

5 August 2015

Our Ref: J27035 / J31314
Your Ref: Email 03 June 2011

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Email: julineprinsloo@gmail.com

Dear Ms Prinsloo

**RESPONSE TO MS JULINE PRINSLOO – KOUGA LOCAL TOURISM ORGANISATION –
CHAIRPERSON, HUMANSDORP TOURISM**

YOUR REF: TOURISM COMMENTS – THYSPUNT NUCLEAR POWER STATION

Comment 1:

The above named organization is the umbrella body for all tourism offices in the Kouga Municipal area. During your consultative meeting in Humansdorp I stressed the fact that no consultation by your tourism consultant has taken place. I had a call from Mr. Scott who referred me to Mr. Reuben Heydenrych.

Response 1:

Your comment is noted. As mentioned above a teleconference call was scheduled between yourself and Mr David Scott and took place on 15 June 2011. The nature and content of the conversation was communicated to Mr. Heydenrych as part of the Nuclear-1 EIA team.

Comment 2:

The affected parties according to your EIA include Humansdorp, St. Francis Bay, Cape St. Francis and Oyster Bay. We support development and economic growth of the area but it is important that we reach a common goal in terms of the proposed development and tourism. We need to work as a unit on this matter.

Tourism has just spent R450 000.00 on a route development study and a business plan to implement the routes. New Cycling and Mountain biking routes has been established that forms part of the annual Country festival that take place in December. We want to discuss these matters with



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yourselves and Eskom. Tourism is trying to market the Kouga as a preferred destination on the Garden route and we do not want to destroy our efforts.

Humansdorp is the capital town of the Kouga and are situated on the Culture and Heritage Route of the Kouga. The town itself has reached the age of 161 years and has become an historic town of the Kouga. We do have a few guest houses and boasting with a 3 star Boutique Hotel plus a conference centre. Humansdorp is also the capital for dairy farming and sit with the giant namely Woodlands dairy. Humansdorp is also the town where calamari and fish are packed and stored before it leaves for the overseas market. This is the only town in the Kouga that have all the major motor dealers and Supermarkets. The Hospital is also situated in Humansdorp. We have also established new cycling and mountain biking routes. The Humansdorp is a great source of 1800 history including shipwrecks on the coast including Thyspunt and other general historic data and artefacts.

An urgent meeting should take place towards Eskom and the Kouga Local Tourism Executive Directors.

Response 2:

Your comments and support in terms of development is noted. The strategic nature of Humansdorp in terms of the proposed development, if authorisation is received from the Department of Environmental Affairs, is well recognised within the Draft and Revised Draft EIR reports and their associated specialist studies. As previously stated the tourism specialist has had a telephonic conversation with yourself and your concerns and suggestions were noted during this conversation and communicated to the Nuclear-1 EIA team.

The reports further recommend discussions between Eskom and the local authorities if and when the project is approved in order to clarify the partnership with local authorities to enhance/expand the infrastructure requirements Eskom has indicated their availability to discuss current initiatives with yourselves.

Comment 3:

The proposed access road from Port Elizabeth harbour should be on the N2 to the Humansdorp Off ramp and then right into the Industrial Area leading you on a gravel road and then left at Swartbos all the way down to the R102 and crossing towards the Oyster bay Road to your right and straight on to St. Francis Bay.

Response 3:

Your comments are noted. The Transportation Specialist Assessment considers access roads to the sites and has recently been revised. The assessment confirms that the Thyspunt site requires significant transport upgrades with regard to public transport, access and emergency evacuation, during the construction phases. The recommended routes in the previous version of the Report were revised as a result of public input and recommendations received between 29 May 2011 and 2 June 2011. Based on the feedback received, the R330 is now proposed to be used for light vehicle traffic and abnormal load transport, and sections will require upgrading for this purpose. The Oyster Bay Road is now proposed to be upgraded to a surfaced road to be used during the construction and

operations phases for staff access, light vehicle traffic, and heavy vehicle traffic and as an emergency evacuation route for areas such as Oyster Bay. DR1762, which links the R330 and Oyster Bay Road, is now proposed to be surfaced to provide improved east-west connectivity. Bypass roads to the east and west of Humansdorp are also now proposed to be constructed to reduce the traffic impact on central Humansdorp. The revised specialist assessment will be made available for public comment and review as part of the Revised Draft EIR Version 2.

Comment 4:

The Social contribution by Eskom towards tourism should be discussed with our Executive Directors in detail as well as the impact of your project on Tourism in our area.

Response 4:

Kindly refer to response 2,

Comment 5:

A visit to Koeberg should be arranged by Eskom.

Response 5:

Your comments are noted however this request does not fall with the ambit of the EIA to address. The local community leaders, Thyspunt Alliance members including councillors from Humansdorp visited the Koeberg plant during the last quarter of 2010. This visit was arranged by Eskom through the local community leaders. Koeberg has a visitor's centre which is open to the public throughout the year. Please contact the Koeberg visitors centre directly if you wish to visit.

Comment 6:

Infrastructural constraints must be discussed.

Response 6:

The social impact assessment has raised the constraints on local infrastructure and the likely impacts associated with a development of this nature. Mitigation measures and recommendations are included in the report to address the impacts.

Comment 7:

Synergies between the two parties must be reached.

Response 7:

Your comment is noted.

Yours faithfully
for GIBB (Pty) Ltd

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke.

The Nuclear-1 EIA Team