 August 2025, this Directorate's acknowledgement thereof (dated 1 September 2025), and the draft Basic Assessment Report ("BAR"), Environmental Management Programme ("EMPr") and supporting documentation, received by this Directorate via electronic mail correspondence on 4 September 2025, refer.	15/09/2025 E-mailed comments		DEA&DP Region 1	1. Acknowledged. All submissions were received by the Directorate as indicated. 2. I take note that the Directorate has received the BAR, EMPr and supporting documentation. 3. We understand that we will wait for comments within the specified timeframe.

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

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

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

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

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

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>Environmental Authorisation for the undertaking of the activity.</p> <p>4. Kindly quote the abovementioned reference number in any future correspondence regarding this application.</p> <p>5. This Directorate reserves the right to revise or withdraw its comments and request further information from you based on any information received. Your interest in the future of the environment is greatly appreciated.</p>				<p>19. Submission will be made available for decision-making and will be sent through via the appropriate channels that will be the central email address (DEADPEIAAdmin@westerncape.gov.za) and include a link to download the documents. The submission of the final BAR copy of the final BAR and appendices.</p> <p>20. It is understood that none of the listed activities will commence until a decision has been made by the competent authority and an Environmental Authorisation (EA) has been granted. The reference number that will be used will be REFERENCE: 16/3/31/A1/41/3042/25</p>
Third Notice Submitted 03/10/2025 And called I & APs to follow-up on comments					
10.	<p>My apologies for missing your call this afternoon, I did try returning it but was unable to get through.</p> <p>I will touch base with our development team and revert to you on Monday with their comments regarding the N7 weighbridge. At this stage, there don't appear to be any specific concerns from our side, but I'll confirm once I've spoken with them.</p> <p>In the meantime, please let me know if there's any specific information you require from us.</p>	03/10/2025 E-Mailed Comments		Communicare Real Estate Analyst	Thank you for your response. Please let me know if you have any comments regarding the proposed N7 Weighbridge development by the end of the business day today, as public participation will close then.

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

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


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

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

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

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p data-bbox="487 1837 511 1858">N7 Vissershoek Weighbridge</p>  <p data-bbox="860 1228 1039 1858">5. While much attention has been given to the Environment, Traffic and mentioning alternate Power and linkage to infrastructure such as sewerage, no such consideration has been given to the residents of the Morning Star Community and the 2 low-income Communities living in the area and serviced by the N7 highway. No nuisance evaluation has been done as to the environmental pollution regarding Light and Sound pollution.</p> <p data-bbox="1071 1228 1291 1858">6. In closing and as mentioned due to the flawed public participation notification process, above are just surface observations until such time as I am able to fully inspect the documentation, when I am sure more objections will be raised. I would go so far as to say, due to the flawed public participation process notification, the initial proposal should be voided and resubmitted to open another 30 Day commentary window which would allow residents and owners appropriate time to mount and compile a more complete objection list.</p>				<p data-bbox="487 69 820 724">vegetation unit. Development in this area has been redesigned to minimise impact, and significant rehabilitation measures have been included in the EMPr to enhance ecological functioning – stipulated in the specialist Nick Helme’s report included mitigations for the proposed project outlined on page 11 and 12 of the EMPr, as well as measures are in place to include pre-construction, rehabilitation & operational Phase . The project therefore does not entail “total destruction” of a pristine Fynbos remnant, but rather a managed intervention that balances essential infrastructure needs with measurable biodiversity conservation outcomes. Two additional alternatives have been included which avoid fynbos disturbances.</p> <p data-bbox="876 69 1104 724">4. The proposed weighbridge is a state-managed, regulatory infrastructure facility forming part of the national road safety and compliance system. It is not a private trucking yard but a controlled facility used to monitor and enforce load-limits on heavy vehicles travelling along the N7. The site selection was informed by its direct interface with the N7 corridor and its limited proximity to sensitive receptors, as identified in the EMPr and supporting specialist studies.</p> <p data-bbox="1128 69 1307 724">The Environmental Management Programme includes comprehensive mitigation measures to address potential noise and nuisance concerns (Pg 24, 10.6 Objective 6 - General Nuisance: Noise, Dust, light and general housekeeping and 66, Objective 3 - Nuisance and pollution management: Dust, Noise and Visual Impacts).</p> <p data-bbox="1331 69 1437 724">Furthermore, the weighbridge has undergone full environmental assessment and public participation, resulting in a comprehensive EMPr. Each application is therefore evaluated on its own merits, land-use zoning, environmental context, and</p>

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
					<p>within Agriculture 1 and Transport 2 zones, compatible with existing infrastructure along the N7. It is a replacement facility, not a new or expanded industrial land use. Mitigation measures (vegetative screening, restricted access, and noise buffers) ensure minimal interface with nearby Agricultural Residential properties. Zoning of the Morningstar area is outside of the scope of this application and should be queried with the City of Cape Town.</p> <p>6.The N7 weighbridge is a public enforcement and safety facility under provincial control. It has undergone full environmental authorisation and operates under strict regulatory oversight. Therefore, there is no policy inconsistency or double standard. It should also be noted that this process is for Environmental Authorisation through DEA&DP, and not a land use application with the City of Cape Town.</p> <p>7.The botanical specialist (Nick Helme, 2025) confirmed that high-sensitivity Cape Flats Sand Fynbos areas were avoided through the selection of Layout 5. Only low-sensitivity, previously disturbed vegetation (~1 ha) will be cleared. An Allen Vegetation Management and Rehabilitation Plan (Appendix G of EMP1) ensures restoration of disturbed areas.</p> <p>8.While Alternative 5 is nearer to Morningstar, the overall impact rating is low after mitigation, and benefits include:</p> <ul style="list-style-type: none"> • Enhanced road safety and traffic management; • Job creation during construction (EMPr Section 10.5); • Rehabilitation of the existing degraded weighbridge site; and • Support for regional logistics and economic efficiency along the N7. <p>All potential negative effects noise, dust, and visual intrusion are</p>

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

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

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

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

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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


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

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

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

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

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

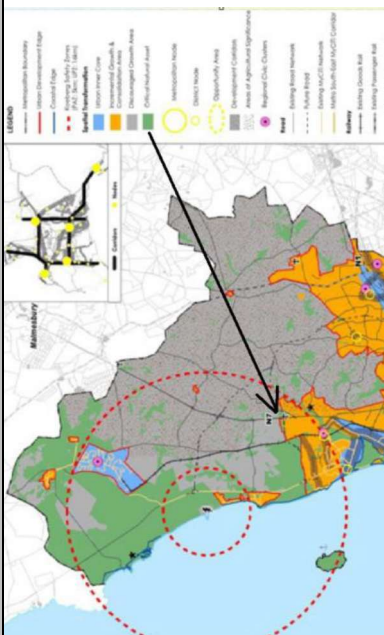
Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
Final Reminder Notice Submitted 06/10/2025					
15.	<p>REMAINDER CAPE FARM 153, VISSERSHOK; PORTION 24 OF CAPE FARM 141 MORNINGSTAR AND REMAINDER CAPE FARM 141 MORNINGSTAR, LOCATED OFF TRUNK ROAD 11/1 (N7); PROPOSED NEW WEIGHBRIDGE – DRAFT BASIC ASSESSMENT REPORT (DEA & DP REFERENCE: 16/3/3/1/A1/41/3042/25)The draft Basic Assessment Report (DBAR), dated August 2025, submitted under your e-mail communication, dated 2 September 2025, pertaining to the above-mentioned project, refers.The following comment is provided from the relevant City of Cape Town Departments based on the information provided in the DBAR report:</p> <p>1. Spatial Planning and Environment Directorate: Environmental Management Department - Environmental and Heritage Management Branch</p> <p>Draft Basic Impact Assessment Report (DBAR):</p> <p>.Section B, point 4: Policies (pages 24 to 25 of the DBAR) refer: The two relevant approved City of Cape Town spatial policies are the Municipal Spatial Development Framework, 2023 (MSDF) and the Blaauwberg District Plan, 2023. Please list both spatial policies.</p> <p>The summary in the DBAR (see the extract below) is not reflective of the Strategies, Policies and Objectives contained in the MSDF.</p> <p><small>City of Cape Town Municipal Spatial Development Framework (MSDF, 2023/2023) Land Use Management: The facility is proposed on City-owned land (Outspan Farm Erf 153), which is acceptable for transport infrastructure, and partially on adjacent privately owned land with no current conflicting land use.</small></p>	<p>06/10/2025 E-Mailed Comments (Document attached to the C&R form.</p>		<p>City of Cape Town – Spatial Planning and Environment Directorate: Environmental Management Department</p>	<p>1.Thank you for bringing both of the City of Cape Town, as well as the Blaauwberg District Plan (2023) policies to our attention. the documents have been included into the final BAR.</p> <p>The summary in the Draft Basic Assessment Report (DBAR) strategies, policies, and objectives outlined in the City of Cape Town's Municipal Spatial Development Framework (MSDF, 2022/2023) regarding land use management. Consequently, this summary has been updated to reflect the policies.</p> <p>2.The Land Zoning Map as seen in Appendix A2 – Zoning Map identifies the area being overlaid as Agriculture, Open Space 3 and Transport 2.</p>
 <p>Figure 1. The Proposed N7 Weighbridge Land Zoning Map (2025).</p> <p>The biodiversity corridor link has not been formally adopted in accordance with public data records, and no evidence provided by the specialists have outlined that the area is regarded as biodiversity corridor link.</p>					

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

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

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

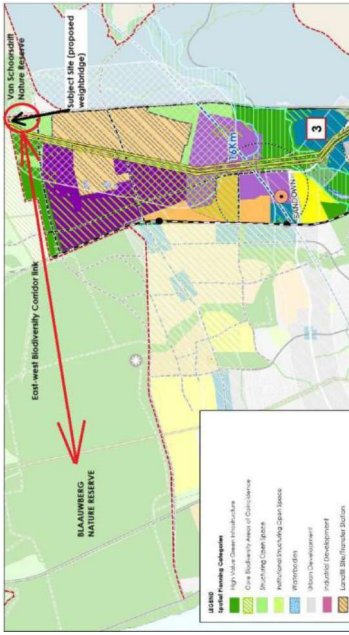
Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	 <p>Extract from the MSDF Consolidated Spatial Planning Concept map. The location of the weighbridge indicated by the black arrow</p> <p>Objective 9 of the MSDF commits the City of Cape Town to a Healthy and sustainable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

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

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

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


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

Most of the proposed weighbridge and its approach roads fall within farmland selected as a critical biodiversity area (CBA2)

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

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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


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

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

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

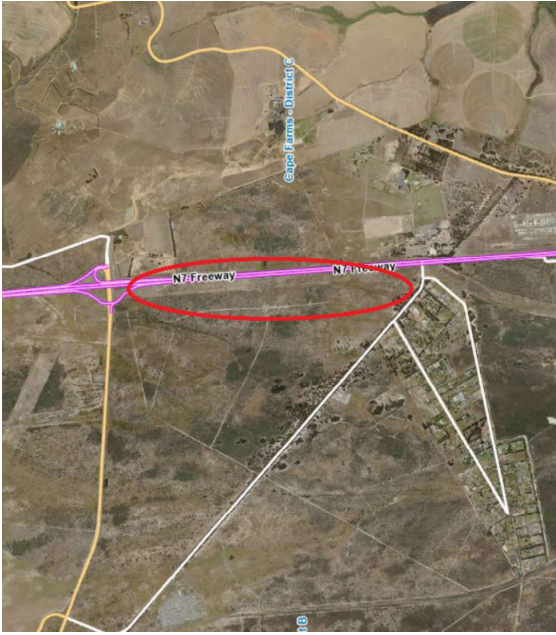
Comments Received during the (30-Days) Public participation requirement based on the EIA Regulations of 2014, as amended (GNR 326 of 2017)

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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


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

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

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

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

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

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

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

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

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
17.	<p>This is an unfortunate situation. I just viewed the site development plan and it looks like the bridge is going to impact our powerlines. This is quite a very short notice for me to comment as I need to investigate and formally respond. I will definitely not meet today's deadline for comments.</p>	<p>06/10/2025 E-mailed Comments</p>		<p>ESKOM – NTCSA Wayleaves</p>	<p>We acknowledge the concern regarding the bridge's potential impact on existing powerlines. We understand that the timeframe provided was limited and that further investigation is required to assess the implications. While the deadline was set to meet project planning requirements, we value accurate technical input and request that you advise on the earliest feasible date for your formal response. Your input will be accommodated as far as possible within the project's overall timeline.</p>
18.	<p>RE: PROPOSED CONSTRUCTION OF THE N7 VISSERSHOK WEIGHBRIDGE ON FARM 153 VISSERSHOK OUTSPAN, MORNING STAR 25/141 AND MORNING STAR RE/141 (C1038: UPGRADING OF TR11/1), CITY OF CAPE TOWN MUNICIPALITY, WESTERN CAPE PROVINCE</p> <p>DEA&DP ref: 16/3/31/A1/41/3042/25</p> <p>Herewith comment on this application.</p> <p>1. Based on the botanical/terrestrial and faunal assessments provided the following is understood:</p> <p>The botanical specialist has assessed the majority of the development footprint to be low-medium botanical sensitivity with moderate rehabilitation potential due to changes in soil chemistry from alien vegetation infestation and past soil disturbance, with one area high botanical sensitivity within the project footprint that is proposed to be avoided by considering different layout options. The botanical specialist has also assessed the area east of the N7 at the road reserve that is highly degraded and low-medium botanical sensitivity. The botanical specialist has recommended layouts that avoid the high botanical sensitivity area, which would translate to low-medium residual impact on vegetation. No botanical species of conservation concern were found within the project footprint.</p>	<p>07/10/2025 E-mailed Comments (Document attached to the C&R table)</p>	<p>i: / ^ v</p>	<p>Cape Nature</p>	<p>The comments from CapeNature are acknowledged and welcomed.</p> <p>The avoidance of the high botanical sensitivity area, as well as the layout alternatives proposed, are aligned with the findings of the botanical and faunal specialists and are supported by the proponent.</p> <p>It is confirmed that the preferred layout avoids both the high botanical sensitivity area and the areas noted to have slightly higher faunal value. The recommendation to avoid encroachment into the protected area is noted and will be adhered to in final layout planning.</p> <p>The proponent also supports the recommendation for alien invasive species clearing and rehabilitation within the site.</p> <p>Engagement with CapeNature regarding potential stewardship of the high sensitivity area is noted and will be communicated with the landowner, City of Cape Town.</p>

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>but outside the project footprint.</p> <p>The faunal specialist has also noted the degraded nature of the habitat on site, apart from the high botanical sensitivity area. The degraded habitat on site has also contributed to depauperate faunal component of the site in mammals, reptiles, insects and avifauna. It is noted that faunal SCC as indicated in the DFFE screening tool is unlikely to breed on site or be present on site considering the lack of appropriate habitat as indicated by the faunal specialist. The faunal specialist has assessed all areas within the project footprint as very low SEI.</p> <p>The project footprint encompasses CBA 1c area, and based on the botanical assessment the project footprint should be CBA 1c (degraded to highly degraded sand fynbos present) while the only CBA 1a area should be the area of high sensitivity as groundtruthed by the botanical specialist.</p> <p>The layout that avoids the high sensitivity botanical area as well as the high sensitivity area as per the faunal assessment is supported.</p> <p>The botanical assessment is supported, it is understood that the low-medium residual impact as assessed by the specialist is related to the degraded to highly degraded nature of the vegetation in the project footprint. The assessed impacts are currently at a level that do not warrant a biodiversity offset. The rehabilitation via eradication of invasive alien plants on site and in the high sensitivity areas is also supported.</p> <p>The faunal assessment is supported.</p> <p>While the botanical specialist has assessed the area of the protected area to be encroached as low-medium sensitivity, it is strongly recommended that the protected area not be encroached, as the developed edge is then moved further into</p>				

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
19.	<p>the protected area.</p> <p>Regarding conservation of the high sensitivity area – the proposed development is avoiding these areas which has subsequently reduced residual impacts via avoidance, as assessed by the botanical specialist. If the proponent chooses they may engage CapeNature regarding stewardship of the high sensitivity areas, but it must be noted that all resource costs associated with the establishment and management of the conservation area will be for the proponent.</p> <p>CapeNature reserves the right to revise initial comments and request further information based on any additional information that may be received.</p>	08/10/2025 E-mailed Comments		Heritage Western Cape	<p>(Email response dated 08/10/2025)</p> <p>Please see the attached NID comments from Heritage Western Cape.</p> <p>Kindly note the Case No. 25120RB0509.</p> <p>For ease of reference, I have extracted the following from the document, "You are hereby notified that, since there is no reason to believe that the proposed construction of the N7 Vissershok Weighbridge on Farm 153 Vissershok Outspan (C1038: Upgrading Of Tr1/1), City of Cape Town Municipality, Western Cape will have an impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.</p> <p>However, should any heritage resources, including evidence of graves and human burials, archaeological material and paleontological material be discovered during the execution of</p>

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

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

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

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

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

COMMENTS AND RESPONSE TABLE:

First Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>3. Invasive Species Concerns:</p> <ul style="list-style-type: none"> ➢ Construction activities could facilitate the introduction of invasive species, which pose a significant threat to local biodiversity. A proactive Invasive management plan must be developed to monitor and control invasive species during and after construction to minimize their impact. <p>4. Water Quality and Hydrology:</p> <ul style="list-style-type: none"> ➢ The project may alter local water drainage patterns and increase runoff, potentially leading to sedimentation and pollution in nearby water bodies. An assessment of the hydrological impacts must be included in the report, along with measures to mitigate any adverse effects on water quality. <p>5. Pollution and Disturbance:</p> <ul style="list-style-type: none"> ➢ The anticipated noise and dust from construction activities could disrupt local wildlife behavior and health. Specific mitigation measures must be outlined to minimize disturbances, particularly during critical breeding or migration periods. <p>6. Cumulative Impacts:</p> <ul style="list-style-type: none"> ➢ The cumulative effects of this project alongside other nearby developments must be considered. A landscape-level assessment is needed to understand the broader ecological impacts and to identify potential synergistic effects on local biodiversity. <p>7. Ecological Corridors:</p> <ul style="list-style-type: none"> ➢ Disruption of ecological corridors could impede wildlife movement and gene flow. The report must explore options for maintaining or enhancing these corridors to promote connectivity for species. <p>8. Mitigation Measures:</p> <ul style="list-style-type: none"> ➢ Effective mitigation strategies must be proposed to address identified biodiversity impacts. This must include habitat restoration plans, creation of buffer zones, and ongoing monitoring of affected species post-construction. <p>In conclusion, the Directorate Biodiversity Conservation request that the above biodiversity issues be addressed in the final assessment report for the proposed project. Ensuring the protection of local ecosystems is crucial for maintaining biodiversity and ecological integrity in the area.</p> <p>All the Public Participation Process documents related to Biodiversity EIA for review and queries should be submitted to the Directorate: Biodiversity Conservation at Email: BDAdmin@dtf.gov.za for the attention of Mr. Seoka Lekota.</p> <p style="text-align: right;">Yours faithfully</p>				<p>located within transformed and disturbed areas. No confirmed occurrences of protected, endemic, or Red Listed found species were identified within the final development footprint during the site sensitivity verification. Mitigation measures include pre-construction environmental walk-downs, fauna protection protocols, restriction of construction activities to daylight hours, and rehabilitation using appropriate indigenous species, as detailed in the EMPr (EMPr, Sections 7.4, 9.2 and 11.1, pp. 20, 33 and 60).</p> <p>3. Invasive alien species management has been comprehensively addressed in the EMPr. An Alien Invasive Species Management Plan has been included and provides for the identification, control, and monitoring of invasive species during construction and post-construction rehabilitation (EMPr, Section 7.6 and Appendix G, p. 21). Measures include limiting disturbance to approved working areas, cleaning of construction vehicles and equipment, removal of alien vegetation where encountered, and post-construction monitoring to prevent re-establishment. Implementation will be overseen by the Environmental Control Officer in accordance with NEMBA requirements (EMPr, Section 12, pp. 65–68).</p> <p>4. The proposed development is not located within a watercourse, wetland, or estuarine functional zone. Hydrological sensitivity was assessed using the DFFE Screening Tool and Cape Farm Mapper datasets, which indicated no direct interaction with aquatic features (DBAR, Section G, pp. 59–61). Stormwater management and erosion control measures are detailed in the EMPr and include controlled routing of runoff, erosion protection, energy dissipation measures, and pollution prevention controls (EMPr, Sections 7.9</p>

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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


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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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


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

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

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

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
23.	The site development is not clear. Please send me a kmz file of the site development plan so I can overlay it and see how you are affecting our power lines.	22/10/2025 E-mailed Comments		National Transmission Company South Africa SOC Ltd (NTCSA)	(Email response dated 22/10/2025) Please find the requested attachment. Kindly note that we are currently operating under legislative time frames and will need a response as soon as possible please. *Attached .kmz of the proposed weighbridge*
24.	Please find attached wayleave approval for this application. Warm Regards 	24/10/2025 E-mailed comments		National Transmission Company South Africa SOC Ltd (NTCSA)	Thank you for forwarding the wayleave approval and the correspondence regarding the availability of the 30-day public participation period for the DBAR for the proposed N7 Vissershoek Weighbridge project. We acknowledge receipt of NTCSA's in-principle approval and note the affected overhead power lines, as well as the full set of terms and conditions outlined. These requirements will be taken into account and adhered to, and the detailed design drawings will be submitted to NTCSA for final approval at the appropriate stage. We further note the involvement of Western Cape Eskom Distribution and will engage with them accordingly. Please do not hesitate to contact us should any additional information be required.

RE: AVAILABILITY OF THE 30-DAY PUBLIC PARTICIPATION PERIOD OF THE DRAFT ENVIRONMENTAL IMPACT ASSESSMENT REPORTS 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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>PROVINCE.</p> <p>I refer to your application received on 16 October 2025 in this regard and wish to inform you that the following National Transmission Company South Africa's (NITCSA's) overhead power lines will be affected by this application:</p> <p>a) NITCSA's Acacia- Muldersvlei 1 400kV overhead power line</p> <p>b)NITCSA's Acacia-Koeberg 1 &2 400kV overhead power lines</p> <p>NITCSA grants in-principle approval and will raise no objection to the proposed weigh bridge environmental impact assessment, provided NITCSA's rights and services are acknowledged and respected at all times.</p> <p>Detailed designs of the proposed weigh bridge infrastructure must be referred to NITCSA for final approval.</p> <p>The following terms and conditions pertaining to the proposed application should be adhered to:</p> <p>1.NITCSA's rights and services must be acknowledged and respected at all times.</p> <p>2. NITCSA shall at all times retain unobstructed access to and egress from its servitudes.</p> <p>3. NITCSA's consent does not relieve the applicant from obtaining the necessary statutory, landowner or municipal approvals.</p> <p>4. The applicant will adhere to all relevant environmental legislation. Any cost incurred by NITCSA as a result of non-</p>				

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

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

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

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>not approve the erection of houses, or structures occupied or frequented by human beings; under the powerlines or within the servitude restriction area.</p> <p>17. NITCSA may stipulate any additional requirements to eliminate any possible exposure to Customers or Public to coming into contact or be exposed to any dangers of NITCSA plant.</p> <p>18. It is required of the applicant to familiarise him/herself with all safety hazards related to Electrical plant.</p> <p>NB: Kindly note that this application also affects Western Cape Eskom Distribution (Dx) infrastructures. Their correspondence email address is WayleavesWesternOU@eskom.co.za.</p> <p>For any further information please contact the writer at the above-mentioned contact details.</p>				
25.	<p>PORTION 25 OF THE FARM NO 141 REMAINDER OF THE FARM NO 141</p> <p>Your application of 28 August 2025 has reference.</p> <p>Shaples 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 Vissershoek Weighbridge.</p> <p>The proposed facility will be located primarily on Farm 153 Vissershoek Outspan, extending into Morning Star 25/141, and Remaining Extent of Farm 141, within the City of Cape Town Metropolitan Municipality. The development footprint is approximately 4,7 ha.</p> <p>The existing northbound weighbridge will be demolished and rehabilitated once the new facility, situated approximately 600 m north of the current site, is operational. The relocation forms part of the broader N7 freeway upgrade.</p>	29/01/2026 Emailed comment		Department of Agriculture: Land- use management	The comment is noted. The Western Cape Department of Agriculture has confirmed that it has no objection to the proposed relocation and construction of the N7 Vissershoek Weighbridge. This confirmation is contained in correspondence dated 21 January 2026, issued by the Land Use Management component of the Department. The relevant reference numbers will be quoted in all future correspondence, and the competent authority's right to request additional information is acknowledged.

COMMENTS AND RESPONSE TABLE:
First Round of Public Participation

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

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

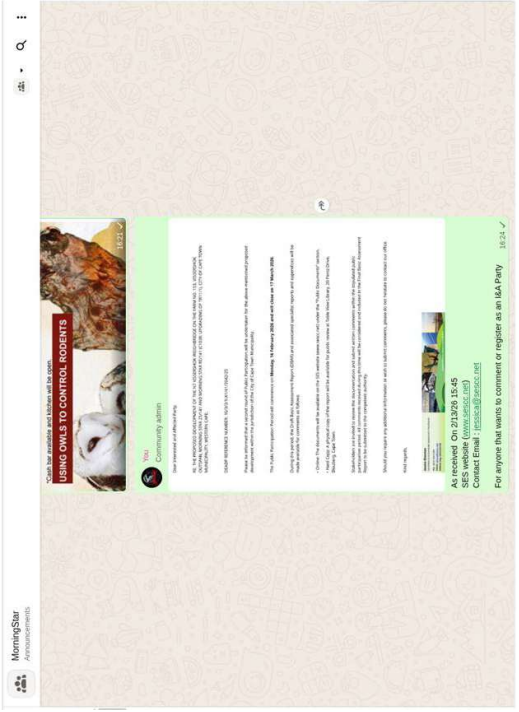
Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>The Western Cape Department of Agriculture has no objection to the proposed relocation and construction of the N7 Vissershoek Weighbridge.</p> <p>Please note:</p> <ul style="list-style-type: none"> Kindly quote the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

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

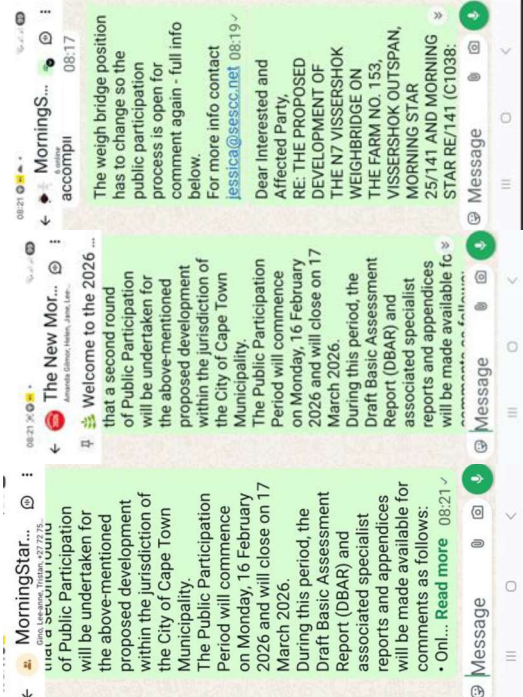
Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
13/02/2026 Notified I & APs of the start of Public Participation starting on the 16th of February 2026, with SES website link shared.					
1.	Thank you for your correspondence. The Directorate acknowledges its receipt.	13/02/2026 E-mailed Comment	DEADP EIA Admin	DEADP EIA Admin Region 1	Thank you for acknowledging receipt.
2.	Has been shared to the blanket announcement group, covers about 600 residents of Morning Star, also shared it to additional Farm Security Groups in the area probably around another 100 people notified	13/02/2026 E-mailed Comment		Private Resident	Emailed Response on 04/03/2026. Thank you for sharing the information with the community.
					

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
3.	<p>As promised please see attached screen shots that I shared the info on our 3 WhatsApp platforms.</p> 	15/02/2026 E-mailed Comment		Private Resident	<p>Emailed Response on 04/03/2026.</p> <p>Thank you for providing the screenshots and for further distributing the information to the community.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
4.	Please can you forward me the documentation for this so that I may go through it as there seems to be changes from the original.	15/02/2026 E-mailed Comment		Private Resident	<p>Emailed Response on 04/03/2026.</p> <p>I am kindly following up to see if you have access to all the documentation for the proposed N7 Weighbridge on our website?</p> <p>You are welcome to access the information on our website as follows: https://sescc.net/eia-report/revision-draft-basic-assessment-report-for-the-proposed-development-of-the-n7-vissershok-weighbridge-on-the-farm-no-153-vissershok-outspan-morning-star-25-141-and-morning-star-re-141-c1038-upara/</p>
5.	I don't see the documents for review on the website?	16/02/2026 E-mailed Comment		Cape Nature	<p>Please see the link below to the Revised Draft Proposed N7 Weighbridge Development:</p> <p>https://sescc.net/eia-report/revision-draft-basic-assessment-report-for-the-proposed-development-of-the-n7-vissershok-weighbridge-on-the-farm-no-153-vissershok-outspan-morning-star-25-141-and-morning-star-re-141-c1038-upara/</p>
6.	Thank you for your communication below regarding the above. this office confirms receipt.	16/02/2026		City of Cape Town - Head: Environmental and Heritage Management Branch-Northern Region.	<p>Thank you for the acknowledgement of receipt. We look forward to your comments regarding the proposed weighbridge.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
8.	<p>Heritage Western Cape is in receipt of the above matter received. This matter was discussed at the Heritage Officers meeting held on 16 February 2026.</p> <p>You are hereby notified that, since there is no reason to believe that the proposed construction of the relocated N7 Vissershok Weighbridge (Alternatives 6 & 7) on Rem of Morning Star 141, Vissershok, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required. HWC Chance Finds and Accidental Finds Procedures to be included in the EMPr and Environmental Authorization.</p> <p>However, should any heritage resources, including evidence of graves and human burials, archaeological material and paleontological material be discovered during the execution of the activities above, all works must be stopped immediately, and Heritage Western Cape must be notified without delay.</p> <p>This letter does not exonerate the applicant from obtaining any necessary approval from any other applicable statutory authority.</p>	18/02/2026 E-mailed Comment		<p>Environmental Management Department, Spatial Planning and Environment Directorate</p> <p>Heritage Western Cape</p>	<p>Thank you for providing the NID for the proposed project.</p> <p>Kindly note that the Chance Find Protocol is included in the Environmental Management Programme (EMPr), should any heritage significance be found on site (Appendix E).</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
9.	<p>1. The Application Form and supporting documentation, received by this Directorate via electronic mail correspondence on 22 August 2025, this Directorate's acknowledgement thereof (dated 1 September 2025), and the draft Basic Assessment Report ("BAR"), Environmental Management Programme ("EMPr") and supporting documentation, received by this Directorate via electronic mail correspondence on 4 September 2025, this Directorate's acknowledgement thereof (dated 15 September 2025), and this Directorate's correspondence providing comments on the draft BAR, EMPr and supporting documentation (dated 30 September 2025), and the second draft BAR, EMPr and supporting documentation, received by this Directorate via electronic mail correspondence on 13 February 2026, refer.</p> <p>2. This letter serves to acknowledge receipt of the draft BAR, the draft EMPr and supporting documentation by this Directorate.</p> <p>3. Declaration Pages</p> <p>This Directorate notes that the declaration pages under Section K of the draft BAR are not signed by the relevant parties. Please ensure that all declarations are signed anew by the relevant parties for each submission made, i.e., signing the declaration pages of the application Form, signing the declaration pages of each draft report and signing the declaration pages of the final report submitted for decision-making. You are therefore requested to submit the duly dated and signed declaration pages for this second draft BAR, as a matter of urgency.</p>	23/02/2026 E-mailed Comment		DEADP: Case Officer Region 1	<p>1. Your acknowledgement of receipt of the Application Form and supporting documentation, the draft BAR and EMPr, as well as the second draft BAR, EMPr and supporting documentation submitted for the above-mentioned project, refers and is hereby noted.</p> <p>2. The acknowledgement by this Directorate of receipt of the second draft BAR, draft EMPr and supporting documentation is noted and appreciated.</p> <p>3. Declaration Pages</p> <p>The comment regarding the unsigned declaration pages under Section K of the draft BAR is noted. Please find attached the duly dated and signed declaration pages for the second draft BAR. The declaration pages have been signed anew by the relevant parties in accordance with the requirements for each submission made. – sent on the 10/03/2026.</p> <p>4. The indication that the Directorate will provide comments on the submission within the stipulated thirty (30) day comment period is noted.</p> <p>5. The reminder regarding Section 49A of the National Environmental Management Act, 1998 (Act No. 107 of 1998) is noted. The applicant acknowledges that no listed activities may</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>4. This Directorate will provide comments on the above submission within the stipulated thirty (30) day comment period.</p> <p>5. You are reminded that it is an offence in terms of Section 49A of the NEMA for a person to commence with a Listed Activity unless the Competent Authority has granted an Environmental Authorisation for the undertaking of the activity.</p> <p>6. This Directorate reserves the right to revise or withdraw its comments and request further information from you based on any information received.</p>				<p>commence prior to the granting of an Environmental Authorisation by the Competent Authority.</p> <p>6. The Directorate's reservation of the right to revise or withdraw comments and request additional information based on any further information received is noted.</p>
10.	<p>RE: Department of Forestry Fisheries and the Environment Directorate: Biodiversity Conservation hereby acknowledge receipt of the invitation on the 10th of February 2026 for review and comment on the project mentioned in the subject line.</p> <p>Kindly note that the project has been allocated to Ms P Makilla and Ms Orefemetse Ramantsi (Copied in this email).</p> <p>Note: all Public Participation Process documents related to Biodiversity EIA review and Biodiversity EIA queries must be submitted to the Directorate: Biodiversity Conservation by email: BCAadmin@dffe.gov.za for attention of Mr Seoka Lekota.</p>	25/02/2026 Emailed Comment		Department of Forestry, Fisheries and the Environment	<p>The Directorate's acknowledgement of receipt of the invitation for review and comment is hereby noted.</p> <p>The allocation of the project to Ms P. Makilla and Ms Orefemetse Ramantsi is noted with thanks.</p> <p>The instruction that all Public Participation Process documents related to the Biodiversity EIA review and Biodiversity EIA queries be submitted to the Directorate: Biodiversity Conservation via email at BCAadmin@dffe.gov.za for the attention of Mr Seoka Lekota is noted and will be adhered to.</p>
11.	I would please like my concerns addressed regarding the Proposed Construction of the Visserhok Weighbridge Moving closure to Morningstar.	02/03/2026 Emailed Comment	Morningstar Resident:	Private Resident	Thank you for your comments regarding the proposed relocation of the N7 Visserhok Weighbridge and the concerns raised about

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>We currently hear the noise from the trucks gearing down to pull off where you are since the cutting of all the Blue Gum Trees with the new interchange getting constructed.</p> <p>Moving closer to us is going to bring light pollution and noise pollution to our quiet area.</p> <p>This is going to be a big negative for us and I can not understand how Miltrans who own land close to the N7 were denied their departure because of noise, yet you can move closer to us ?</p> <p>For these reasons I am not in favour of the weigh bridge moving closer to us.</p> <p>If I am reading your paperwork correctly, you are no longer proposing over our current access to N7 but further along towards the Melkbos interchange or on the opposite side of the N7 on Ostfrich Farm side. If granted permission closer to the Melkbos interchange would we be able to access the N7 through the weigh bridge via a slip lane to get onto the N7 to gain access to Melkbos interchange to loop around onto the N7 to go to Table View direction ? As you are well aware that our N7 access is getting closed and we will only have one way in and out of Morningstar driving past Wolvierivier and then onto the M19. This is very worrying with all the applications currently from development of the area and we have recently experienced the M19 getting closed because of accidents, fire, trees falling onto road or animals. Then we will be trapped with no roads to get out.</p>		/		<p>noise, light pollution, access, and surrounding infrastructure planning.</p> <p>With regard to noise from trucks decelerating to enter the weighbridge, it is acknowledged that heavy vehicles currently reduce speed when entering the existing weighbridge facility. However, it should be noted that the proposed development is not introducing a new facility to the N7 corridor, but rather relocating the existing weighbridge facility further north as part of the broader upgrade of the N7 to freeway standards. The location of the preferred alternative is equidistant from the Morningstar community as the existing weighbridge and would therefore not provide significant additional noise to the residents.</p> <p>The Environmental Impact Assessment considered potential nuisance impacts such as noise, dust, lighting and general disturbance. These impacts are addressed through mitigation measures contained within the Environmental Management Programme (EMPr), which requires the implementation of noise control measures, dust suppression, and management of general nuisance impacts during construction and operation (Please see page 26, 54, and page 60.</p> <p>In relation to the concern about light pollution, lighting associated with the weighbridge facility will be designed and managed in accordance with the EMPr to minimise disturbance to surrounding</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>Another worrying factor is nobody is using the same maps, none of the Spatial Development or proposed projects show the same roads.</p>				<p>areas. The project site is located within an existing transport infrastructure corridor along the N7, where lighting and traffic activity are already present (EMPr pages 54, and 66).</p> <p>With regard to the comparison made with the Miltrans property, it should be noted that the weighbridge serves a public regulatory function related to road safety and freight compliance on the provincial road network. As such, it is not directly comparable to a private trucking yard or depot, which is subject to different planning and operational considerations.</p> <p>Regarding the concern about the closure of the Morningstar access to the N7, it is important to clarify that this issue does not form part of the current Environmental Authorisation application for the weighbridge relocation. The closure of at-grade access points along the N7, including the Morningstar (Mamre Road) access, forms part of the approved Van Schoorsdriff Interchange upgrade project, which received Environmental Authorisation under a separate process (DEADP Ref: 14/3/1/1/1A1/16/0564/21).</p> <p>Similarly, the proposed weighbridge facility is not intended to function as a public access point or slip lane to the N7. Weighbridge facilities are controlled enforcement areas designed for heavy vehicle inspection and compliance monitoring, and therefore cannot be used for general public access to the freeway.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
					<p>With regard to the concern that different spatial plans appear to show different road layouts, it is important to note that multiple infrastructure projects are currently being planned and implemented within the broader N7 corridor. The environmental assessment for the proposed weighbridge relocation relied on the most recent engineering layouts, spatial planning data, and specialist studies available at the time of assessment. Updated layout alternatives were also developed during the environmental assessment process to address comments received from the City of Cape Town and other stakeholders, including the relocation of the facility further north to avoid an identified ecological corridor.</p> <p>Your concerns regarding access, safety, and cumulative development pressures in the Morningstar area are noted and have been recorded as part of the Public Participation Process. While some of these matters fall outside the scope of the current environmental application, they have been documented and will be communicated to the relevant authorities responsible for the broader road infrastructure planning within the N7 corridor.</p>

Second Notice submitted to all I & APs: REMINDER: AVAILABILITY OF THE 30-DAY PUBLIC PARTICIPATION PERIOD OF THE REVISED DRAFT ENVIRONMENTAL IMPACT ASSESSMENT REPORTS 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. (DEA&DP REF NO: 16/3/3/1/A1/41/3042/25).

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
13.	<p>In respect to the moving of the N7 Weighbridge</p> <ul style="list-style-type: none"> From a Community Standpoint and with Least Environmental Impact in mind, Alternative 7 would be the preferred as the area adjacent to the proposed site is already partially developed, housing (The legality of said development may be in question), a Container Depot and Trucking Enterprise(s) so the weighbridge would merely be an extension of the current activities, it is also the furthest point away from any demarcated residential areas which minimizes any possible noise and light pollution from the Site. During discussion with Attie Prins on his site visit the subject of a possible feeder lane for Morning Star residents was broached which he said he would table (This was pre the release of the revised documentation), this would obviously be in the case of Alternate 6 and in light of the current N7 access being closed, allowing residents an alternate access method onto the N7 via the weighbridge/N7 feeder lane. We are currently engaging with our Ward Councillor and Head of the Roads department with regards to alternate access after closure of the N7 intersection and the above outline was one that was proposed, and to the layman be a fairly simple addition, and possibly negate many of the possible objections. 	06/3/2026 Emailed Comment		Private Morningstar Resident	<p>Thank you for your comments regarding the proposed relocation of the N7 Vissershoek Weighbridge and the consideration of Alternative 7 as a preferred option.</p> <ul style="list-style-type: none"> Your preference for Alternative 7 is noted. <p>While Alternative 7 is located adjacent to existing infrastructure and agricultural land uses, it is important to note that the final selection of the preferred layout must consider multiple factors, including engineering feasibility, traffic safety, ecological constraints, and operational requirements of the weighbridge facility. These considerations are addressed in the alternatives assessment and impact evaluation sections of the Basic Assessment Report.</p> <ul style="list-style-type: none"> With regard to the discussion concerning a potential feeder lane providing Morningstar residents access onto the N7 via the weighbridge, it is important to clarify that the proposed weighbridge facility cannot function as a public access point onto the N7. Weighbridge facilities are controlled enforcement areas designed for heavy vehicle inspection and compliance monitoring, and access to the facility is restricted for operational and road safety reasons.

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
					<p>Furthermore, the proposed weighbridge Environmental Authorisation application does not include the design or approval of new public access points to the N7, nor the creation of feeder lanes for general traffic. The closure of at-grade accesses to the N7, including the Morningstar (Mamre Road) access, forms part of the approved Van Schoorsdrift Interchange upgrade project, which was authorised separately under Environmental Authorisation DEADP Ref: 14/3/1/1/A1/16/0564/21 and therefore falls outside the scope of the current application for the weighbridge relocation.</p> <p>Matters relating to alternative road access arrangements for the Morningstar community are therefore the responsibility of the relevant transport authorities involved in the broader N7 freeway upgrade and road network planning, and cannot be determined through the weighbridge Environmental Authorisation process.</p> <p>Your comments regarding potential access alternatives and community concerns have been noted and recorded as part of the Public Participation Process.</p> <p>The engineer for the project further noted that no direct access will be provided. The City of Cape Town will, in due course, construct the M12, which will link Morningstar southwards to Berkshire Boulevard and Malibongwe Drive.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
14.	<p>1. The Application Form and supporting documentation, received by this Directorate via electronic mail correspondence on 22 August 2025, this Directorate's acknowledgement thereof (dated 1 September 2025), and the draft Basic Assessment Report ("BAR"), Environmental Management Programme ("EMP") and supporting documentation, received by this Directorate via electronic mail correspondence on 4 September 2025, and this Directorate's acknowledgement thereof (dated 15 September 2025), the second draft BAR, EMP and supporting documentation, received by this Directorate via electronic mail correspondence on 13 February 2026, and this Directorate's acknowledgement thereof (dated 20 February 2026), refer.</p> <p>2. This Directorate has considered the information contained in the draft BAR and has the following comments:</p> <p>2.1. Listed Activities This Directorate confirms that Listed Activity 27 and 56 of Listing Notice 1 and Listed Activity 12 and 18 of Listing Notice 3 of the EIA Regulations, 2014 (as amended) is applicable to the proposed development of the N7 Vissershoek Weighbridge on Farm No. 153, Vissershoek Outspan, Morning Star 25/141 and Morning Star RE/141 (C1038: Upgrading of TR11/1), City of Cape Town Municipality, Western Cape.</p>	10/03/2026 Emailed Comment		DEADP: Region 1	<p>The closure of the at-grade intersections has already been addressed through the Record of Decision (ROD) issued for the current project and is therefore not subject to reconsideration.</p> <p>1. The receipt of the Application Form, draft BAR, EMP, and supporting documentation, including the second draft BAR submission, as well as the corresponding acknowledgements by the Directorate, are noted and acknowledged. All submissions were made in accordance with the applicable Environmental Impact Assessment Regulations, 2014 (as amended), and within the prescribed process.</p> <p>2. The Directorate's review of the draft BAR and associated documentation is acknowledged, and the comments provided are addressed in detail below.</p> <p>2.1 The confirmation of the applicable listed activities, namely Listing Notice 1 Activities 27 and 56, and Listing Notice 3 Activities 12 and 18, is noted and accepted. These listed activities have been correctly identified and are reflected within the BAR in accordance with the EIA Regulations, 2014 (as amended).</p> <p>2.2 The requirement to provide proof of the Public Participation Process conducted for the second draft BAR is acknowledged. A comprehensive Public Participation Process has been undertaken in accordance with Regulations 40 and 41 of the EIA Regulations,</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>2.2. Public Participation Process You are required to submit proof of the Public Participation Process being conducted for the second draft BAR. This will include (but is not limited to):</p> <p>2.2.1. Proof that the second draft BAR was made available to all relevant and registered Interested and Affected Parties ("I&APs"), which includes the following relevant authorities:</p> <ul style="list-style-type: none"> 2.2.1.1. Eskom; 2.2.1.2. CapeNature; 2.2.1.3. Heritage Western Cape; 2.2.1.4. Relevant Departments within the City of Cape Town; 2.2.1.5. South African Civil Aviation Authority; 2.2.1.6. South African National Roads Agency ("SANRAL"); 2.2.1.7. Department of Environmental Affairs and Development Planning ("DEA&DP") Directorate: Pollution and Chemicals Management; 2.2.1.8. DEA&DP Directorate: Air Quality; 2.2.1.9. Western Cape Government: Agriculture; 2.2.1.10. Western Cape Government: Mobility Department; 2.2.1.11. Western Cape Government: Infrastructure; 2.2.1.12. Morningstar Flying Club; and 2.2.1.13. The National Department of Water and Sanitation. <p>2.2.2. An updated and complete list of registered I&APs and the Comments and Response Report, indicating all the comments received from I&APs on the first and second draft BARs and the responses thereto.</p>				<p>2014 (as amended), and all relevant documentation has been compiled and included in the BAR appendices (Appendix F).</p> <p>2.2.1 Proof that the second draft BAR was made available to all relevant and registered Interested and Affected Parties (I&APs), including the listed authorities, is provided within Appendix F of the BAR. The stakeholder database has been updated to include all relevant authorities, and notifications were distributed via electronic mail, site notices, and other required communication methods in accordance with the Regulations.</p> <p>2.2.2 An updated and complete list of registered I&APs, together with the Comments and Response Report reflecting all comments received during both the first and second rounds of public participation and the corresponding responses, has been included within Appendix F of the BAR.</p> <p>2.2.3 Comments received from the City of Cape Town have been incorporated into the BAR and fully addressed within the Comments and Response Report. These comments have informed the refinement of the project, including the assessment of additional alternatives and updates to the EMP.</p> <p>2.2.4 All comments received from Interested and Affected Parties and commenting authorities have been adequately addressed within the Comments and Response Report. Where applicable,</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>2.2.3. Please be advised to ensure that comments from the City of Cape Town are provided in the final BAR.</p> <p>2.2.4. Please ensure that all comments are adequately addressed, prior to the submission of the final BAR for decision-making.</p> <p>2.2.5. It is noted that Heritage Western Cape has been consulted and has confirmed that the proposed development does not require any action under Section 38 of the National Heritage Resources Act, 1999 (Act No. 25 of 1999).</p> <p>2.3. Specialist Reports</p> <p>2.3.1. Please note that signed declarations from all relevant specialists must be appended to the final BAR.</p> <p>2.3.2. Please ensure that all specialists appointed, as registered with the relevant professional bodies and their credentials such as CV and professional registration are provided in the final BAR.</p> <p>2.3.3. Kindly be advised to ensure that the content of specialist reports complies with the relevant Protocols, or Appendix 6 of the EIA Regulations, 2014 (as amended), where no protocol exists. Failure to do so may render your application invalid.</p>				<p>these comments have also informed updates to the BAR and EMPr to ensure that all concerns are appropriately considered prior to submission for decision-making.</p> <p>2.2.5 The confirmation from Heritage Western Cape that no further action is required in terms of Section 38 of the National Heritage Resources Act, 1999 (Act No. 25 of 1999), was received on 10/03/2026. This correspondence has been included in the BAR appendices for record purposes.</p> <p>2.3.1 Signed declarations from all relevant specialists have been included in the final BAR submission, in accordance with the requirements of the EIA Regulations, 2014 (as amended).</p> <p>2.3.2 All appointed specialists are suitably qualified and registered with the relevant professional bodies. Their credentials, including Curriculum Vitae and professional registrations, have been included within the BAR appendices.</p> <p>2.3.3 All specialist reports have been prepared in accordance with the relevant protocols, and where no protocol exists, in accordance with Appendix 6 of the EIA Regulations, 2014 (as amended). Compliance has been ensured to avoid any procedural deficiencies.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>2.4.EMPr Requirements</p> <p>2.4.1. The relevant recommendations of specialist professionals contained in specialist reports and in comments provided by commenting authorities must be transferred into the EMPr to be submitted with the final BAR for decision-making.</p> <p>2.4.2. Your attention is drawn to Appendix 4 of the EIA Regulations, 2014, (as amended), for the requirements with respect to the 'Content of Environmental Management Programme'. Please ensure that you fulfil these requirements.</p> <p>2.5. BAR Requirements Your attention is once more drawn to Appendix 1 of the EIA Regulations, 2014 (as amended), for the requirements with respect to the 'Content of basic assessment reports'. Please ensure that these requirements are met.</p> <p>2.6.Prescribed Timeframes 2.6.1. Please be reminded that in accordance with Regulation 19(1) of the EIA Regulations, 2014 (as amended), the final BAR must be submitted within hundred and forty (140) days of receipt of the application by the Competent Authority, calculated from 22 August 2025.</p> <p>2.6.2. In terms of Regulation 45 of the EIA Regulations, 2014 (as amended), an application in terms of the EIA Regulations, 2014 (as amended) lapses and the Competent Authority will deem the application as having lapsed.</p>				<p>2.4.1 All relevant recommendations and mitigation measures identified by specialists and commenting authorities have been incorporated into the Environmental Management Programme (EMPr). The EMPr provides detailed management actions for the planning, construction, and operational phases of the development.</p> <p>2.4.2 The EMPr has been prepared in full compliance with Appendix 4 of the EIA Regulations, 2014 (as amended), including all required content such as impact management objectives, mitigation measures, monitoring requirements, roles and responsibilities, and compliance mechanisms.</p> <p>2.5 The BAR has been compiled in accordance with Appendix 1 of the EIA Regulations, 2014 (as amended). All required sections, including the project description, assessment of alternatives, impact assessment, public participation, and mitigation measures, have been addressed comprehensively.</p> <p>2.6.1 The prescribed timeframe of 140 days from 22 August 2025 is noted. An extension has been granted to 31 March 2026 to accommodate the inclusion of additional alternatives, updated specialist input, and a second round of public participation, and the final BAR will be submitted within the approved timeframe.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>if the applicant fails to meet any of the timeframes prescribed in terms of these Regulations.</p> <p>2.7. General</p> <p>2.7.1. This Directorate awaits the submission of the final BAR for decision-making.</p> <p>2.7.2. Please note that the final BAR must be submitted via mail correspondence to the central email address (DEA.DPEIA.Admin@westerncape.gov.za) and must include a link to download the documents. The submission of the final BAR must contain an MS Word document/pdf (not scanned) copy of the final BAR and separate appendices.</p> <p>3. You are reminded that it is an offence in terms of Section 49A of the NEMA for a person to commence with a Listed Activity unless the Competent Authority has granted an Environmental Authorisation for the undertaking of the activity.</p> <p>4. Kindly quote the abovementioned reference number in any future correspondence regarding this application.</p> <p>5. This Directorate reserves the right to revise or withdraw its comments and request further information from you based on any information received. Your interest in the future of the environment is greatly appreciated.</p>				<p>2.6.2 The implications of Regulation 45 regarding the lapse of an application are noted and understood. All efforts have been made to ensure compliance with the prescribed timeframes to avoid the application lapsing.</p> <p>2.7.1 The submission of the final BAR for decision-making will be undertaken in accordance with the requirements of the Competent Authority.</p> <p>2.7.2 The final BAR will be submitted via electronic mail to the central DEA & DP email address, including a downloadable link and all required documentation in MS Word and PDF formats, with appendices provided separately as required.</p> <p>3. It is acknowledged that no listed activity will commence prior to the granting of Environmental Authorisation by the Competent Authority, in compliance with Section 49A of the National Environmental Management Act, 1998 (Act No. 107 of 1998).</p> <p>4. The requirement to quote the relevant reference number in all future correspondence is noted and will be adhered to.</p> <p>5. The Directorate's reservation of rights to revise comments or request additional information is acknowledged, and the project team remains committed to providing any further information required to support the decision-making process.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
15.	<p>The Directorate confirms receipt of your correspondence.</p> <p>{Attached the Signed Declaration for the proposed N7 Weighbridge; Second Round of Public Participation form}</p>	<p>10/03/2026 Emailed Comment</p>	<p>DEADP Admin</p>	<p>EIA admin - DEADP Region 1</p>	<p>Thank you for acknowledging my correspondence and the signed declaration form.</p>
16.	<p>Thank you for giving HWC the opportunity to comment.</p> <p>Please note that our previous comment still stands, no further action is required from heritage.</p> <p>Please let me know if you need a digital copy of the record of the decision. https://sahris.org.za/node/388885</p>	<p>10/03/2026 Emailed Comment</p>	<p>Stephanie- Anne Barnard- Delport</p>	<p>HWC</p>	<p>Thank you for your response and for confirming that your previous comment still stands.</p> <p>Your confirmation that no further action is required from heritage has been noted and will be recorded accordingly in the Comments and Responses Report.</p> <p>Thank you for providing the link to the record of decision. Should a digital copy be required for the project records, we will make use of the information provided.</p>
17.	<p>The implementation of a weighbridge is a beneficial initiative. We would appreciate further information regarding the traffic management strategies you intend to employ, given the traffic volume on the N7. Could you also provide us with the details of your proposed mitigation strategies with regards to habitat disruption, waste generation, soil erosion, etc.</p>	<p>11/03/2026 Emailed Comment</p>		<p>SANRAL Environmental</p>	<p>Emailed response on 11/03/2026</p> <p>Thank you for your comment and your support for the implementation of the proposed weighbridge.</p> <p>With regard to traffic management on the N7, the proposed relocation of the Vissershok weighbridge forms part of the broader upgrade of the N7 corridor and has been designed to improve both road safety and operational efficiency. The relocation of the facility approximately 1600 m north of the existing weighbridge allows for safer separation between the weighbridge access points and the Van Schoorsdriff interchange ramps, thereby reducing unsafe weaving movements and improving traffic flow along the corridor. The proposed facility will</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
					<p>also incorporate weigh-in-motion (WIM) technology in both traffic directions, enabling improved enforcement of vehicle mass limits while minimising disruptions to through-traffic.</p> <p>The engineer further stated that The Weigh-in-Motion (WIM) makes it possible to weigh about 2% of heavy vehicles instead of 100%. Thus 98% of heavy vehicles will be weighed on a feeder lane adjacent to the N7 lanes. Statistically 98% of vehicles is not overloaded and will join the N7 by driving slower over the WIM. The actual overloaded vehicles (2%) will visit the weighbridge.</p> <p>During the construction phase, a traffic accommodation plan will be implemented to manage traffic volumes on the N7 and ensure the safe movement of vehicles. Measures will include appropriate signage, lane management where necessary, and coordination with the relevant road authorities and contractors responsible for the broader N7 upgrade programme.</p> <p>In terms of environmental mitigation, the Draft Basic Assessment Report (BAR) and Environmental Management Programme (EMPr) outline a number of measures to manage potential environmental impacts associated with the development. These measures address issues such as habitat disturbance, waste generation, soil erosion, dust, and noise, and will be implemented throughout the pre-construction, construction, and operational phases of the project. The EMPr specifically includes measures for:</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
					<ul style="list-style-type: none"> • Protection of flora and fauna, including limiting the construction footprint and avoiding areas of higher ecological sensitivity. • Indigenous vegetation management and alien invasive species control, including post-construction monitoring and rehabilitation. • Topsoil management and erosion control, ensuring that soils removed during earthworks are stockpiled, protected and reused during rehabilitation. • Stormwater and erosion management, to prevent sedimentation and soil degradation during construction. • Integrated waste management, requiring construction waste to be reused where possible or disposed of at licensed waste facilities. • Dust and noise management measures to minimise nuisance impacts on surrounding land uses. <p>Specialist studies undertaken as part of the BAR process, including botanical, terrestrial biodiversity, agricultural and heritage assessments, confirmed that environmental sensitivities within the development footprint can be managed through the implementation of these mitigation measures. The selection of the revised layout alternatives was also influenced by environmental constraints, including avoiding areas of higher botanical sensitivity</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
					<p>and responding to planning concerns raised during the public participation process.</p> <p>Regarding project design considerations raised by authorities, the initial layout was reconsidered after comments indicated that it intersected with a newly mapped ecological corridor. As a result, the engineers redesigned the facility and developed Alternative 6 and Alternative 7, relocating the weighbridge further north to minimise ecological impacts and better align with the broader N7 upgrade and interchange configuration.</p> <p>All mitigation measures and management actions identified in the BAR and EMPr will be binding on the contractor and project proponent and will be monitored by an appointed Environmental Control Officer (ECO) to ensure compliance throughout the project lifecycle.</p> <p>We appreciate your interest in the project and welcome any further comments from your office.</p>
18.	<p>Please see my comments below regarding the moving of the weighbridge:</p> <p>Having reviewed the documents I would prefer option 6 as the alternative for the weighbridge – as this moves it further up the N7 and away from the properties of Morning Star.</p>	13/03/2026 Emailed Comment		Morningstar Resident	<p>Thank you for reviewing the project documentation and for providing your comments regarding the proposed relocation of the N7 Vissershok Weighbridge.</p> <p>Your preference for Alternative 6 is noted.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>The weighbridge will result in increased noise and light pollution and should be located as far as possible away from residential properties. My concern is as well that being located close to the current Morning Star N7 exit, could also potentially result in the cutting of more trees which currently act as a buffer.</p> <p>The current weighbridge area is neatly maintained and trees and shrubs have been planted. I trust that once the weigh bridge is located these high standards will be maintained and that the new site will also be landscaped.</p> <p>I appreciate the opportunity to comment and trust the above will be taken into consideration.</p>				<p>Both Alternative 6 and Alternative 7 are located approximately 1600 m north of the existing weighbridge facility, which increases the separation distance between the facility and the Morningstar area when compared to the original layout and supports improved safety and operational spacing from the Van Schoorsdrift interchange.</p> <p>The engineer further stated that no blue-gums trees will be cut or removed based on the road design.</p> <p>With regard to noise and light pollution, these potential nuisance impacts were considered during the environmental assessment. The Environmental Management Programme (EMPr) includes mitigation measures to manage general nuisance impacts such as noise, dust, lighting and housekeeping during construction and operation, thereby ensuring that impacts are minimised.</p> <p>Engineers Comment: 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.</p> <p>In relation to concerns regarding tree removal and vegetation acting as a buffer, vegetation clearing will be limited to the</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
20.	Good morning Godfrey For your information.	16/03/2026 Emailed comment		Morningstar Flying Club	development footprint required for the infrastructure. The EMPr includes measures for vegetation management, alien invasive species control, and rehabilitation of disturbed areas, and requires that environmental management measures be implemented throughout the construction and rehabilitation phases of the development. Regarding the maintenance and landscaping of the site, the EMPr requires that disturbed areas be rehabilitated following construction and that appropriate site management measures be implemented to maintain the site in a controlled and orderly condition. These measures include rehabilitation and ongoing environmental management to ensure that the site is maintained appropriately during the operational phase.
21.	Please be advised that I will be on official Council business leave from 16 to 18 March 2026. During this period, Ernest Sass, Executive Director Corporate Services, will be acting as Executive Director Urban Mobility with full delegated authority. Kindly submit all documentation to the officeoftheED.UrbanMobility@capetown.gov.za mailbox.	16/03/2026 Emailed comment		Western Cape Government	Thank you for circulating the reminder notification for the proposed N7 Weighbridge Project. Thank you for the notice. Kindly note that I submitted replies to the two emails on 16/03/2026.

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	All complaints should be directed to Transport Information Center at transport.info@capetown.gov.za .				
22.	With regard to above Proposed Development our main concern is the possible closure of the safest access to our property in Morning Star. Also the possible high noise level will affect the tranquility of our area.	16/03/2026 Email comment		Morningstar Community	<p>Thank you for your comments regarding the proposed relocation of the N7 Vissershok Weighbridge.</p> <p>With regard to your concern about the possible closure of access to the N7 from Morningstar, it is important to clarify that the closure of at-grade accesses along the N7, including the Morningstar (Mamre Road) access, does not form part of the current Environmental Authorisation application for the weighbridge relocation. The closure of these accesses forms part of the approved Van Schoorsdriff Interchange upgrade project, which received Environmental Authorisation under a separate process (DEADP Ref: 14/3/1/11A/1/16/0564/21) and therefore falls outside the scope of the current Basic Assessment for the weighbridge.</p> <p>In relation to your concern regarding noise levels, the environmental assessment considered potential nuisance impacts associated with the construction and operation of the weighbridge. The Environmental Management Programme (EMPR) includes mitigation measures to manage general nuisance impacts such as noise, dust and lighting, which must be implemented during the construction and operational phases to minimise impacts on the surrounding environment.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
23.	<p>1. It is understood that site alternatives 2 and 3 as per the botanical assessment and faunal statement correspond to site alternatives 6 and 7 as per the BAR. It is understood that further site alternatives (2 and 3) have been considered to avoid encroaching the protected area on farm 153 and to avoid further fragmenting an east-west corridor running from this protected area.</p> <p>2. Site alternatives 2 and 3 are clearly more suitable from a biodiversity perspective as the degraded fynbos vegetation near to alternative 1 will completely be avoided including the identified species of conservation concern, and avoiding alternative 1 will also eliminate the need for development on the eastern side of the N7 that would have encroached the protected area on farm 153. The botanical and faunal specialists have confirmed the modified nature of alternatives 2 and 3 and assessed low ecological sensitivity, with sensitive faunal species likely only to utilise these</p>	16/03/2026 Emailed Comment		Cape Nature	<p>It should also be noted that the proposed project involves the relocation of the existing weighbridge facility further north along the N7, rather than the introduction of a new activity within the corridor. The relocation forms part of the broader N7 upgrade programme aimed at improving road safety and traffic flow along the route.</p> <p>Your concerns regarding access and the potential impacts on the surrounding area have been noted and recorded as part of the Public Participation Process.</p>
					<p>1. Thank you for your comment and clarification regarding the site alternatives referenced in the specialist studies. Your understanding is correct. The site alternatives referred to as Alternatives 2 and 3 in the updated botanical and faunal specialist reports correspond to Alternatives 6 and 7 in the Basic Assessment Report (BAR).</p> <p>2. The comments regarding the improved biodiversity suitability of Alternatives 2 and 3 (Alternatives 6 and 7 in the BAR) are noted and supported by the findings of the updated specialist studies. The recommendations of the updated botanical, faunal and avifaunal specialist assessments have been incorporated into the BAR and Environmental Management Programme (EMPr), and the proponent acknowledges the</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>sites occasionally. The updated botanical assessment and faunal and avifaunal assessment are supported. It is strongly recommended that either alternative 2 or alternative 3 be utilised.</p> <p>3.</p> <p>It is noted that the botanical specialist recommends formally conserving the high sensitivity fynbos areas around alternative 1. Complete avoidance of alternative 1 means the biodiversity sensitivities as groundtruthed would be avoided. In such case conservation of the high sensitivity areas around alternative 1 would be considered completely voluntary and not related or required because of development activity. Should the proponent wish to proactively formally conserve the patches of high sensitivity vegetation then the proponent is welcome to engage CapeNature in this regard – Ms Khungeka Beda (kbeda@capenature.co.za).</p> <p>CapeNature reserves the right to revise initial comments and request further information based on any additional information that may be received.</p>				<p>recommendation that Alternatives 6 or 7 be considered as the preferred locations for the proposed development.</p> <p>3. The comment regarding the potential conservation of the high sensitivity fynbos areas surrounding Alternative 1 (layout 5) is noted. It must be acknowledged that the Applicant is not the landowner for Alternative 1, and the responsibility to conserve this area would fall to the landowner, the City of Cape Town. The suggestion to engage with CapeNature in this regard is noted and will be communicated to the CoCT.</p> <p>4. Furthermore, it is acknowledged that CapeNature reserves the right to revise comments or request additional information should further relevant information become available during the assessment process.</p>
24.	<p>Good day @ Jessica, thank you for the email. From my side there is nothing much to comment on at this time. Lastly, the office indicates that the Alternative 6 layout is supported.</p>	16/03/2026 Emailed comment		SANRAL	<p>Thank you for your feedback and for confirming your support of the Alternative 6 layout.</p> <p>Your input is noted and will be incorporated into the ongoing assessment process. Please feel free to share any additional comments should they arise as the project progresses.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

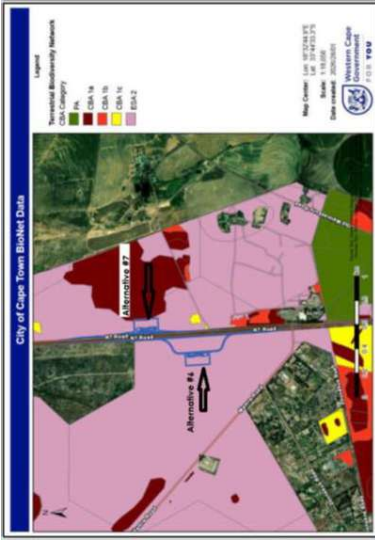
Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
25.	<p>1.1. Alternative #6 falls in an area earmarked as a Discourage Growth Area as identified by the Municipal Spatial Development Framework, 2023 (MSDF) and the Blaauwberg District Plan, 2023. That said, the weighbridge 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.</p> <p>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).</p> <p>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.</p>	17/03/2026 Emailed comment		City of Cape Town: Environmental and Heritage Management Branch	<p>1.1 The comment regarding Alternative #6 being located within a Discourage Growth Area as per the MSDF (2023) and Blaauwberg District Plan (2023) is acknowledged. It is, however, important to emphasise that the proposed development does not constitute urban expansion, but rather represents strategic transport infrastructure directly associated with the functioning of the N7 (TR11/1).</p> <p>The DBAR positions the weighbridge as essential infrastructure, required to support:</p> <ul style="list-style-type: none"> • Road safety improvements, • Freight regulation and compliance, • Integration with the broader N7 upgrade and Van Schoorsdriff Interchange. <p>The development is functionally and policy-distinct from growth-inducing land uses, and aligns with the intent of discouraging urban sprawl, while still permitting necessary infrastructure within rural/low-growth areas. This interpretation is consistent with the need and desirability assessment contained in the DBAR.</p> <p>1.1.1 The City's position regarding the non-provision of municipal services is acknowledged and has been taken into account in the designs of the facility.</p> <p>The DBAR and EMPr indicate that the development is designed, as far as practicable, to operate independently of the City of</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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


Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	 <p>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.</p>				<p>Cape Town's water and sewer infrastructure, thereby reducing potential reliance on municipal bulk services and limiting additional pressure on constrained systems such as the Potsdam WWTW.</p> <p>This position has been acknowledged by the City. However, it is also noted that no detailed water or sanitation demand has been quantified at this stage, and should municipal services be required at a later stage, the applicant will undertake the necessary capacity assessments and approvals in accordance with City requirements.</p> <p>This approach remains aligned with the EMPr's commitment to impact avoidance and minimisation through appropriate design and resource management measures.</p> <p>The engineer clarified that water usage is limited to 2 water closets, 2whb and a kitchen sink for 6 office staff. Two 10 000 water tanks are provided for water harvesting for the waterwise gardens.</p> <p>1.2 The identification of Alternatives 6 and 7 within Ecological Support Areas (ESA) is acknowledged.</p> <p>The findings of the specialist studies and impact assessment confirm that:</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>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.</p> <p>2. Safety and Security Directorate: Disaster Risk Management Centre (DRMC)</p> <p>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.</p>  <p>Figure 2: Location of the subject farm in relation to the Koeberg Nuclear Power Station 5km PAZ and 16km UPZ.</p> <p>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</p>				<ul style="list-style-type: none"> The sites are transformed agricultural land, with low to moderate ecological sensitivity, and No Critical Biodiversity Areas (CBAs) are directly impacted by Alternative 6. <p>The EMPr provides clear, enforceable mitigation measures, including:</p> <p>Site demarcation and no-go areas (EMPr pg 19), Flora and fauna protection (EMPr pg 22), Alien invasive species control will be implemented in accordance with the EMPr, which includes an Alien Invasive Species Management Plan with a minimum implementation period of 24 months (EMPr Page 23). Rehabilitation and monitoring measures (EMPr page 27, 64 and 71).</p> <p>Accordingly, the preference for Alternative 6 is supported as it represents the best practicable environmental option following an iterative design process.</p> <p>2.1 – 2.4 The location of the site within the 5–16 km UPZ of the Koeberg Nuclear Power Station is acknowledged.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>Koeberg Nuclear Emergency Plan. In this regard, DRMC is tasked with the responsibility of ensuring that public safety arrangements are in place and that individual citizens are not endangered in the event of a nuclear emergency. Emphasis is placed on the population residing in the 0 to 16km area around the KNPS.</p> <p>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'.</p> <p>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.</p> <p>2.5. In the interim, the DRMC indicated its preference of Location Alternative #6.</p> <p>3. Urban Mobility Directorate: Transport Planning & Network Management Department: Transport Infrastructure Planning & Development Branch</p> <p>The Branch indicated its preference of Location Alternative #6.</p>				<p>The project team has complied with the TEM process requirements, and the submission of the TEM form is confirmed (Acknowledged by CoCT on the 11th of March 2026). The integration of the project into the Koeberg Nuclear Emergency Planning framework is therefore being appropriately addressed. The duly completed TEM form indicated that the weighbridge will result in 6 permanent employees stationed at the weighbridge, whilst 20 construction workers are anticipated on a temporary basis during the construction period.</p> <ul style="list-style-type: none"> • These figures were run through the TEM and it has been confirmed that the cumulative population increase caused by the additional employees/workers will have a minimal increase on the evacuation times. The City of Cape Town's existing road infrastructure network will still be sufficient to evacuate the cumulative population within the required 16-hour period. The weighbridge does not constitute a permanent residential population increase, but rather a controlled operational workforce. • It is important to note that the proposed project involves the demolition and reconstruction of the existing weighbridge facility, which will range from about 600 meters (Alternative 5) to 1600 meters (Alternative 6 and 7), depending on the approved layout. Therefore, the

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>4. Water & Sanitation Department: Water Demand Management Branch</p> <p>The Water Demand Management Branch provided the following comment pertaining to water and sanitation infrastructure capacity.</p> <p>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.</p> <p>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.</p> <p>4.1. Water Reticulation:</p> <p>There is a 110mm Ø water reticulation main situated south of the proposed relocation project site in the Morningstar smallholding area.</p> <p>4.2. Sewer Reticulation:</p> <p>There are no sewer reticulation pipelines or infrastructure under the control of the City of Cape Town's Reticulation Water Branch exist in the immediate vicinity of the project site.</p> <p>4.3. Bulk Water:</p>				<p>operational phase of the proposed project is not expected to result in an influx of additional people.</p> <p>2.5 The Disaster Risk Management Center (DRMC) preference for Alternative 6 is noted and supported.</p> <p>3. It is acknowledged and understood that the Department of Urban Mobility Directorate: Transport Planning & Network Management Department: Transport Infrastructure Planning & Development prefer Alternative 6 layout.</p> <p>4.1 Engineering Comment: There is a 110mm Ø water reticulation main situated north-west of the proposed relocation project site, the engineer confirmed that the project will be tying in to that line.</p> <p>4.2 Based on the sewer reticulation of the proposed site, the engineering comment: A conservancy tank system will be used with a private contractor responsible for emptying.</p> <p>4.3 The engineers confirmed acknowledgment that no bulk water pipelines under the City of Cape Towns are present, nor required.</p> <p>4.4 The engineers have confirmed that this does not affect the project as there is no sewer reticulation system and a conservancy tank system will be used. Therefore, the project designers do not intend to connect the development to the Potsdam Wastewater Treatment Works.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>No bulk water pipelines or infrastructure under the control of the City of Cape Town's Bulk Water Branch exist in the immediate vicinity of the proposed project site.</p> <p>4.4. Wastewater Treatment Works:</p> <p>This proposed development is situated within the catchment of the Postdam Wastewater Treatment Works (WwTW). This plant is currently operating at capacity, upgrades are currently underway, and completion is estimated in 2028.</p> <p>4.5. Water Demand Management Branch's Conclusion:</p> <p>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.</p> <p>4.6. Water Demand Management Branch's Conditions:</p> <p>4.6.1. This comment from the Water Demand Management Branch is not a capacity letter. The applicant is again reminded to submit an</p>				<p>4.5 The weighbridge will make use of the potable water point. The daily requirement for water is limited to two water closets and handwash basins plus a sink in a kitchennette serving 6 office staff. This volume is not significantly different to what is currently being provided to the existing weighbridge facility.</p> <p>4.6.1. The requirement is acknowledged by the project engineer. An engineering report will be submitted to water.info@capetown.gov.za to request a formal capacity assessment of the municipal water reticulation system.</p> <p>4.6.2. The requirement is acknowledged by the project engineer. Detailed design drawings for the proposed water services will be prepared and submitted for approval prior to the commencement of any construction activities, if applicable.</p> <p>Disclaimer:</p> <p>The comments provided by the City of Cape Town are noted. It is acknowledged that the infrastructure information is based on available GIS asset records and hydraulic modelling outputs, and that the flows and pressures indicated are theoretical and not based on measured data. The project team further acknowledges that all relevant levels and infrastructure details will be verified on site during the detailed design phase, where applicable.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>engineering report to 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).</p> <p>4.6.2. Detailed drawings of water and sewer services must be submitted for approval, before the commencement of any work.</p> <p>Disclaimer</p> <ol style="list-style-type: none"> Information provided is based on the best available data. The infrastructure as-built information referred to and used in the analysis is based on the GIS asset records, while modelled pressures, flows, velocities, capacities and volumes are based on hydraulic models of the current land use and demands. Where appropriate, future land use and demands are considered. The flows and pressures provided are theoretical and not measured. All levels provided to be verified on site. <p>Considering the additional information provided in the revised BAR, the City of Cape Town concurs with the following conclusion reached by the EAP:</p> <p>"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</p>				<p>Preferred Alternative and Conclusion:</p> <p>The City of Cape Town's concurrence with the conclusions presented in the revised Basic Assessment Report (BAR) is noted and supported.</p> <p>The applicant commits to the implementation of all recommended mitigation measures as outlined in the EMP for the planning, construction, and operational phases of the proposed development.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response										
26.	<p>balance between environmental protection, policy compliance, engineering feasibility, and operational efficiency."</p> <p>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.</p> <p>With regards the status of your application received by our office, kindly note that the request are number 064 in the queue – see table below. We work on a first in first out basis. Our office is committed to an estimated turnaround time of 90 days (3 months). In the event of unforeseen circumstances, complexity of applications received, number of site visits required and engagements with relevant stakeholders this time might be extended. We will try our utmost to provide a response within the 90 days.</p> <table border="1" data-bbox="1075 1243 1130 1944"> <thead> <tr> <th>App number</th> <th>Applicant</th> <th>Type of Application</th> <th>Farm No.</th> <th>District</th> </tr> </thead> <tbody> <tr> <td>064</td> <td>Sharples Environmental</td> <td>Other</td> <td>Farm No. 153 & Farm No. 141/re. 25</td> <td>Cape</td> </tr> </tbody> </table>	App number	Applicant	Type of Application	Farm No.	District	064	Sharples Environmental	Other	Farm No. 153 & Farm No. 141/re. 25	Cape	17/03/2026 Emailed comment		Department of Agriculture	<p>We note that the application is number 064 in the queue and acknowledge the estimated 90-day turnaround period for comments.</p> <p>We confirm that the Public Participation Process is currently concluded. The Public Participation process is being conducted in accordance with the legislated 30-day timeframe. All comments received during this period will be compiled and addressed as part of the submission documentation.</p> <p>Should the comments be received after final submission the EAP will submit the comments to DEADP Region One for further decision-making.</p> <p>Thank you for your comment and for raising your concerns regarding the proposed relocation of the N7 Vissershok Weighbridge. Your input is acknowledged and has been carefully considered as part of the environmental assessment process.</p>
App number	Applicant	Type of Application	Farm No.	District											
064	Sharples Environmental	Other	Farm No. 153 & Farm No. 141/re. 25	Cape											
27.	<p>As a resident and owner of a property in Morning Star I am opposed to the relocation of the weighbridge to the top of our road basically.</p> <p>The relocation of the weighbridge should be done with the integrity of the area and surrounds in mind. It can also be relocated so as not to undermine and negatively impact a very significant area and community.</p>	17/03/2026 Emailed comment		Resident in Morningstar											

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>Not enough impact studies have been done on the impact of the increased industrialisation and development along the N7 corridor which is our home.</p> <p>Morning Star is an established rural neighbourhood of small holdings and horse stables with residents living a life outside of the urban edge. This intrusion of 24-hour noise and lights and truck engines breaking and leaving the weighbridge will be unbearable and totally change the character of the area. Sufficient studies on the impact of this 24/7 concern has not been done to assess the true levels of noise and air quality pollution and light pollution that this weighbridge brings to the area. More statistics will show that it is unsuitable to relocate this weighbridge to meters from the Morning Star smallholdings community.</p> <p>The moving of the weighbridge will once again affect the ecological fragility of the Critically Endangered Cape Flats Sand Fynbos and impact on the wildlife in the area. Fauna and flora of the area is under constant and continuous pressure from the developments happening in the immediate area.</p> <p>The surrounding area to the South is already earmarked for industrial areas of various noxious levels and already has 2 huge established landfills and the new interchange that is currently being built. The relocation would be better suited to further north up the N7 (the alternative number 6 option) – where the massive negative impact of the weighbridge on Morning Stars' doorstep will not be felt so directly by the communities of the area.</p>				<p>It is important to note that the proposed development constitutes the relocation of an existing weighbridge facility, rather than the introduction of a new land use. The existing facility already operates along the N7 to the south of the Morningstar area, and the relocation forms part of the broader N7 upgrade and Van Schoorsdrift Interchange project aimed at improving road safety and traffic flow.</p> <p>A comprehensive alternatives assessment was undertaken. The originally proposed layout (Alternative 5) was rejected due to ecological concerns, and additional alternatives (including Alternative 6 and 7) were assessed. The preferred alternative represents a refined layout that avoids higher sensitivity areas and ecological corridors, and is located within transformed agricultural land of lower ecological sensitivity as further supported by the specialists that have assessed the site.</p> <p>With regard to biodiversity concerns, specialist studies confirmed that impacts on Cape Flats Sand Fynbos have been minimised through site selection and design refinement. The EMPi includes strict mitigation measures such as site demarcation (p.19), flora and fauna protection (p.22), alien invasive species management with a minimum 12-month implementation period (pp.5 & 23), and rehabilitation and monitoring (pp.27, 64-71).</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>The weighbridge could be relocated further up the N7 where the impact on the surrounding area will not be so noticeable. Their bright security lights and truck exhaust brakes go on all night long. It should definitely be relocated further up the N7, North of the Morning Star turnoff is a better option with regard negative impact on the community and animals and plants of the area.</p> <p>The impact of this relocation of the weighbridge should be carefully considered - with the community concerns and requirements taken into consideration as we care about our area and understand the importance of the correct location for this weighbridge.</p> <p>Thank you for allowing us to comment and raise our concerns regarding this N7/Morning Star weighbridge relocation project.</p>				<p>Concerns relating to noise, lighting, and air quality are acknowledged. These impacts have been assessed and are expected to be low after mitigation. The EMPi includes measures such as controlled operational activities, dust suppression, maintenance of machinery, and the use of directional and shielded lighting to minimise light spill and disturbance.</p> <p>In terms of cumulative impacts, the BAR confirms that the weighbridge forms part of an existing transport corridor and authorised infrastructure upgrades, and does not represent new industrial expansion. The cumulative impact has been assessed as low, particularly due to avoidance of sensitive areas and integration with existing infrastructure.</p> <p>The concern regarding the rural character of Morning Star is understood. However, the surrounding area already includes significant infrastructure such as the N7, landfill facilities, and approved upgrades. The proposed development is a regulated road safety facility, not an industrial development, and mitigation measures have been included to minimise visual and sensory intrusion.</p> <p>The suggestion to relocate the weighbridge further north has been considered as part of the alternatives assessment. The preferred alternative was selected as it represents the best balance between environmental protection, engineering</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
28.	<p>In respect of the proposed relocation of the N7 Weighbridge:</p> <ol style="list-style-type: none"> 1. From a community perspective, and with minimal environmental impact in mind, Alternative 7 would be the preferred option. <ul style="list-style-type: none"> • The area adjacent to the proposed site is already partially developed, with existing activities including residential structures (the legality of which may be uncertain), a container depot, and various trucking enterprises. • The establishment of the weighbridge at this location would therefore represent a continuation or extension of existing land uses rather than the introduction of a new or incompatible activity. • In addition, this alternative is situated the furthest distance from formally demarcated residential areas, which would help minimise potential noise and light pollution associated with the facility. 	17/03/2026 Emailed comments		Morningstar residence -	<p>feasibility, and operational efficiency, while addressing concerns raised during the public participation process.</p> <p>Overall, the project has undergone a thorough environmental assessment, and with the implementation of the EMP, impacts are considered low and acceptable, while delivering important road safety and infrastructure benefits.</p> <p>Thank you for your constructive comments and for engaging with both the environmental and community considerations of the proposed development.</p> <p>With regard to the preference for Alternative 7, this area exhibits characteristics of existing disturbed and mixed-use activities is acknowledged. However, the alternatives assessment undertaken in the BAR considered not only surrounding land use, but also operational feasibility, traffic safety, engineering constraints, and environmental impacts.</p> <p>The BAR concludes that while both Alternative 6 and Alternative 7 are viable, Alternative 6 is the preferred option, as it provides improved operational efficiency and traffic flow, particularly for loaded northbound freight movement, and avoids certain operational constraints associated with Alternative 7 (including turning movements and inefficiencies in traffic circulation).</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>2. During discussions with Attie Prins during his site visit, the possibility of introducing a feeder lane for Morning Star residents was raised.</p> <ul style="list-style-type: none"> • Mr Prins indicated that he would table the suggestion for consideration (this discussion took place prior to the release of the revised documentation to which I am commenting on). • Such a feeder lane could potentially be implemented in the case of Alternative 6, particularly in light of the closure of the current N7 access. • This would allow residents an alternative means of accessing the N7 via the weighbridge/N7 feeder lane. <p>We are currently engaging with our Ward Councillor and the Head of the Roads Department regarding alternative access arrangements following the closure of the existing N7 intersection. The concept outlined above has been proposed as one possible solution and, from a practical standpoint, appears to be a relatively straightforward addition that could mitigate many of the potential objections related to access and connectivity.</p>				<p>From an environmental perspective, both alternatives are located within transformed agricultural land of relatively low botanical sensitivity, and both were specifically identified to avoid the higher sensitivity areas and ecological constraints associated with the previously assessed Alternative 5.</p> <p>In terms of noise and light impacts, it is acknowledged that Alternative 7 may be located further from certain residential receptors. However, the environmental assessment determined that for both alternatives, these impacts are low after mitigation, with the EMPr including measures such as directional lighting, noise control and operational management to minimise disturbance (EMPr, Sections 7.11–7.13 and 11.3).</p> <p>Regarding the suggestion of a feeder lane for Morning Star residents, this is noted as a valuable and practical input. However, it is important to clarify that:</p> <ul style="list-style-type: none"> • The weighbridge forms part of a provincial road infrastructure system, and access arrangements to the N7 fall under the jurisdiction of the relevant roads authority; • The closure of the existing N7 intersection forms part of a separate, already authorised project (Van Schoorsdriif interchange) and is therefore outside the scope of this application; and

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
					<ul style="list-style-type: none"> • Any additional access infrastructure, such as a feeder lane, would need to be assessed and approved through the relevant transport planning and engineering processes. <p>Both alternatives were rigorously assessed, and the preferred alternative represents the best balance between environmental considerations, engineering feasibility, and road safety requirements, while the EMPr ensures that impacts remain low and manageable.</p> <p>With regard to the discussion concerning a potential feeder lane providing Morningstar residents access onto the N7 via the weighbridge, it is important to clarify that the proposed weighbridge facility cannot function as a public access point onto the N7. Weighbridge facilities are controlled enforcement areas designed for heavy vehicle inspection and compliance monitoring, and access to the facility is restricted for operational and road safety reasons.</p> <p>The engineer further stated that no access will be provided; the City of Cape Town will in due course construct the M12 which will link Morningstar southwards to the Berkshire Boulevard and Mallbongwe Drive. And that the matter of closing the at-grade intersections was a matter for which a ROD was issued for the current project; this is not a matter for reconsideration.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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


Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
29.	<p>We were not included as per my email sent on the 8/10/2024 in the 1st round of comments. The email also requested that we be included in any and all further development and correspondence. This development has a direct and negative impact on us, especially my property and all properties in Morning Star. As a property owner in Morning Star, I am NOT at all in favour and REFUSE the proposed relocating of the Weighbridge. All the Alternatives presented and the current 3 that form part of the 2nd public participation namely, Alternative 5, Alternative 6, and Alternative 7 – We REFUSE and NOT in favour of any as they all pose the same issue, all having a negative impact and are a safety issue. The property 25/141 that forms part of one of the alternative properties for the development, unlawfully operated a commercial trucking depot on that land, zoned Agricultural(25/141) The city of cape town refused and denied them departures, and a stop operating notice was issued, due to the noise from the large vehicle air brakes all hours of the day and night and the dust that these vehicles caused 24/7 hours a week. They were issued penalties due to the unlawful operation of a commercial Truck Stop on the property. They were instructed to move and find commercial property, they operate now in Bellville, Sacks circle. The site proposed for the development contains more than 60 critically endangered vegetation and animals namely, the Cape Flats Sand Fynbos and is a high sensitivity area and species of conservation this is confirmed by Nick Helmes report, dated 26 March 2025 for the Botanical Assessment report. The site also forms part of a few remaining natural vegetation in the area. The nature reserve is being declared a protected area.</p>	17/03/2026 Emailed comments		Morningstar Residence	<p>Thank you for your detailed submission and for raising your concerns regarding the proposed relocation of the N7 Vissershok Weighbridge. Your input is acknowledged and has been carefully considered as part of the environmental assessment process.</p> <p>Public Participation Process: The concern regarding inclusion in the first round of public participation is noted. The Public Participation Process has since been expanded, and all registered Interested and Affected Parties (I&APs) have been included in the second round. An updated I&AP database and Comments and Response Report have been compiled and included in Appendix F of the BAR to ensure transparency and inclusivity.</p> <p>Nature of the Development: The proposed project constitutes the relocation of an existing weighbridge facility, rather than the introduction of a new land use. The relocation is required as part of the broader N7 upgrade and Van Schoorsdrift Interchange project, aimed at improving road safety and operational efficiency.</p> <p>Historical Land Use on Farm 25/141: The comment regarding previous unlawful trucking activities on Farm 25/141 is noted. However, this activity is not associated with the current application. The proposed weighbridge is a regulated transport enforcement facility, subject to strict operational and</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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


Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	 <p>Plate 2: View of the High sensitivity patch of vegetation as mapped in Figure 4. The dominant plant is <i>Phyllica cephalantha</i>, with <i>Thamnochorthus punctatus</i> in the foreground. Indigenous shrubs cover about 80% of this area.</p> <p>The site will impact a section on the historic tree lane of Blue gums, van schoorsdrift and old rygersdal road.</p>				<p>environmental controls as set out in the EMPr, and is not comparable to an unregulated commercial trucking depot.</p> <p>Biodiversity and Ecological Corridor: The concern regarding Cape Flats Sand Fynbos and ecological connectivity is acknowledged. These issues were central to the redesign of the project. The initially proposed Alternative 5 was found to conflict with a planned ecological corridor and was therefore not preferred. The current preferred alternative avoids this corridor and is located within transformed areas of lower ecological sensitivity, as confirmed by the Botanical Specialist (Helme, 2025).</p> <p>While areas of conservation concern occur in the broader landscape, the development footprint has been refined to avoid high sensitivity areas and minimise habitat loss. The EMPr includes mitigation measures such as site demarcation (p.19), protection of flora and fauna (p.22), alien invasive species management with a minimum 24-month implementation period (pp.5 & 23), and rehabilitation and monitoring (pp.27, 64-71) to manage residual impacts.</p> <p>Protected Areas and Buffer Zones: The assertion that the development encroaches into a protected area or designated “no-go” buffer is not supported by the specialist findings. The layout has been specifically refined to avoid direct impacts on protected areas and to maintain ecological connectivity.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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


Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	 <p>The development will facilitate the introduction of invasive species, this will pose a significant threat to local biodiversity. The project may alter local water drainage pattern and increase run-off. In winter, Morning star and the surrounding area flood. The area becomes water logged and river develop causing much damage in Morning Star. The development will have direct impact on our property – increase in noise pollution, dust pollution, disrupt local wildlife behaviour and health and will affect and have a negative impact on the value of our property and to all Morning star properties. Morning star is a small cluster of rural smallholding – mainly dedicated to equestrian activities. Morning Star is rural. The area promotes open areas and rural living. We do not accept the development as this will be unsightly and once again has a negative impact on the whole area.</p>				<p>Introduction of Invasive Species: The risk of alien invasive species introduction is acknowledged. This risk is addressed through the EMP, which includes a dedicated Alien Invasive Species Management Plan with a minimum implementation period of 24 months, as well as ongoing monitoring and control measures (Appendix G).</p> <p>Stormwater and Flooding: Concerns regarding drainage and flooding are noted. Stormwater management forms part of the engineering design and will be implemented to ensure that runoff is controlled and does not exacerbate existing conditions. The development footprint is relatively small and located adjacent to existing road infrastructure.</p> <p>Noise, Lighting and Air Quality: The concern regarding 24-hour operations is acknowledged. The weighbridge is a regulated facility with controlled operations. Noise, light and dust impacts have been assessed. Measures include directional and shielded lighting, dust suppression, and operational controls to reduce noise and emissions.</p> <p>Traffic and Safety: The concerns regarding safety at the existing weighbridge are noted. The relocation of the weighbridge is specifically intended to improve road safety, including better separation from interchange ramps, improved traffic flow, and reduced unsafe queuing and braking patterns along the N7.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p data-bbox="638 1339 678 1948">Morning star is Agricultural zoned and mainly equestrian (horses) small holdings. Name a few - White Horse stable - legends - epona equestrian centre - Piet slayn stables - silverwood stables and private small holding with their own private stables.</p>  <p data-bbox="971 1230 1312 1948">The current weighbridge is not in eye site to Morning star. It has been a safety issue. This will be at all other / alternative sites wherever they develop our property and the whole of Morning star. The Large commercial Truck and vehicles queue for the weighbridge and frequently stand in the left lane (slow lane) on the N7. Leaving only the fast lane for other vehicles to pass. On one occasion I witnessed a traffic officer step into the fast lane to stop a vehicle, it was not taken by the occupants and the other traffic officer standing in close proximity, as you can imagine when you are travelling on a national road you are not expecting someone to jump in the fast lane to stop you. I have also witnessed a Truck veer off the road just before approaching the weighbridge on ramp. The new proposed development will be a eyesore to all approaching morning star, especially my property and all other property owners in morning star.</p>				<p data-bbox="662 79 800 716">Visual Impact and Sense of Place: The potential visual impact is acknowledged. However, the development is located within an existing transport corridor and will replace the current facility. Visual impacts are assessed as low, and mitigation measures such as appropriate siting and landscaping will be implemented.</p> <p data-bbox="833 79 995 716">Zoning: While the land is zoned Agricultural, the proposed development comprises a transport-related facility associated with the N7 road network, including both linear components (road infrastructure and access) and non-linear components (weighbridge facility, buildings, and operational areas). As such, the development is not purely linear in nature.</p> <p data-bbox="1027 79 1255 716">The BAR assesses the compatibility of this land use within the broader planning context and concludes that the facility is functionally dependent on and intrinsically linked to the N7 transport corridor, forming part of essential road infrastructure required for freight regulation and safety. The land use is therefore considered appropriate within the context of a national/provincial transport route, subject to environmental authorisation and relevant planning approvals.</p> <p data-bbox="1287 79 1359 716">The engineers stated that in regards to the commercial truck and vehicle queue the engineers have designed the new weighbridge to minimise trucks from queuing onto the N7. And</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	 <p data-bbox="1049 1667 1133 1948"><i>The tarred road section is the on Ramp at the weigh bridge. The Truck has veered off into the veld before the on ramp</i></p> <p data-bbox="1170 1850 1187 1948"><i>Illustration 1</i></p> <p data-bbox="1263 1234 1331 1948">The 24/7 Noise pollution, Lighting and Operations increase, a direct impact on morning star and surrounding area. A weighbridge is a 24/7 hour freight enforcement facility. Heavy vehicles braking, Air Brakes - idling and</p>				<p data-bbox="634 75 686 726">that traffic enforcement for the weighbridge will be via cameras and overhead signs.</p> <p data-bbox="716 75 911 726">Bulk Services and Infrastructure: It is acknowledged that there is no bulk water or sewer infrastructure in the immediate vicinity and that the Potsdam Wastewater Treatment Works is operating at capacity. The project is designed, as far as practicable, to operate independently of municipal water and sewer infrastructure, as acknowledged by the City, with any future requirements subject to capacity assessment and approval.</p> <p data-bbox="940 75 1050 726">Powerline Servitudes: The presence of overhead powerlines has been considered in the engineering design, and the development will comply with all applicable servitude and safety requirements.</p> <p data-bbox="1079 75 1304 726">Property Values: Concerns regarding property value are noted. While perceived impacts are acknowledged, it is not anticipated that the relocation would have any negative impacts on property values, as it is a like-for-like relocation of an existing facility. The preferred alternative is equidistant from the Morningstar residential area as the existing weighbridge, and with its improved design, should mitigate the negative impacts associated with the weighbridge.</p>

COMMENTS AND RESPONSE TABLE:

Second Round of Public Participation

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

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

Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Response
	<p>accelerating 24/7. all hours Night-time operational activity, sirens – alarms –all hours High-intensity security lighting, every 100m spotlights / street lights Truck holding and queuing areas. Safety issue, The sites all proposed for development are zoned Agricultural. The proposed sites for the development has a negative visual impact on surrounding area and a negative impact. The proposed site will not increase the safety and efficiency of the road system and has a negative impact on the social-economics. The development is situated between the 5 – 16km Urgent Protective action planning Zone (UPZ) south east sector of the Koeberg Nuclear Power station (KNPS) There are no sewer reticulation pipelines or infrastructure in the immediate vicinity of the project site. There are no bulk water pipelines or infrastructure in the immediate vicinity of the project site. The proposed development is situated within the catchment of the potsdam waste water treatment works. This plant is currently operating at capacity. The proposed development will affect the following power lines, the site is situate under these:- NITCSA – Acacia – Muldersvlei 1400kV overhead power line NITCSA – Acacia – Koeberg 1 & 2400kV overhead power line The development decreases the value to the surrounding area.</p>				<p>The concerns raised have been carefully considered and have informed the refinement of the project. The preferred alternative avoids key environmental constraints, incorporates mitigation measures, and supports improved road safety and infrastructure efficiency.</p>
30.	<p>I looked at the options, and I will send comments tomorrow.</p>	<p>18/03/2026 Emailed comment</p>			<p>Kindly note we are working within the NEMA legislative timeframes and comments need to be finalised in accordance with the Basic Assessment requirements.</p>