

5 August 2015

Our Ref: J27035

Your Ref: Email received 01 August 2011

Email: lldandbdg@mweb.co.za

Dear Mr Gooch



GIBB

ENGINEERING & SCIENCE

Tshwane

Lynnwood Corporate Park
Block A, 1st Floor, East Wing
36 Alkantrant Road
Lynnwood 0081
PO Box 35007
Menlo Park 0102

Tel: +27 12 348 5880
Fax: +27 12 348 5878
Web: www.gibb.co.za

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

Comment 1:

Objection to Nuclear plant at Thyspunt - does anyone actually know where this is?

Response 1:

Your comment is noted. The position of the Thyspunt site and the footprint of the nuclear facility on the site are well documented within the Revised Draft EIR and its associated specialist reports.

Comment 2:

It absolutely amazes me that the powers that be are even considering a situation where thousands of heavy vehicles are going to be using one of the main traffic routes in the country for years on end. Just astounding!

No bridge - No access - No way can we have a Nuclear Plant. Nowhere to escape should there be a disaster

Wall to wall heavy vehicles – day and night – night and day!

The accident rate would be horrendous.

Response 2:

Thank you for your comments. Site safety issues are considered in the Emergency Response and Site Control Reports (Appendix E26 and E27 of the Revised Draft EIR version 1) and will also be dealt with in the NNR process. The EIA further recognises the impact of proposed development on transport infrastructure around the Thyspunt site. The recently revised Transport 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



GIBB Holdings Reg: 2002/019792/02

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

Arcus GIBB (Pty) Ltd, Reg: 1992/007139/07 is a wholly owned subsidiary of GIBB Holdings.
A list of divisional directors is available from the company secretary.



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 3:

Germany is taking their plants out of circulation. England and other countries are reconsidering. Why does South Africa have to act as though a disaster could never happen here?

Response 3:

Thank you for your comment. Europe electricity grid is very integrated, Germany has taken such a decision with the certainty that they can continue to supply electricity through the importation from neighbouring countries such as France. This decision influences the carbon footprint of Germany due to their continued reliance of coal fired power stations which in turn contributes negatively to climate change. The South African government through the Integrated Resource Plan process has considered various alternative technologies. To meet the increasing demand of electricity all available energy sources are required, Nuclear has the benefit of being a low carbon technology which would lower the carbon intensity of South Africa's energy supply. Lastly, South Africa is certainly not acting as though a nuclear disaster could not happen here. It is however well known that South Africa is located on a vastly more stable tectonic environment than that of Japan for instance which is situated close to a major subduction zone within the Pacific Ocean.

Comment 4:

Agriculture will be adversely impacted. Cows hate disturbance when being milked. Did you not know that? Tourism and trucks do not travel well together.

Even overseas tourists travelling the Garden Route will be affected.

Response 4:

Your comments are noted. The Agricultural Assessment (Appendix E21 of the Revised Draft EIR) states that at Thyspunt there will be a short term negative impact on agriculture in terms of dust only during the construction phase. However, there is potential for a positive impact on production by increasing the size of the local market for fresh produce as a result of the influx of population (Nuclear-1 employees and their families as well as construction workers) to the area.

The Tourism Assessment found that at Thyspunt there will be a small-scale, short-term, negative discernible impact on tourism with no overall discernible long-term impact on tourism. GIBB however welcomes any independently researched scientific documentation to the contrary.

Comment 5:

Can you imagine the noise with the drone of hundreds of heavy duty vehicles going up and down the roads?

Response 5:

Your comments are noted. Please note that the Noise specialist report found that no noise impact associated with the construction of new roads to the alternative sites (Thyspunt, Bamtamskip and Duynefontein) was anticipated, excepting the western access road to the Thyspunt site that would pass within 230 m of the Umzamowethu Township. In the latter instance the following recommendations are made:

- Construction processes and machinery/vehicles with the lowest noise emission levels available are utilised;
- A well planned and co-ordinated “fast track” procedure is implemented to complete the total construction process in the shortest possible time; and
- Construction work near residences only takes place during normal daytime working hours.

It should be noted that an alternative to the current western access route to the Thyspunt is being investigated. The results of which will be made available for public comment and review.

The report further found that the transportation of materials and equipment to site would impact on a small number of residences in the nearest informal settlements along the R330 at Sea Vista near the Thyspunt site would be medium. In all instances no noise mitigation would be required in terms of the Noise Control Regulations (NCR).

The transportation of heavy machinery on extra-heavy-duty vehicles travelling very slowly on roads within 1000 m of residences is likely to result in a noise impact of medium intensity but of very short duration. Little can be done to reduce the levels of noise emitted by extra-heavy-duty vehicles. In order to minimize the noise impact on affected communities it is recommended that they be informed prior to any such transportation taking place.

Comment 6:

The housing for the hundreds of drivers and their families are simply not available and once the plant is completed nor will the jobs then required, be available. Back to living in an unsafe environment – burglaries and the treat of a nuclear disaster!

Response 6:

Influx of large numbers of unemployed and unskilled workers would definitely pose challenges if not managed properly. The focus is not on the prediction of an accurate number of possible job seekers, or at what point it will become unmanageable, but on the management of the realities before the development starts, at the beginning and throughout the construction period. Job seekers will flow into the area. Those who do not find employment will move on or some will stay behind hoping to find work in time. The focus of the proposed mitigation measures proposed within the Revised Draft EIR Version 1 and Draft Environmental Management Plan is to limit and manage growth in informal settlements

and the prevention of any illegal squatting by unemployed job seekers. The Social Impact Assessment is clear about the additional pressure placed on social and community services to address growth in population numbers. Clear mitigation measures are recommended to address these inadequate services and facilities. Different role players must take responsibility for the challenges including Eskom as stated in the report.

Comment 7:

This site was proclaimed by the previous government and at that stage there were very few people living in the area permanently. There are now thousands of families in the vicinity. Our voices should be taken into account.

Response 7:

Your comments and concerns are noted and will be added (whether it be one or thousands of comments) to the Issues and Response Report which will form part of the Final EIR to be submitted to the Department of Environmental Affairs for decision making purposes.

Should you have any queries with respect to the above please do not hesitate to contact GIBB.

Yours faithfully
for GIBB (Pty) Ltd

A handwritten signature in black ink, appearing to be a stylized 'S' or similar character.

The Nuclear-1 EIA Team