

5 August 2015

Our Ref: J27035 / J31314

Your Ref: Email received 28 July 2011

The Oysterbay Shop

Mr Rowan Jackson

Email: [oysterbayshop@igen.co.za](mailto:oysterbayshop@igen.co.za)

Dear Mr Jackson



**Tshwane**

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**RE: ESKOM EIA CONCERNS FOR THE PROPOSED NUCLEAR POWER STATION AND ASSOCIATED INFRASTRUCTURE (DEA Ref. No: 12/12/20/944)**

I am the owner of the one and only shop in Oyster Bay. Other than a small tourist season over Christmas and Easter, my shop relies almost entirely on local support from Umzamuwethu and Oyster Bay to keep our doors open and, in return, we offer a vital service to the communities - but especially to black and coloured residents of Umzamuwethu who do not have transport to travel to Humansdorp, St Francis or Jeffery's Bay to do their shopping. As they cannot afford the extortionate cost of taxis, we are the lifeblood for this community, serving as their supermarket, post office and bank (as we also provide postal and ATM services).

However both the Oyster Bay and Umzamuwethu communities are so small, we make just enough to survive during out of season months.

I rely on the shop for my income and to support my family and pay my expenses, and without this income I would not be able to repay my bond or my vehicle.

**Comment 1:**

My concern is that the W4 entrance will have a hugely negative effect on the trading of the shop, and may force us to close our doors, as it will cut off the villages of Oyster Bay and Umzamuwethu from each other.

It was said in the public meetings that a walk-over or walk-under foot path would be built to allow access. This is clearly not suitable as there are a lot of older people from Umzamuwethu who would no longer be able to come to the shop as they would struggle with lots of steps up and down, if a walk-over was built. And if a walk-under path was built, it would in no time become a place where people sleep, take drugs, drink and will provide an out-of-sight place to attack pedestrians, carrying money, who are coming to shop.

Furthermore, with a nursery school, church, pub and many houses only metres from the road, it will be a matter of time before young children excited by the large vehicles, or drunken revellers trying to short-cut across the road, get hurt. Even if you fence the road, you're creating an ugly symbolic barrier between our two communities that hark back to apartheid days and are out of keeping with our times.



GIBB Holdings Reg: 2002/019792/02

Directors: R. Vries (Chairman), Y. Frizlar, B Hendricks, H.A. Kavthankar, J.M.N. Ras

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A list of divisional directors is available from the company secretary.



This plan is going to ruin the nature of both our villages and an alternative route should be considered as the W4 entrance will have a dire negative impact socially and economically on the community and on my business.

Who will take responsibility for damages caused if the W4 entrance goes ahead (particularly as there are good alternative options for the construction entrance)?

If the W4 entrance proceeds and impacts my shop negatively, will I be compensated for this loss and who will compensate me?

I wish to register my protest and look forward to receiving your answers to my queries.

**Response 1:**

Due to the numerous concerns raised regarding the use of the R330 during construction, the Transportation Assessment Report was substantively amended and the feasibility of the western access road was re-assessed. The revised report recommends that a combination of both Oyster Bay Road (Route 1 to western access) and R330 (Route 2 to eastern access) be used for transportation during the construction phase, which will improve the impact on traffic congestion, noise and safety to low / medium. The construction vehicles (normal heavy loads) will utilise only the upgraded Oyster Bay Road (DR1763 - western access) to minimise the impact of construction traffic on the existing network and the infrequent abnormal loads will utilise the R330 (MR381) during the night time. Several bypasses have been recommended for construction traffic to avoid using the Humansdorp Main Street travelling between the N2 and the Oyster Bay Road, as well as to avoid the Humansdorp Main Street to travel between Voortrekker Road (R102) and the R330. The study will form part of the Revised Draft EIA Version 2 which will be made available in due course.

Yours faithfully  
for GIBB (Pty) Ltd



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Nuclear-1 EIA Project Team