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**PROPOSED REZONING & CONSENT USE
FOR *LEPPAN FARMING PTY LTD***

**WOODVILLE 172/17, MANDALAY MINOR ROAD
GEORGE MUNICIPALITY & DIVISION**



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<https://gis.elsenburg.com/apps/cfm/#>

<https://gis.george.gov.za/portal/apps/webappviewer/index.html?id=0283eccf869641e0a4362cb099290fca>

<https://www.google.com/earth/>

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**PROPOSED REZONING & CONSENT USE:
WOODVILLE 172/17, MANDALAY MINOR ROAD
GEORGE MUNICIPALITY & DIVISION**

1. BACKGROUND INFORMATION

Woodville 172/17 is one of the Woodville farms north-east of Hoekwil & Touwsrante and located ±100m south of the *Seven Passes Road* (Main Road 355). The property is characterised by intensive, commercial agriculture and an airfield that has been in this position since 1996 (27 years), known as *The Leppan Airfield*.

The owner of Woodville 172/17, *Leppan Farming Pty Ltd*, is the purchaser of 95% of all brussels sprout seeds in South Africa and also the only exporter of brussels sprouts. He supplies the four biggest supermarket chains in the UK, namely *Marks & Spencer, Sainsbury's, Tesco and Morrisons*. He is also the supplier of 40% of table celery in South Africa and his South African market includes *Woolworths, Shoprite Group, Spar and Pick 'n Pay*. The airfield is located between the vegetable fields which is also used for access to and from these fields. Cattle graze here to. It should be noted that *Leppan Farming* employs ±600 people from the George and Knysna district.

Before 1981, the airfield was located on Woodville 172/1 (*Oakhurst Farm*), directly west of Woodville 172/17 for many decades - for exactly how long is unknown. The airfield was moved from Woodville 172/1 in 1981 to Woodville 172/13 due to the new power lines running east-west through this greater area, which includes the southern boundary of the subject property. From 1981 to 1996 (15 years), the airfield was therefore located on Woodville 172/13 (abutting the subject property on the eastern side) after which it was moved about 300m to the west, onto Woodville 172/17, upon the sale of Woodville 172/13.

The reason for the establishment of an airfield in this area many decades ago was primarily for crop spraying. The latter is limited today due to the many changes in traditional agriculture in recent decades.

With the former Section 8 Zoning Scheme Regulations (1988) an airfield was considered part of the agricultural environment as it was not addressed specifically for properties zoned Agriculture Zone I. In the current and former George Integrated Zoning Scheme By-law (2017 & 2023), airfield is listed as a consent use for properties zoned Agriculture Zone I. As a result, *The Leppan Airfield*, as it has been in existence for many decades, has never before been subjected to land use or environmental legislation. It has however always been strictly complying with the legislation regarding airfields and flight, as the *South African Civil Aviation Authority (SACAA)* does regular inspections.

As requested by the Municipality, the property owner is now following the processes as determined by the land use and environmental legislation. *Marlize de Bruyn Planning* was appointed to address the land use requirements for this land use application to authorise the airfield, and ancillary uses, in terms of the zoning scheme. The power of attorney attached as **Annexure 1** to this report.

1.1 APPLICATION

This land use application for Woodville 172/17 entails the following:

- **Rezoning** in terms of Section 15(2)(a) of the George Municipality: Land Use Planning By-law (2023) of ±700m² of the property from Agriculture Zone I to Community Zone I (place of instruction);
- **Consent use** in terms of Section 15(2)(o) of the George Municipality: Land Use Planning By-law (2023) for an airfield (Agriculture Zone I).

1.2 PROPERTY DETAILS

The table below includes relevant information regarding Woodville 172/17.

Property Description:	Woodville 172/17
Physical Address:	Mandalay Minor Road (-33.937690, 22.665859)
Owners:	Leppan Farming Pty Ltd
Title Deed No:	T60671/2016 (Annexure 2)
Bond Holder:	Nedbank (Annexure 3)
Extent of the property:	147.4190 ha
Zoning of the property	Agricultural Zone I
SG Diagram	1288/2016 (Annexure 4)

The attached conveyancer's certificate (**Annexure 5**) confirms that the title deed includes no restrictions regarding the land use application proposed for Woodville 172/17. The property is subject to a water furrow servitude in favour of Avontuur 166/13. The property is also entitled to a water and damming servitude over Remainder Avontuur 166. The servitudes of water rights are not affected by this land use application. The relevant Surveyor-General Diagrams are contained in **Annexure 4**.

2. CONTEXTUAL INFORMANTS

2.1 ZONING & LAND USE

Woodville 172/17 is a 147.4190ha property zoned Agriculture Zone I (AZI) in terms of the George Integrated Zoning Scheme By-law (2023) and used accordingly for decades to grow vegetable crops (intensive agriculture and agriculture related activities) with an airfield.

In recent years, flight training was added for reasons discussed in the paragraphs to follow. It is incidental to this airfield as this type of training cannot be accommodated at the *George Airport*. Initially, this flight school facility offering flight training was to be accommodated as a temporary departure and then changed to consent use for a cottage school (see discussion on the pre-application in Par. 5 of this report). Due to the final land use description for cottage school being altered significantly from the draft, this use can no longer be used for this land use application. This is discussed in more detail later in this report.

2.2 LOCALITY

The subject property is located about 3.5km east of Touwsranten, a small rural settlement, and about 2km south of the Woodville Big Tree. The property is surrounded by other agricultural properties. A locality plan is attached hereto as **Annexure 6**.

The greater Woodville area is characterized by intensive, commercial agricultural activities which includes the cultivation of vegetables, nuts, and also dairy farms. The Woodville farms are located in the more level “plateau” between the *Outeniqua Mountains* (north) and the smaller mountain valleys (south) and provides the ideal topography for the airfield use. The locality of the Woodville farms is also very central in terms of the *Garden Route* and can be a vital emergency aircraft landing and take-off site for, *inter alia*, fire rescue services. The image below indicates the location of the airfield (yellow lines), the plateau (faded yellow), and the steepest slopes of the surrounding mountains (red).



2.3 CHARACTER OF THE PROPERTY & AREA

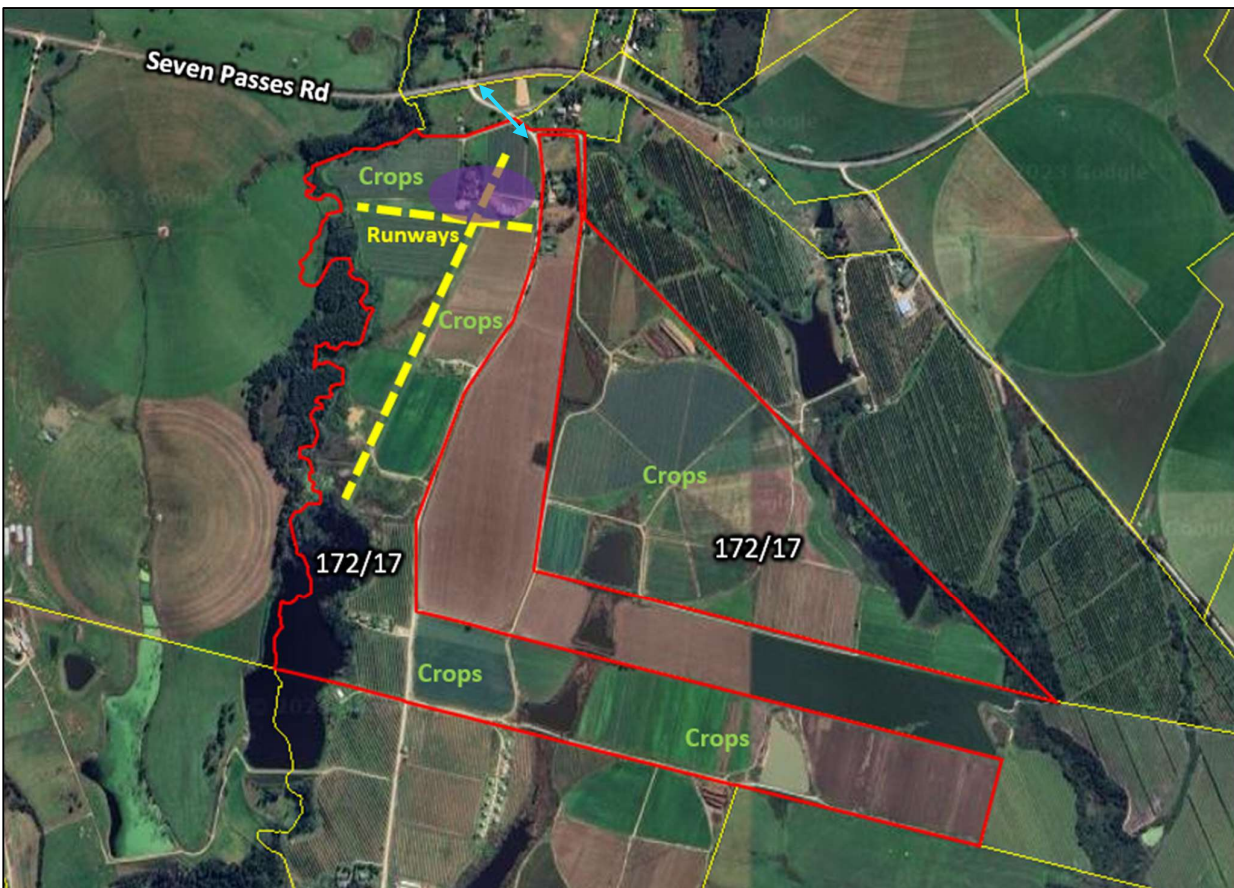
Woodville 172/17 is an unusually shaped property in the rural area of the George Municipality just outside Hoekwil. Woodville 172/17 is 147.4190 ha and is one of the larger Woodville farms.

Woodville 172/17 is used for intensive agriculture and is populated with ancillary structures across the western section of the property, including a dwelling house, labourer’s cottages, storerooms, and managers’ homes.

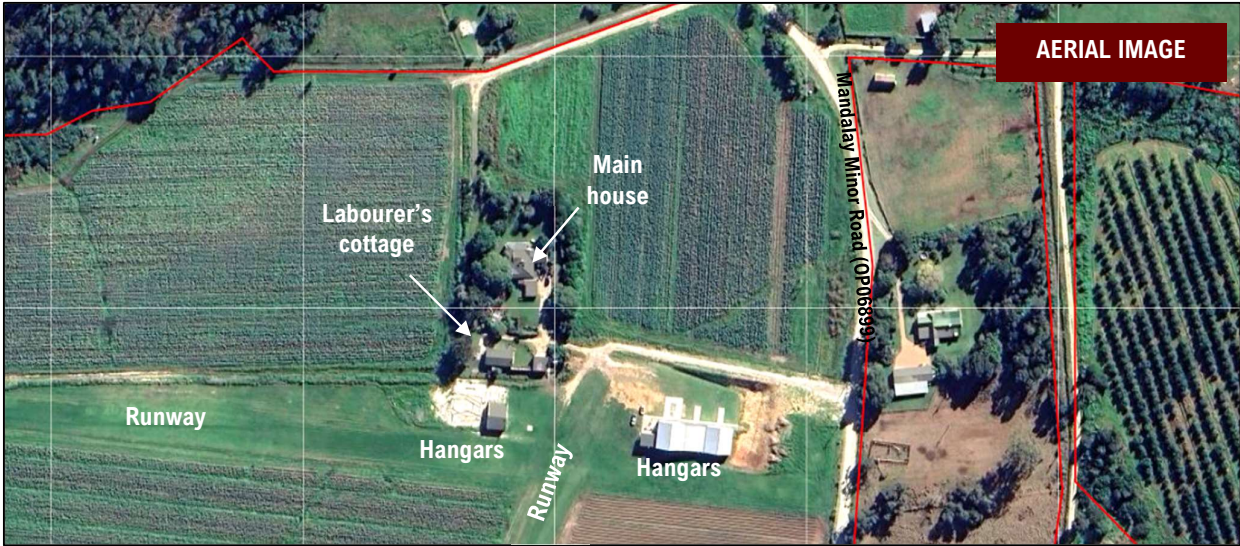
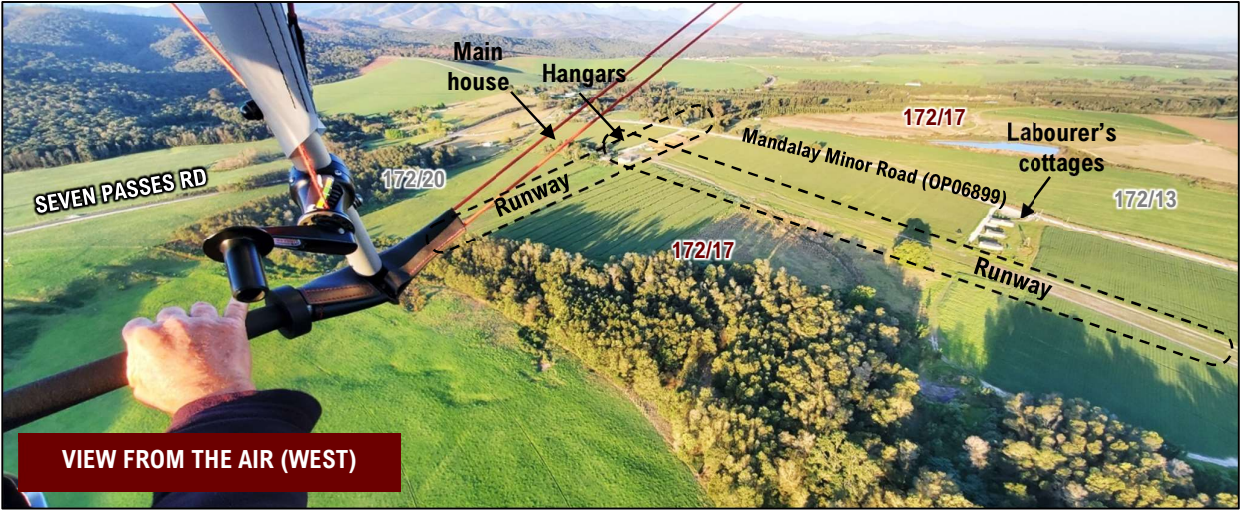
Also on the property, and the subject of this land use application, is *The Leppan Airfield* with its associated hangars and facilities. The airfield runways span 850m from NNE to SSW and 450m from W to E. The existing hangars are used for the storing of aircraft and for educational purposes.

The following image shows the longstanding character and use of the property. The purple demarcation on the aerial photo below shows the cluster of development, namely hangars for the storage of aircraft and training, the primary dwelling, a labourer's cottage, and a clubhouse.

Access to Woodville 172/17 is from Minor Road 6899 (also known as Mandalay Road) that flows from the Seven Passes Road (Main Road 355) in the north over Woodville 172/20 (blue arrow).



The photos on the following page provide more visual details of the airfield and its surrounds.



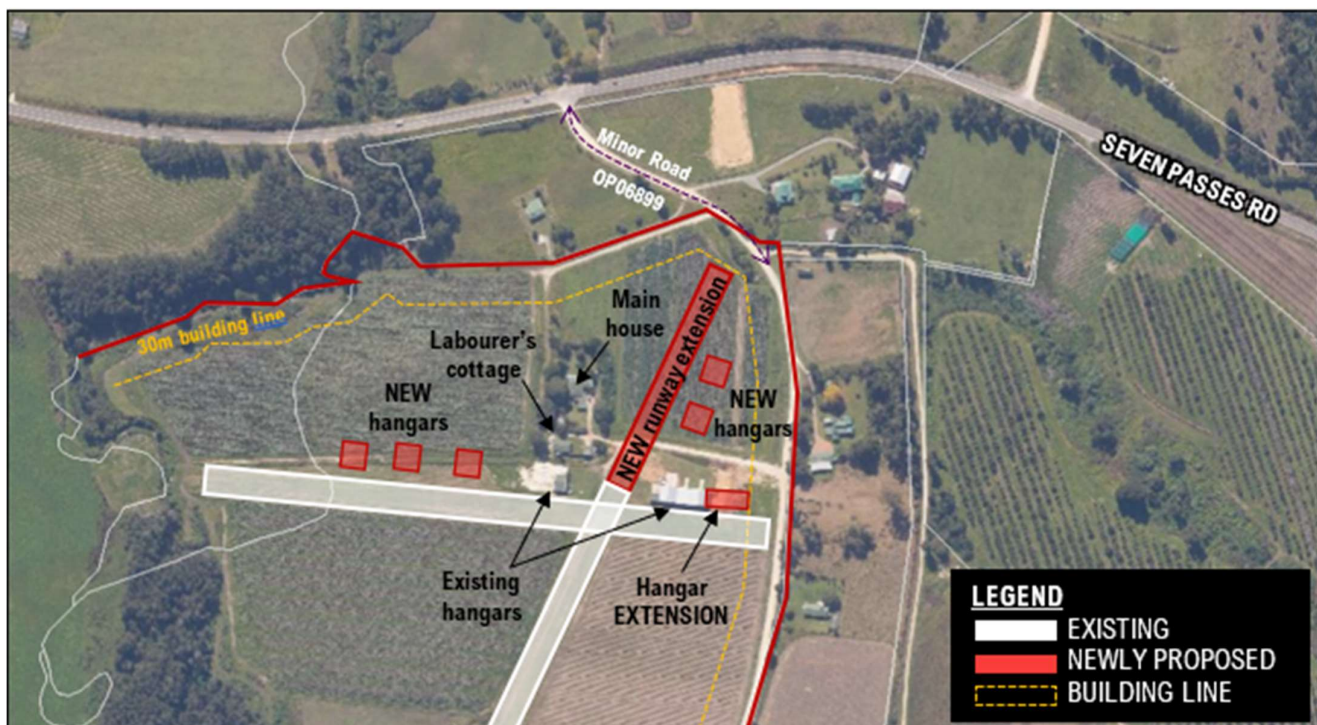
With the former Section 8 Zoning Scheme Regulations not making any specific reference to airfields, an airfield was considered part of the agricultural environment by the authorities of the time as it was not addressed specifically for properties zoned Agriculture Zone I.

In the current Zoning Scheme By-law (2023 & the former 2017 zoning by-law), airfield is listed as a consent use for properties zoned Agriculture Zone I. As a result, the extent of the airfield, as it has been in existence for many decades, has never before been subjected to land use or environmental legislation. It has however always been strictly complying with the legislation regarding airfields and flight. As mentioned, the SACAA does regular inspections.

Regarding the flight school, as seen in this report, it can only be addressed as a temporary departure or through a spot zoning. Therefore, a rezoning of $\pm 700\text{m}^2$ of the property from Agriculture Zone I to Community Zone I (place of instruction) is necessary. The initial intention was to accommodate this facility, which is ancillary to the airfield, as a cottage school which was included now as a consent use in the new zoning by-law promulgated on 6 October 2023. As stated, the land use description for this use changed in such a manner that it cannot be used. We also provided comment during the public participation process for the new zoning by-law regarding our concern that the proposed land use description for cottage school is too limiting for its understood intention. The final land use description is now even more restrictive.

3. DEVELOPMENT PROPOSAL

It is proposed to extend the longstanding runway with 175m to the north, to build at least 5 new hangars, and to extend the existing hangar. This runway is currently 850m long and will then be 1025m long. The cross runway is 450m long. The runway extension and additional hangars will not encroach on the 30m building line. The additional hangars are proposed along the latitudinal runway and will also comply with the relevant development parameters. See the aerial image below in this regard.



As mentioned earlier in this report, the airfield (and its previous locations) were primarily for crop spraying which is limited today but it still happens. The property owner (and farmer) as a significant producer for South Africa and internationally, also uses the airfield to fly to other farms in South Africa where he also produces niche crops for the local and international market. It is therefore an integral part of his business operations.

Flight training - the type of training that cannot be accommodated at the George airport – is provided at the *Leppan Airfield*. The training offered here can only be given at such airfields for which it is registered with the *South African Civil Aviation Authority (SACAA)*. The *Leppan Airfield* is the only airfield in the Western Cape where training for microlights (trikes) take place. The only other locations in South Africa for microlights training are in Babsfontein, Gauteng and in the south of KZN. The facility in East London has closed.

The aircrafts flown from the *Leppan Airfield* (as registered with the SACAA) are microlights, gyrocopters, and fixed wing aircraft and the SACAA do regular inspections of the *Leppan Airfield* as required by law.

This airfield is registered with the SACAA as a place of training for pilots and flight training which commonly accompanying an airfield. A temporary departure is proposed to address the ancillary use of a place of instruction on Woodville 172/17. A place of instruction (as described in the George Integrated Zoning Scheme By-law, 2023) is not directly associated with Agriculture Zone I-properties at this point in time.

For training purposes, the airfield has a carrying capacity of up to 600kg (this is for all aircraft flying on a part 62 licence). Microlights are not encouraged at the *George Airport* as they fly to slow and would be a hinderance to commercial operations. No microlight training takes place at any commercial airport for this reason.

The *Leppan Airfield* is at times used by pilots from *George Airport*, in training, as a safe haven for forced landing exercises (public roads, agricultural fields cannot be used for training purposes as it creates unnecessary dangerous situations).

The Bateleurs, the 'environmental air force', also use the *Leppan Airfield*. They are a group of volunteers providing their time and aircraft, flying missions to help conserve and protect our environment. Beneficiary organisations are provided with a free-of-charge aerial service to assist with a wide range of environmental issues.

This airfield is further also used by the property owner for personal recreational purposes, flying with friends. Some friends leave their aircraft at the farm (since 1996). Visitors to the area, whether for business or pleasure at times also use the *Leppan Airfield*. E.g. Woolworths coming to *Leppan Farming* for inspections, fly in to the airfield from time to time.

Tourists/Visitors to the area often fly in with their personal aircraft (fixed wing aircraft) to *Leppan Airfield*, leave the aircraft here, and then stay at guest farms and other guest facilities of the Southern Cape. This is an important service available for the tourism industry. To further support the tourism industry, skydiving is to be provided. It will complement the important contribution activities such as paragliding offers to our area.

The *Leppan Airfield* therefore has many uses, all under strict regulation by the SACAA. The flight training and recreational use of the airfield brings not only South Africans to the area but also many from abroad. Thus, as requested by the Municipality, the property owner is following the processes as determined by the land use and environmental legislation for this airfield which has been in this position since 1996.

Along with applying for the relevant land use authorisations, the intention to extend the longitudinal runway to make it better usable by the disaster management organisations of the greater Southern Cape in the event of emergency such as during mountain fires.

The primary land use on the property, namely agriculture, remains unchanged. All aerial images show the agricultural fields of this farm. Site plans (with and without the aerial image) are attached to this motivation report as **Annexure 7** and building plans for the existing hangers as **Annexure 8**. The zoning plan is attached as **Annexure 9**.

Documentation relating to the SACAA are attached hereto as **Annexure 10**.

4. CONSIDERATION OF THE APPLICATION

The criteria for the consideration of land use applications as per the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) (SLPUMA), the Western Cape Land Use Planning Act, (Act 3 of 2014) (LUPA) and the George Municipality: By-law on Municipal Land Use Planning (2015) builds on each other. SLPUMA introduced legislative and procedural changes to the management of land use planning in South Africa. The Western Cape Province followed with LUPA, George Municipality with the Municipal Land Use Planning By-law (2015). What is relevant to this land use application is discussed in the paragraphs to follow.

4.1. STATUTORY INFORMANTS

4.1.1. SPATIAL PLANNING & LAND USE MANAGEMENT ACT, 2013 (SPLUMA)

Section 7 of this Act sets out the five development principles that are applicable to spatial planning, land development and land use management and section 42 of SPLUMA then refers to the factors that must be considered by a municipal tribunal when considering a land use planning application, which include but are not limited to:

- Five SPLUMA development principles;
- Public interest;
- Constitutional transformation;
- Respective rights and obligations of all those affected;
- State and impact of engineering services, social infrastructure and open space requirements;
- Compliance with environmental legislation.

Relevant aspects not addressed earlier in this motivation report, are addressed below:

4.1.1.1. Five development principles

The *Spatial Planning and Land Use Management Act, 2013* (Act 16 of 2013) (SLPUMA) introduced legislative and procedural changes to the management of land use planning in South Africa. It includes five development principles which applies to spatial planning, land development and land use management. These five development principles, namely spatial justice, spatial sustainability, efficiency, spatial resilience, and good administration applies in a varying degree to the airfield located on Woodville 172/17.

Spatial Justice 7(a): No past spatial or other development imbalances are found to be relevant in this instance.

Spatial Sustainability 7(b): The proposed application on Woodville 172/17 will promote the principles of socio-economic and environmental sustainability by:

- not harming prime and unique natural areas;
- promoting land use in an appropriate location that is sustainable, and will not contribute to urban sprawl;
- not negatively affect the effective and equitable functioning of land markets.

Efficiency 7(c): The proposal on Woodville 172/17 will optimize the use of existing resources (airfield) and the accompanying infrastructure (hangars, ablutions, etc).

Spatial Resilience 7(d): The proposal on Woodville 172/17 will not affect the livelihoods of communities that are likely to suffer the impacts of economic- and environmental shocks. It rather provides a service to the greater George and Southern Cape during e.g., fires.

Good Administration 7(e): All spheres of government must ensure an integrated approach to land development and all departments must provide their sector inputs and comply with prescribed requirements during the preparation or amendments of SDFs. This indicates the responsibilities of all involved in any land use matter.

The paragraphs above show that the airfield on Woodville 172/17 supports the relevant development principles of SPLUMA.

4.1.1.2. Public Interest

As the *Leppan Airfield* has been in this location since 1996 and on abutting properties for decades as discussed earlier in this report, it cannot be expected to have a negative impact on the area and its residents. As also mentioned with the former Section 8 Zoning Scheme Regulations airfields was not addressed specifically for properties zoned Agriculture Zone I – it has always been regarded as part of the agricultural environment.

Airfields are however not a general occurrence on all farms. As shown earlier not all farms are suitable for this purpose. According to need, it can be described as spread out over the region – an airfield is located at Pletternberg Bay, Rheenedal and Mossel Bay. Also, Oudtshoorn has an airfield used for especially training. Woodfield Farm located between George and Wilderness Heights have also been used as an airfield. The George Municipality has also created an airfield abutting Denneoord a few years ago and the George Airport brought an important service to the Southern Cape many decades ago.

Regarding possible noise concerns, the airfield's location in a rural area is well-suited for mitigating sound-related issues. The vast landscape allows sound to disperse naturally. Important, as stated, this airfield has been part of this area for decades. The public interest of this land use application is therefore regarded as limited.

Attached hereto as **Annexure 11** is letters from neighbours and other interested parties regarding support for the *Leppan Airfield* and the associated activities.

4.1.1.3. Municipal Engineering Services & Access

No municipal engineering services are provided to the property and ESKOM supplies electricity directly. Vehicular access will remain from Minor Road 6899 and will not change following this land use application. Ample space for parking is available.

4.1.1.4. Environmental considerations

The areas where the additional hangars, extension of existing hangars, and extension of the runway are proposed are already disturbed as the farm has been used, and still is, for agricultural purposes.

The applicability in terms of the National Environmental Management Act (1998) are being addressed by *R3Green Environmental Consultancy*. The Department of Environmental Affairs & Development Planning (DEADP – Environmental Impact Management Service) has concluded per e-mail that this proposal does not trigger NEMA. We await the formal letter and will provide it to the Municipality as soon as available.

4.1.2. WESTERN CAPE LAND USE PLANNING ACT, 2014 (LUPA)

LUPA requires that local municipalities consider the following when deciding on land use applications:

Applicable spatial development frameworks:

- Applicable structure plans;
- Land use planning principles referred to in Chapter VI (Section 59) which is an expansion of the five development principles of SPLUMA;
- Desirability of the proposed land use; and
- Guidelines that may be issued by the Provincial Minister regarding the desirability of proposed land use.

The land use planning principles expands on the five development principles of SPLUMA which is discussed in foregoing paragraphs and desirability of the proposed land use is addressed in Paragraph 4.3.

Section 19(1) and (2) of LUPA refers to **consistency** and **compliance** of a land use proposal regarding spatial development frameworks or structure plans. Considering the aim of this land use application for Woodville 172/17, no conflict was found with the George Municipal Spatial Development Framework (GMSDF).

4.1.3. GEORGE MUNICIPALITY: LAND USE PLANNING BYLAW, 2015

The general criteria for the consideration of applications in terms of this By-law are included in Section 65 which, inter alia, includes:

- Desirability of the proposed utilisation of land;
- Impact of the proposed development on municipal engineering services;
- Integrated development plan, including the municipal spatial development framework, the applicable local spatial development framework and/or local structure plans;
- Relevant municipal policies;
- Western Cape Provincial Spatial Development Framework;
- Section 42 of SPLUMA (public interest, constitutionality);
- Land use planning principles transposed from LUPA; and
- Provisions of the applicable zoning scheme.

The above is addressed elsewhere in this motivation report as relevant.

4.1.4. GEORGE MUNICIPALITY: INTEGRATED ZONING SCHEME BY-LAW, 2023

Woodville 172/17 is zoned Agricultural Zone I (Agriculture) (AZI) in terms of the George Integrated Zoning Scheme By-law (GIZS) (2023). The zoning of the property will not change following the approval of this land use application except for a portion of $\pm 700\text{m}^2$ of the property for the flight school (Community Zone I – place of instruction). The intention has never been to rezone a portion of the property, but the new zoning by-law (6 October 2023) has necessitated this. As described extensively in this report, this flying school is incidental to the airfield. It is authorised by the SACAA and one of only three locations in South Africa where this type of training takes place. As also mentioned most training occurs in the air and not on the ground. See especially Paragraph 1 and 3 of this report.

An airfield is a possible consent use for properties zoned Agriculture Zone I (2017 and 2023 zoning by-law). The *Leppan Airfield* is an existing use on this property for 27 years and are integrated into the agricultural fields on the property. The former 2017-zoning by-law replaced the Section 8 Zoning Scheme Regulations. At that point in time the airfield was already in its position for 21 years.

The runways on Woodville 172/17 are 850m & 450m in length and has been in this location since 1996. The existing runway and hangars comply with the land use description of airfield and the proposed extension of the longstanding runway and additional hangars will also comply therewith. As mentioned earlier it is proposed that the 850m runway be extended with 175m to 1025m.

Land use description: "airfield" means runways and associated buildings for the take-off and landing of light aircrafts but may not be used for a flight school or flight training.

To address the exclusion of a flight school or flight training, the rezoning of a portion of the property is needed. The primary land use for Community Zone I is place of instruction. This place of instruction will be restricted to the flight training facility as located on the property with an area of $\pm 700\text{m}^2$.

4.2. SPATIAL PLANNING INFORMANTS

4.2.1. WESTERN CAPE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK (PSDF) (2014)

The PSDF aims to restructure the urban and rural landscape of the Western Cape to offer socio-economic opportunities for all. The proposed land use on Woodville 172/17 will not negatively affect the rural-space economy of the Western Cape.

Section 3.2.3.3(4) of the PSDF regards development outside the urban edge and states:

Compatible and sustainable rural activities (i.e., activities that are appropriate in a rural context, generate positive socio-economic returns, and do not compromise the environment or ability of the municipality to deliver on its mandate) and of an appropriate scale and form can be accommodated outside the urban edge (except in bona fide wilderness areas).

An airfield is a compatible rural activity. The airfield on Woodville 172/17 is certainly of appropriate scale and does not compromise the environment or agriculture in any way. It is needed for agricultural purposes as described earlier in this motivation report. The positive socio-economic returns of the airfield on Woodville 172/17 are:

- The airfield is often used by tourists and aviation enthusiasts interested in recreational flying. This essentially supports local tourism, possible bringing in visitors who spend money on accommodation in the surrounding area and use other services in the area.
- The airfield supports agricultural productivity by enabling crop dusting and aerial spraying. The property owner can more easily visit his producers elsewhere in South Africa and some inspectors fly in at times.
- The airfield offers flight training and provides valuable learning opportunities for aspiring pilots – which cannot be accommodated at airports such as the George Airport.
- The locality and availability of the extended airfield can contribute to improving emergency response capabilities in the Southern Cape.

The airfield on Woodville 172/17 is considered to have a positive socio-economic impact on the area and does not compromise the aspects mentioned in the PSDF. The nature and aim of this land use application is found to not create any conflict with the PSDF.

4.2.2. WESTERN CAPE LAND USE PLANNING GUIDELINES: RURAL AREAS (2019)

Woodville 172/17 is located in the agricultural area east of Touwsranteen, outside of the urban edge. The *Western Cape Land Use Planning Guidelines: Rural Areas (2019)* therefore applies to Woodville 172/17. The relevant objectives of agriculture areas as per the *Rural Areas guideline* are:

- *Protect agriculture as the primary land use in the rural landscape.*
- *Improve the economic viability of farms through the intensification and diversification of agricultural production and improve enterprise opportunities within the food system.*

The primary land use on the property remains agriculture. The airfield supports agricultural activities on the property and provides other functions such as training and recreation as described earlier. The proposal for Woodville 172/17 is thus found to be compliant with the abovementioned objectives.

The *Rural Areas Guideline* further provides guidance of implementation. The relevant guidelines are:

- *Farm buildings and associated structures should be clustered within the farmstead precinct.*
- *Buildings accommodating land uses ancillary to or associated with agriculture (e.g., guest house), should be located within the farmstead precinct, preferably using existing structures. Where new buildings are erected, these should be on previously disturbed footprints within, or adjacent, to the farm homestead and not on cultivated land and should include appropriate buffers, landscaping, and screening to reduce their visual impact on the rural landscape. Information on the architectural design must be provided, for the purposes of the heritage and visual assessments.*
- *Buildings accommodating land uses ancillary to or associated with agriculture, should not detract from the functionality and integrity of farming practices and landscapes and be of an appropriate scale and form. These include abattoir, additional dwelling units, **airfield**, and animal care centre, aquaculture, camping site, farm shop, freestanding base telecommunication station, and function venue, guest house, off road trail, plant nursery, quarry, renewable energy structure, tourist facilities and utility service.*

The hangars, dwelling house, and ablutions are indeed all clustered in the northern section of the property around the airfield (see site plan attached). Workers' cottages are also clustered together more to the middle of the farm for the most practical accessibility to all the crops. The extension to the hangars and new hangars is proposed in the existing cluster of structures on the property and within the existing activity footprint and not on cultivated land.

The airfield and the extensions of buildings will not detract from the functionality or integrity of the agricultural activities. We conclude that the development proposal for Woodville 172/17 holds no conflict with the *Western Cape Land Use Planning Guidelines: Rural Areas (2019)*.

4.2.3. GEORGE MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (GMSDF) (2023)

Woodville 172/17 is an active crop producing farm of the primary sector and has a wide-reaching distribution network. The airfield on the farm contributes directly to the success of the agricultural enterprise thereon. The airfield also attracts certain tourist activity and is the only airfield of its kind in the area of George Municipality that lends itself to flight training for microlights, gyrocopters, and fixed wing aircraft, as described.

In terms of spatial elements, the Woodville farms and Woodville 172/17 specifically can be classified in as a *Retained Rural Area (7) and/or Intensive Agriculture (12) where (b) development should comprise of natural/scenic/cultural compatible land uses informed by transformation thresholds, including:*

- *Resort and holiday accommodation;*
- **Recreation facilities;** and
- *Social and Community Facilities (e.g., ECDs).*

The airfield does provide a recreational facility. The agricultural activities on the property are not negatively impact on but enhanced and supported. An airfield has been part of the area's character for many, many decades. The provision of an airfield on Woodville 172/17 is therefore found not to be in conflict with the GMSDF as required in terms of Section 19 of the *Western Cape Land Use Planning Act, 2014* (LUPA).

4.3. NEED & DESIRABILITY

Need depends on the nature of a development proposal and is based on the principle of sustainability. This motivation report has shown that the consent use of an airfield on Woodville 172/17 does not impact negatively on the character of the property, the environment, or the area. The various uses of this airfield are fully described and discussed in the paragraphs of this motivation report. The temporary departure to also use the airfield as a flight training centre will fulfil the need for aspiring pilots to train their skill and for the owner to provide a scarce service (opportunity) in the Garden Route. The services provided on the *Leppan Airfield* is the only of its kind in the Garden Route and one of only 3 in South Africa. If there was no need for this airfield from an agricultural, recreational and training perspective, it would have ceased to exist.

Desirability, from a planning perspective, is defined as the degree of acceptability of a proposed development on a property. The relevant factors include the physical characteristics of the property, existing planning in the area, character of the area, the locality and accessibility of the property as well as the provision of services.

Physical characteristics of the properties

This proposal for the consent use for the airfield will have no effect on the physical characteristics as the airfield has been in its current position for almost 30 years. The airfield is accommodated between the agricultural fields where the crops are grown. The airfield is also the access to the agricultural fields for the farm vehicles. It therefore has a dual purpose.

Existing planning in the area

This land use application is not found to be in conflict with the George Municipal Spatial Development Framework (GMSDF).

Character of the area

As discussed, and shown earlier in this motivation report, the proposed consent use will have no negative effect on the character of the area as the airfield is longstanding. The temporary departure to use the airfield for flight training will not have any other impact on the character of the area, than the airfield itself.

Provision of services

The availability of municipal engineering services is limited. See Paragraph 4.1.1.3 in this regard.

Economic impact

The *Leppan Airfield* and the ancillary training provided only has positive economic impacts as described in the paragraphs of this report. Not having this airfield will however have a dramatic negative economic impact. It will hinder the agricultural activities immensely, take away an important training facility (one of only three in South Africa) and prevent recreational activities which supports amongst other industries, the tourism industry of the Southern Cape.

Direct impact on surrounding properties

As described, this airfield has been part of the area in the current position since 1996 and on abutting properties for numerous decades.

It is our view that the need and desirability of the consent use & temporary departure for Woodville 172/17, shows no negative impacts.

5. PRE-APPLICATION CONSULTATION

The pre-application consultation was held on 8 May 2023 and is addressed in the ensuing section. the pre-application consultation is attached as **Annexure 12**.

TOWN PLANNING

Training centre/School

- *The current zoning scheme does not allow for a 'school/training centre' as a primary right or as a consent under "Agricultural Zone I".*
- *Temporary departure thus to be submitted for the 'cottage school'. Refer to the proposed definition for a 'cottage school' in the draft Zoning Scheme which reads as follows: "Land use description: "cottage school" means a place of instruction situated on an agricultural land unit which provides a service to the surrounding rural community, where the buildings do not exceed a floor area of 250m² and the total footprint of the school premises, including all associated facilities is not more than 1000m² and includes - (a) a religious centre;" *note: the proposed zoning scheme is currently in*

public participation process and not finalized/approved as yet. The later zoning scheme propose a 'cottage school' as a consent under "Agricultural Zone I" properties.

Noted. As discussed in this report, the final land use description for cottage school was changed significantly resulting in a proposed spot zoning requested through this land use application.

- *To specify the number of students, operating times and type of education presented at the training facility.*

The number of students varies between 5 and 10 students and is limited as the flight training is specialised. Operating times correspond with the requirements for the type of training, e.g. certain number of flight hours. No training takes place at night or on Sundays. As flight training is provided, many hours are spent in the air. The training is of course also weather permitting. On the ground, in the hanger, theory is addressed and matters such as checking that all is in order with the aircraft prior to take-off and thereafter.

Airfield

- *Consent use application will be required in terms of the Airfield if no historical approval is provided.*

As conveyed in correspondence, during discussions and as included in this motivation report, the former Section 8 Zoning Scheme Regulations did not require airfields on farms to obtain land use approval. The *Leppan Airfield* is registered with the SACAA and complies with all relevant legislation in this regard. In terms of the legislation applicable to the SACAA, this airfield has always had the required approvals.

- *Comments from the Civil Aviation Authority (CAA), Airport Company South Africa (ACSA), and George Airport will be compulsory (including for the training facility associated with the airfield).*

Noted. This will be part of the public participation process.

General

- *To discuss all historical approvals and applications on the property.*

As mentioned already this airfield did not require any land use approvals before.

The property did have an approval for temporary departure to use the main house as road camp and office during 2018 when the Seven Passes Road was upgraded. This activity ceased years ago when the road upgrade came to an end.

- *To consider the rural character of the area.*

Noted and addressed/discussed accordingly in this report.

- *Need to address compliance with MSDF, Rural guidelines, SPLUMA, Zoning Scheme etc.*

Noted and addressed accordingly in this report.

- *A detailed Site Layout Plan will be required to accompany the application with all existing and proposed structures, extension of runways, slope, environmental constraints, etc.*

See **Annexure 7**.

- *To confirm if any triggers in terms of NEMA or any other Environmental legislation are triggered.*

The applicability in terms of the National Environmental Management Act (1998) are being addressed by *R3Green Environmental Consultancy*. The Department of Environmental Affairs & Development Planning (DEADP – Environmental Impact Management Service) has concluded per e-mail that this proposal does not trigger NEMA. We await the formal letter and will provide it to the Municipality as soon as available.

- *Comments from inter alia, Cape Nature, DEA&DP, SANPARKS will be required.*

Noted. To be addressed during the public participation process.

- *Applicable airfield/airport buffer areas to be determined and indicated on the plans (for example noise, fire, safety buffer areas etc.)*

No such buffers apply.

CES – Directorate Civil Engineering Services

Application is noted.

ETS – Directorate Electrotechnical Services

Eskom Area of Supply.

Following the promulgation of the new zoning by-law on 6 October 2023, a second pre-application was submitted to address the change in the land use description for 'cottage school'. The first pre-application suggested how the flight school might be accommodated following the promulgation of the new zoning by-law. As discussed earlier in this report, the land use description for this use changed in such a manner that it cannot be used as originally suggested.

The second pre-application is combined with the first pre-application as **Annexure 12**

The comment provided in the second pre-application is the same except for the following two points:

- *The comments from the pre-app dated 23 May 2023 applies.*

See the paragraphs above in this section.

- *Location of training area must be shown on zoning plan (area for spot zoning for place of instruction)*

See the zoning plan attached hereto as **Annexure 9**.

6. CONCLUDING

The owner of Woodville 172/17 is following procedure to ensure that the longstanding airfield (since 1996) on the property is authorised as an airfield and flight training centre in terms of the George Integrated Zoning Scheme By-law (2023) while at the same time upgrading the facility. As stated, this airfield moved from abutting properties over the decades.

The airfield located on Woodville 172/17 is found to be consistent with the *George Spatial Development Framework* (GMSDF, 2023), and the *Western Cape Land Use Planning Guidelines for Rural Areas* (2019). Optimizing the agricultural activities and ancillary land uses on Woodville 172/17 are found not to be in conflict with the provisions of the *Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) (SPLUMA)*.



MARLIZE DE BRUYN Pr. Pln

October 2023