

NAME & ORGANISATION	ISSUES/COMMENTS	RESPONSE
8. ANCILLARY INFRASTRUCTURE (ROADS, CONSTRUCTION CAMPS ETC.)		
Mr J H Booyesen Klein Zoute Rivier Residents Association	We need to get an agreement that either Eskom or the Municipality will maintain the roads.	All municipalities are involved in the EIA process and the EIA team would welcome an opportunity to discuss the proposed Nuclear Power Station with the Overstrand Local Municipality. It was also noted that representatives from the Overstrand Municipality were present at the meeting. Eskom will engage with the Local Authorities regarding accommodation requirements, and other infrastructure and services that may be required.
Mr Bruce Coultas Cape St Francis Resident	<p>Potential traffic impacts during construction:</p> <ul style="list-style-type: none"> ▪ The current road infrastructure leading from the N2 highway consists of gravel roads passing over drifts. If the transport of major components is undertaken by road a substantial metalled road will have to be constructed. As stated at the meeting the responsibility to construct the road will lay with the National Roads Agency to allow Eskom to carry out their project. ▪ There are two concerns in this regard.1) The cost of construction of a 22 km road will divert funds needed to maintain, repair and construct roads which are essential to the upliftment and improvement of communities in the Kouga district. 2) The impact on the environment during the construction of the road. This may be a separate issue as with the transmission line construction. ▪ A further concern is the transport of major components along the N2 highway from Port Elizabeth. The current height restriction is 4,8 meters due to bridges. Some of the components, steam generators for instance, exceed this in diameter without being loaded onto road trailers. The possibility of bypassing the bridges is available assuming major work is undertaken again by the National Roads Agency. This will further deplete funds for the repair, maintenance and construction of roads in the area. 	Traffic and transportation matters, during construction as well as thereafter for operations, will be informed by the Traffic Assessment that will be undertaken as part of the Impact Assessment Phase of the EIA (Section 10.6.5 of the Scoping Report).
Green Giant Farm	<ul style="list-style-type: none"> ▪ Access roads, township development and use of beach in so far as neighbours are concerned. 	These matters will be addressed in the Social, Tourism and Traffic and Transport Assessments to be

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Mr Douglas Hey Baardskeerdersbos Home Owners Association	<ul style="list-style-type: none"> ▪ The impact on the existing infrastructure. 	<p>commissioned as part of the Impact Assessment Phase of the EIA (Section 10.6.5 of the Scoping Report).</p>
Ms Chrizette Kleynhans Anglo American Black Mountain	<ul style="list-style-type: none"> ▪ Supporting infrastructure. 	<p>Eskom will engage with the Local Authorities regarding accommodation requirements, and other infrastructure and services that may be required.</p>
Ms Sarien Lategan Interested Party	<ul style="list-style-type: none"> ▪ Transport of material /ore to site ▪ Staff accommodation and infrastructure 	
R Mike Longden- Thurgood Environment Representative, Institution of Nuclear Engineers, Environment Correspondent, National Association for Clean Air	<ul style="list-style-type: none"> ▪ Obviously there will be a need for the normal service facilities such as a modern sewage plant and a dumping site for household waste disposal. There may even be a need for an airport. A railway connection would most likely be impracticable. Certainly good access roads would be essential, as they will be in any case for transporting the very heavy plant and equipment to the site by road. ▪ To make all this viable means people, and more people. Therefore I would anticipate two major nuclear sites, each with an output of at least 15 000 MWs, within about 20 to 30 km of each other, with no more than a 20 minute drive to the new town. Let us escape from the township concept. We are dealing with nuclear technology power stations which, due to people's concerns, are likely to be located relatively remote from "civilization". Therefore all the attributes of civilization will have to make available to the operating staff, and be required to be nearby. 	
Mrs Julia Mentor Atlantis Service Centre	<ul style="list-style-type: none"> ▪ Road infrastructure. 	
Mr M Phalane Earthlife Africa	<ul style="list-style-type: none"> ▪ Technical / infrastructure. 	
Mr Ben Rheeder Kouga Municipality Council	<ul style="list-style-type: none"> ▪ Liaise timeously with local municipality regarding services. 	
Mr Mias Strydom Estate Agent	<ul style="list-style-type: none"> ▪ Probable upgrade of infrastructure. 	

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Mr Raymond A Williamson Melkbosstrand Ratepayers	<ul style="list-style-type: none"> ▪ Housing development – short and long term. ▪ Local infrastructure – short and long term. 	
Mr Louis Van Heerden Overstrand Local Municipality	<ul style="list-style-type: none"> ▪ Housing of employees (numbers involved). ▪ Transport of heavy equipment and building materials and effect on local roads. 	
Mr Hannes Booysen Klein Zoutrivier Resident Association	<ul style="list-style-type: none"> ▪ Our interest is mainly the maintenance of access roads within the 5 km restriction around the nuclear power station. 	The maintenance of access roads will be addressed in the Traffic and Transportation Assessments to be commissioned as part of the Impact Assessment Phase of the EIA (Section 10.6.5 of the Scoping Report).
Mr Piet-Nel De Vos	<ul style="list-style-type: none"> ▪ Access routes to site. Infrastructure 	Access routes to the site and associated infrastructure requirements will be addressed in the Traffic and Transportation Assessments to be commissioned as part of the Impact Assessment Phase of the EIA (Section 10.6.5 of the Scoping Report)
Mr Louis De Wet Pearly Beach Conservation Society	<p>Traffic impacts</p> <ul style="list-style-type: none"> ▪ This being a major tourist and vacation area, seasonal traffic congestion is a regular phenomenon. ▪ All the road links can probably be considered as secondary, with the nearest main artery namely the N2, at Botriver or Caledon. ▪ The nearest rail-link is at Bredasdorp. The suitability of this link is unknown, and the road links are questionable. ▪ The traffic impact during the construction phase can only be assessed once the transport mode and daily load requirements in respect of personnel and materials are known. ▪ Operational traffic impact should also be assessed and evaluated. <p>Nuisance impacts</p> <ul style="list-style-type: none"> ▪ The biggest nuisance impacts foreseen will be overcrowding, traffic disruption and congestion during both construction and operational phases. 	Traffic and transportation matters will be informed by the Traffic Assessment that will be undertaken as part of the Impact Assessment Phase of the EIA (Section 10.6.5 of the Scoping Report).

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	<ul style="list-style-type: none"> ▪ Dust pollution can be largely controlled. 	Air quality matters will be informed by the Air Quality Assessment that will be undertaken as part of the Impact Assessment Phase of the EIA (Section 10.6.5 of the Scoping Report).
Mr Gerald Willem Henrici Pearly Beach Conservation Society	<ul style="list-style-type: none"> ▪ Road infrastructure inadequate. ▪ Provision of sewerage treatment facilities. 	These matters will be addressed in Traffic and Transportation Assessments and Traffic Assessments to be commissioned as part of the Impact Assessment Phase of the EIA (Section 10.6.5 of the Scoping Report).
Mr Luke Hutchinson	<ul style="list-style-type: none"> ▪ Impact of road, water, electrical infrastructure that is build to link plant. 	Eskom will engage with the Local Authorities regarding accommodation requirements, and other infrastructure and services that may be required.
Mr Hannes Booyesen Klein Zoutrivier Resident Association	<ul style="list-style-type: none"> ▪ Our interest is mainly the maintenance of access roads within the 5 km restriction around the nuclear power station. 	The maintenance of access roads will be addressed in the traffic assessments to be commissioned as part of the Impact Assessment Phase of the EIA (Section 10.6.5 of the Scoping Report).
Mr Hannes Booyesen Klein Zoutrivier Residents Association	<ul style="list-style-type: none"> ▪ The gravel road which leads to the 20 small holding/small farms has only one escape route. ▪ The maintenance of the roads should become the responsibility of the local authorities. If not, Eskom should take responsibility because development is not possible due to limitations set by Eskom. 	All aspects of potential traffic impacts and infrastructural requirements both during the construction and operational phases with be assessed in the Traffic and the Traffic and Transportation Assessments, which have been commissioned as part of the Impact Assessment Phase of the EIA (see Section 10.6.5 of the Scoping Report).
Dr Johannes Hendrik Ellis AP Church	<ul style="list-style-type: none"> ▪ Would the road to Oyster Bay be able to handle heavy vehicles? 	
Ms Kali Griffin Wolvengat Farmer	<ul style="list-style-type: none"> ▪ Roads can hardly cope with our holiday traffic – What traffic proposals in this field to deal with increased road use – build materials – workers and their vehicles etc. How many extra vehicles workers and big trucks etc. ▪ What will you do about congestion in season? 	
Mrs Sara Stevenson	<ul style="list-style-type: none"> ▪ Lack of roads facilities. Total lack of appropriate transport for locations 	

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R.D.V. Nothnagel Pearly Beach Ratepayers Association	Roads and road transport: <ul style="list-style-type: none"> ▪ There is only one access road, the R43 to the area, This road was very new when the Nuclear Site Investigation Programme (NSIP) took place. This scenario has now changed. The road is showing signs of potholing and deterioration and will definitely not be able to handle the increased traffic and extremely heavy loads that will be needed during the construction phase. ▪ The new access road, that was planned to connect Bredasdorp and Gansbaai, has been stopped and has not yet reached Elim. ▪ I also think that it would be unwise to transport large tonnages of nuclear waste through, as your presenter stated at the meeting, the highest potential development areas in the country. ▪ From an economic viewpoint, I would think it obvious that the siting of a nuclear plant should be as near as possible to the waste disposal site, i.e. Vaalputs and pass through less densely populated areas, such as the case would be if the plant was sited on the West Coast. 	The optimum siting of a power station (of any kind) is influenced by many factors, apart from the environmental impacts of the activity on the site and environs. Transportation to and from the site, of supplies and of waste for disposal, is only one of the aspects that influence the economic viability of the proposed power station and its optimal siting. Traffic and transportation matters will be informed by the Traffic Assessment that will be undertaken as part of the Impact Assessment Phase of the EIA (Section 10.6.5 of the Scoping Report).
Mr Louis van Heerden Overstrand Municipality	<ul style="list-style-type: none"> ▪ Infrastructure requirements from already overstressed municipalities (e.g. water, sewerage, refuse removal). 	These matters will be addressed in the Infrastructure and Social Impact Assessments as part of the Impact Assessment Phase of the EIA (Section 10.6.5 of the Scoping Report). Eskom will engage with the Local Authorities regarding accommodation requirements, and other infrastructure and services that may be required.