

Re: Woodville farm rezoning

Peter & Lynda Loubser <lynda.m.loubser@gmail.com>

Thu 2023/11/09 10:52

To: Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

On Thu, 09 Nov 2023, 10:49 Peter & Lynda Loubser, <lynda.m.loubser@gmail.com> wrote:

Good Day

Please can you advise what are the plans for the farm?

I am part of the Rondevlei/Duiweriver community and owner of 85/192 Wilderness.

Our community would like more information on this.

1. Intended use
2. Will it increase noise/air/water pollution to our area
3. We are living in part of OSCAE area and we have all had to go through our assessments to build or not to build
4. We live on 2 ramsar site lakes which are bird sanctuaries. How will this affect our wildlife and birdlife.

Please advise on where we can find out this information.

Regards

Peter and Lynda Loubser

Objection to the proposed rezoning and consent use: Woodville 172/17Mnadalay Minor Road, Division George

[REDACTED]com >

Thu 2023/11/09 08:27

To: Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good day Marisa,

As I understand it, the flying club situated at the above address is applying for a rezoning to build more hangars and conduct a flying school on the premises. Do you have more details of the whole application for me to review. I would like to read and understand what this means and what impact it will have on me and my property.

In essence, I object to this commercial venture, as I live in the Rondevlei area, where it is very peaceful and quiet and the bird and wildlife amazing and feel that planes taking off and landing all day long, by instructors and students, will impact this in a major way.

Please add my objection to the official application, if that is what you do.

I would prefer my information not be made public in any way.

Kind regards,

[REDACTED]

Re: Proposed rezoning and consent use Woodville 172/17

Marisa Arries <Marries@george.gov.za>

Mon 2023/11/13 14:26

To: Richard Groves <richarggroves@hotmail.com>

Goodday, Sir

Acknowledgement of you email received on 13 November 2023.

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274**Email:** marries@george.gov.za

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From: Richard Groves <richarggroves@hotmail.com>**Sent:** Monday, 13 November 2023 14:06**To:** Marisa Arries <Marries@george.gov.za>**Subject:** Proposed rezoning and consent use Woodville 172/17

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Marisa,

I would be grateful for a written acknowledgement that you have received this email stating my concerns.

Further to the Proposed Rezoning and Consents relating to Woodville 172/17

There seems to be no mention of the the fact that the airfield extension with associated activities is adjacent to a protected wildlife reserve, ie the Wilderness National Park, and wildlife access corridors. Have any amelioration factors been included by Leppan to reduce the impact of the increased noise and activity on all wildlife in the area?

There is no information relating to the number of take-offs and landings estimated according to the type of aircraft. For example, ten take offs and landings may be acceptable in a day but what about fifty or one hundred?

There is already concern from local residents about the number of hangglider overflights in Rondevlei. If the noise of powered aircraft were added to this number I will be very concerned and would object to the plan.

What type of aircraft would be used for firefighting and why does the runway need to be extended for them?

There is no information as to the expected noise levels if the development proceeds: this will be relevant in relation to training where one would expect many touch and go landings to be an essential part of the training. There is obviously more noise created by these activities. There is currently concern about the present level of flights and the resultant amount of noise. I am not aware of any research into local feelings about this factor.

I am not clear whether the facility will be available for night flying training in the future? If night flying training is included then the local community would get even more disturbance.

The introduction of sky diving would increase the noise levels in the affected area since this often involves the jump plane circling to gain the correct height.

At some point I would expect that the ambulance, fire, and safety requirements should be evaluated but I did not see this in the proposal.

The northern area of the runway is close to dwellings. The villages of Touwsranten and Bergplas are not far away and any major incident at the airfield would impact vehicular access to these villages and any adjacent properties.

Whilst understanding that some of the adjacent properties may have benefitted from increased tourism as a result of the existing airfield, I am not aware of any research carried out in the general area about such benefits. No holiday guests have arrived at our establishment in Rondevlei via this existing airfield. Perhaps a detailed survey by George Tourism could analyse this.

According to the plans, the runway extension seems to impact on one of the water furrows crossing the land. What is the contingency should there be flooding?

Kind regards,

Richard Groves

Ke Nako Lodges

78, BoLangvlei Road

Rondevlei

Sent from Richard Groves Ipad at Ke Nako Lodges

Re: Objection of application for Rezoning & Consent Use of Woodville 172/17.

Primrose Nako <Pnako@george.gov.za>

Tue 2023/12/05 09:18

To: bnl farms <farmsbnl@gmail.com>

Cc: Marisa Arries <Marries@george.gov.za>

Good day Mrs Nisi

I acknowledge receipt of your objection.

Kind Regards

Primrose Nako

Administrator

Planning and Development

George Municipality

Office: 044 801 9416**Email:** pnako@george.gov.za

Office of the Director: Human Settlements, Planning and Development and Property Management



71 York Street, George | PO Box 19, George, 6530 044 801 9111 www.george.gov.za



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From: bnl farms <farmsbnl@gmail.com>**Sent:** Tuesday, 05 December 2023 18:27**To:** Primrose Nako <Pnako@george.gov.za>**Subject:** Fwd: Objection of application for Rezoning & Consent Use of Woodville 172/17.

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----- Forwarded message -----

Da: **bnl farms** <farmsbnl@gmail.com>

Date: lun 20 nov 2023 alle ore 09:12

Subject: Objection of application for Rezoning & Consent Use of Woodville 172/17.

To: <marries@george.gov.za>

Good day Mrs. Marisa Arries ,

This email is an objection to the application for the proposed Rezoning & Consent Use of Woodville 172/17 , Mandalay Minor Road , Division George.

My address and details are the follow :

Farm 179 portion 18 of farm New Melsetter , Rondevlei Heights ,

Livestock farming activity (sheep and cattle)

Owner : BNL FARMS cc

Members : Giada Nisi and Filippo Nisi

Cell. 0826311208

Email : farmsbnl@gmail.com

(I don't want my private information are made public.)

- **This is AGRICULTURAL LAND , which does not consent to have an airfield and a flight training school , they should move it to another area where is possible to do so , not transform Agricultural Land for a Commercial Airplane Business.**
- **They are already flying with small planes ,almost every day , over my farm , disturbing my privacy and my livestock , polluting the air and making noise.**
- **If the Rezoning gets approved , with the increased traffic of air crafts , the potential to damage the local wildlife and habitats is high . Negatively affecting farmers and residents , with no benefit for the area and surrounding residents ,except for the owner of the Flight School Training that will increase his income from this business.**

Please confirm if you have received this email .

Thank you .

Kind regards.

Giada Nisi

BNL FARMS cc

Objection against proposed rezoning and consent use: Woodville 172/17, Mandalay minor road, division George.

[REDACTED]
Tue 2023/11/21 09:04

To: Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

TO: THE TOWN PLANNING DEPARTMENT
ADMINISTRATIVE OFFICER: Marisa Arries

I would hereby like to object against the proposed rezoning of the above mentioned property and the upgrading of the current airstrip.

I am an affected party, residing at [REDACTED] which is south of the farm, Mandalay, and which is situated on the Lakes Road.

My property will be in direct line with the increased air traffic proposed.

[REDACTED]

I DO NOT WANT MY PRIVATE INFORMATION MADE PUBLIC.

INUS FERREIRA

Advocate of the High Court of South Africa

Member of the Cape Bar

Room 1404, 14th Floor Huguenot Chambers
40 Queen Victoria Street
Cape
Town
Vat number: 4840279162

021 422 4279

082 322 3805

ferreira@law.co.za

Administration Officer George Municipality

Attention: Marisa Arries

29 November 2023

Re: GM Notice of Land use application for Farm 172/17, Woodville

I am instructed to make the following representation to your office on behalf of CJR La Cock and S La Cock, owners of Portion 2, Farm 178, Dieprivier, Hoekwil, 6538.

Kindly take notice that my clients object to the proposed rezoning and utilisation of the immoveable property as an airfield.

By way of introduction, the Hoekwil Village and surrounds form part of a rural community which offers its residents peace and tranquillity. The residents value their privacy and peace and quiet. This is one of the hallmarks of the area. This is not only desirable for residents, but also the visitors who support the local guest houses and restaurants.

The proposed airfield would detract from the character of the Hoekwil area, which my clients strenuously object to. The specific grounds are set out hereunder.

1. Loss of basic human right to privacy

Aeroplanes and microlights are known to fly at very low altitudes and necessarily over residential properties, disturbing residents and invading their privacy.

2. Noise pollution

Aeroplanes would cause excessive noise with the resultant loss of peace and tranquillity. It is also likely that such noise would scare domestic animals, cause barking dogs and spooking horses in an area in which horses are kept by many residents. It should also be borne in mind that there are numerous horse trail businesses in vicinity. The noise could present a danger to horse riders.

Noise pollution would similarly cause disturbance to the local wildlife and their habitats. The disturbance would be particularly severe on the local bird life. It is pointed out that the area has over the past seen a drastic reduction in the number of fish eagles.

3. Air Pollution

The increase in aeroplane similar traffic would cause an increase in pollution, which is detrimental to the environment.

4. Devaluation of property

The above factors would undoubtedly have a deleterious effect on the property values in the area, which is a major concern.

5. Fire risk

Insofar as the intended airfield would be utilised for training purposes, it is a concern that Inexperienced trainee pilots could cause accidents which may pose a fire risk. This is exacerbated by the likely storage of high amounts of fuel at hangers.

6. Environmental

The proposed extension to the airfield is in very close proximity to a national park which would negatively impact the biodiversity, water courses and the ecosystems, affecting habitats and behaviours.

7. Agricultural Land

In light of the area currently being zoned as agricultural land, the proposed extensions to the existing airfield will negatively affect the area by putting unnecessary strain on livestock, causing stress, therefore less production. This could further cause job losses to many local residents who rely on seasonal jobs from farms like Leppan Farm.

The granting of the application would likely set a precedent for the rezoning of more agricultural land, which is undesirable.

8. Safety risk and the community

The increase in air traffic, which would include trainee pilots, would present higher risk of coming into contact and damaging the main 133kw dual high tension electrical lines situated approximately 400 meters south of airstrip. This poses both a safety risk as well as a risk to the power delivery to the area, stretching to neighbouring towns as far as Plettenberg Bay.

There are many cyclist and pedestrians in the area, an increase in road traffic on the only road in and out of Hoekwil will increase risk of accidents causing danger to both locals and visitors, directly impacting safety of the community.

9. Impact on local businesses

- Many businesses rely on the peace and tranquillity of the area to attract tourists and holidaymakers who come to the area for its unique beauty and naturalness and to escape the noise of the city. This will be directly impacted and potentially cause further job loss and loss of income for the guesthouses, cabins and off the grid retreats.

The proposed additional hangers will also impact the beauty of the area, they will certainly not be aesthetically pleasing.

10. Proximity to historical sight

-The 800 year old big tree, a national treasure, is situated only approximately 2.5km away.

11. Benefit to area

My clients hold the view that the granting of the application would prejudice the resident of the area, with no benefit to any such resident besides perhaps the applicant. The area and its residents, both human and animals alike, will sacrifice dearly if this proposal is approved.

In the premises, my clients strongly object to the granting of the application.

Kindly acknowledge receipt of this email.

Regards

TI Ferreira

**OBJECTION TO THE APPLICATION
REZONING & CONSENT USE OF FARM WOODVILLE 172/17
MANDALAY MINOR ROAD, DIVISION GEORGE**

FROM:
OWNER: Super Natural Developments CC
Members: R Brettell & S Garner
Farm 179/2 of Farm New Melsetter
Rondevlei Heights, George District
CELL: 0765439020
EMAIL: garnerafrica@gmail.com

5 December 2023

Marisa Arries: marries@george.gov.za

To: George Planning Department,

RE: OBJECTION TO PROPOSED AIRFIELD & FLIGHT TRAINING SCHOOL ON FARM 172/17

After years of occasional flights originating from Mandalay Farm 172/17, which we knew to be personal flights of applicant Peter Leppan, we have direct experience of the noise disturbance & dangers of small aircraft flights around our area. Early on in a training flight from Mandalay, a small plane nearly landed on our roof due to engine failure of the craft... landing just below our property in the valley beyond the forest. This is not an unusual event for small, privately owned aircraft flown by inexperienced trainees.

Our long-term experiences with these small aircraft have given us a clear understanding of the general risks & disturbances that could occur if a flight-training school operates with multiple daily flights on a regular basis in this sensitive ecological area. We believe it is inappropriate not only because of the disturbance to agricultural animals and residents, but more importantly, directly to the wildlife & wildlife habitat nestled within the narrow corridors of forest remaining between the farms. Much of this land is zoned "Nature Area" & is considered conservation worthy.

The human activities within this "Lake District" area of the Garden Route are limited to food & animal production alongside restaurant and tourism entertainment activities. Having aircraft activity ***piloted by inexperienced fliers*** is just not appropriate to the ecological sensitivity & tourism activity dominating the area.

As we believe that Mr Leppan owns other farms (and one nearer to the George airport) we believe the financial benefits of a flight school from this less sensitive area would be more appropriate. The land in question for this rezoning & consent use is agriculturally zoned and this type of activity in our quiet and sensitive surroundings would have no benefit to the area or its residents, only to Mr Leppan. It would likely negatively impact our property values as well as & our experience of choosing to farm in a quiet, secure area.

We hope that the decision from George Planning Department will seriously take into account the issues this proposal raises.

**Yours truly,
R Brettell & S Garner**

PLEASE CONFIRM RECEIPT OF THIS EMAILED OBJECTION

From: Marisa Arries <Marries@george.gov.za>
Sent: Sunday, 10 December 2023 17:29
To: Primrose Nako
Cc: Marlize de Bruyn
Subject: Fw: Formal Objection (Woodville 172/17, Mandalay minor rd, Division George)

Hi,

Beswaar ontvang.

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



From: Kelvin Clarke <k.a_clarke@icloud.com>
Sent: Tuesday, 05 December 2023 11:44
To: Marisa Arries <Marries@george.gov.za>
Subject: Formal Objection (Woodville 172/17, Mandalay minor rd, Division George)

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Marisa Arries,

Kindly take into account my formal objection to the proposed rezoning of Woodville 172/17, Mandalay Minor road for the expansion and or development of airfield and proposed recreational flying school.

As of January 2024 I will be taking up residence with my family at wayside lodge, Farm 172 portion 20 Woodville on

a permanent basis.

1) Currently the recreational aircraft taking off and landing at the runway at Woodville 172/17 come in for landing in very close proximity to the dwelling that my family and I will be residing at, and from time to time straight over the dwelling and at very low altitudes which makes me fear for the safety of my self and my family as not all the pilots are experienced pilots due to it being flying school and a collision with the building cannot be ruled out.

2) Secondly I have twin toddler 3 year old boys who still require their sleeps in the afternoons and the noise pollution currently coming from the recreational aircraft starting up, taking off and landing at the airstrip is already unbearable and my toddlers will not be able to sleep with the noise produced from the light aircraft as the proximity of our dwelling is within 500m to the airstrip and hangers.

3) Further more I suspect the establishment of a flying school will further increase the current air traffic 10 fold, which in turn will increase the noise pollution levels and possibly increase the likely hood of collision between light aircraft and residential buildings that they have to navigate around on approaching the airstrip for landing.

Baring the above, I also suspect the constant noise and flying will also have a negative effect on the nature inhabiting the area and the tranquility, which initially drew us to the area.

I trust you will find merit in my objection on the above and look forward to any other questions you may have.

My contact details below:

Kelvin Ayscough Clarke

Cell no: 071 170 6555

Email: k.a_clarke@icloud.com

Kindly confirm receipt of this email.

Regards,

Kelvin Clarke

0711706555

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Date 5 December 2023

Attention: Marisa Arries,

From Ashley and Monique Larsen

Residing at Por 2/189 Bo Lange Valleyen Rondevlei

Also known as 80 Bolangvlei, Rondevlei

Subject: Objections to proposed rezoning and consent use, Woodville 172/17 Mandalay Minor Road, Division George, as per your Notice dated 7th November 2023.

WE Ashley Peter Larsen and Monique Pauline Larsen, As owners of our property, hereby place our objection on the proposed rezoning and consent use of Woodville 172/17 Mandalay Minor Road, Division George, as per your Notice dated 7th November 2023. Please find our reasons for objections below:

1. Loss of Privacy as Planes and microlights are flying at very low altitudes over properties, disturbing residents and looking into households/properties
2. Noise pollution disturbing peace and tranquillity, causing stress to domestic and wild animals, disturbing the protected bird life in our area and especially having the tourist Bird hide site "Malachi Bird Hide" situated near us.
3. Air pollution that will have an effect on the environment.
4. Devaluation of property being a major concern.
5. Inexperienced trainer pilots flying in a residential area is a major fire risk if accidents occur and highly dangerous to both pilots and residents especially with such a dense forest area.
6. Concern for fire risk if fuel for planes is stored in the hangers.
7. Environmental disturbance to wildlife and all ecosystems.
8. To my knowledge there is a main dual high tension electrical line not far from the landing strip, if there is any pilot error from the trainer pilots this could result in death of both the pilot and passenger, not to mention fire risk and power outages as far as Plettenberg bay.

Risk of accidents due to trainer pilots flying at low altitude over residential areas increasing risk of property damage, fire and danger to residents.
9. There are many cyclist and pedestrians in the area, an increase in road traffic on the only road in and out of Hoekwil will increase risk of accidents causing danger to both locals and visitors, directly impacting safety of the community.
10. Many businesses rely on the peace and tranquillity of the area to attract tourists and holidaymakers who come to the area for its unique beauty and naturalness and to escape the noise of the city. This will be directly impacted and potentially cause further job loss and loss of income for the guesthouses, cabins and off the grid retreats.
11. This area is one of the most peaceful and tranquil areas in the Garden Route, majority of people that move here, move here for this reason. We see no benefit to an airfield in the area, there will be no benefit to the residents or the wildlife and if it is approved it will be a major sacrifice to everyone (both human and wildlife) and only benefit those few who either fly and keep their planes in the hangers and those who will benefit financially.

Regards,

Ashley and Monique Larsen

072 681 8312/0836758161

From: jen.rault@gmail.com <jen.rault@gmail.com>

Sent: Tuesday, 05 December 2023 10:58

To: Marisa Arries <Marries@george.gov.za>

Subject: Fwd: Objection to Preposed Rezoning

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Arries,

OBJECTION ON THE REZONING AND USE OF WOODVILLE 172/17, MANDALAY MINOR ROAD,
DIVISION GEORGE

I am the daughter of the owner of Portion 1 Skuinskraal Farm and I have read through the entire application and I would like to object based on the current format of the application.

1. For training purposes, the airfield has a carrying capacity of up to 600kg (this is for all aircraft flying on a part 62 licence) - It means the number of flights are allowed are going to be enormous from the flying and training school and it will be detrimental to many factors such as noise level, privacy, pollution, damage to nature conservation (wildlife), fire hazard (training pilots) and we are in the conservation sensitive area (Knysna fire 2018). THIS IS THE MAIN OBJECTION AGAINST this rezoning. However I do not have an objection against ; agriculture use, fire fighting, emergency landing exercise, commercial landing from woolworths.

2. 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 airfield has been existing for years since 1996, HOWEVER it has not been actively used except for crop spraying (agricultural). It is also noted that we are right next to the nature conservation and it is a conservation sensitive area for any wildlife, plants, tress should there be a fire hazard caused by untrained pilots.) and also, in my experience that all of these flights are flying on an extremely low altitude which causes plenty noise and disturbance and privacy concerns.

3. 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 seized to exist. - The statement is not true as it is used also for businesses and conservation purposes as well as agriculture to date. It is the reason why the airfield has existed since 1996. and it was never designated for pilot training. The application also did not state when the license was issued by SACAA. I can only assume that it is in the most recent years.

4. 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. Comments from inter alia, Cape Nature, DEA&DP, SANPARKS will be required - all the major concerned institutions are yet to comment and until such a time that these documents are received, one cannot be 100% objective about the current status of the application.

5. letters from neighbours and other interested parties regarding support for the Leppan Airfield and the associated activities - most of the letters were outdated and issued in 2021. I am very aware some of these neighbours are now against this application.

Therefore I am wholeheartedly against this rezoning in the current status and I cannot foresee how George municipality can approve such rezoning considering the immediate fire danger in the conservation sensitive zone.

I thank you for your time and please do take the concerns serious.

Kindest regards,

Genevieve van den Berg

Cell: 0768111320

Sent from my iPhone

From: Marisa Arries <Marries@george.gov.za>
Sent: Sunday, 10 December 2023 17:25
To: Primrose Nako
Cc: Marlize de Bruyn
Subject: Fw: Objection to the rezoning and consent use at Woodville 172/17, Mandalay Road, George

Hi,

Beswaar ontvang.

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



From: Bronwyn Mulrooney <zooniverse@mweb.co.za>
Sent: Wednesday, 06 December 2023 15:24
To: Marisa Arries <Marries@george.gov.za>
Subject: Objection to the rezoning and consent use at Woodville 172/17, Mandalay Road, George

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Marisa Arries

Mr MG Bean and Mrs BG Mulrooney, owners and residents of 5 Bergsig Avenue, Hoekwil, 6538, and Mr OD Mulrooney and Mrs CD Mulrooney, residents at 5 Bergsig Avenue, Hoekwil, 6538, herewith lodge an objection to the proposed rezoning and consent use for Woodville 172/17, Mandalay Road, division George, as advertised.

We, the owners and residents of this agricultural smallholding in Hoekwil, wish to strongly object to the proposed rezoning and consent use for this property on the grounds of:

1. We moved to Hoekwil for peace and quiet, and have been enjoying this privilege as tax payers and ratepayers of this community for the past 11 years. We have abundant birdlife on our stand, which we noticed became more scarce (the breeding fish eagles have not been seen for the first time since we moved here) when the green microlights started flying over our property. These machines are noisy and intrusive, and they are disturbing the peace and quiet we pay a PREMIUM for as a George ratepayer. The tranquil atmosphere and wildlife will be impacted upon by increased air traffic over our and other stands on the edge of Hoekwil, which border on Cape Nature conservation land.
2. We don't enjoy the pilots looking out over the side of their microlights into our property as they fly over. This is a blatant invasion of our privacy. The low flying light aircraft also appear to be looking into our property – how is that even legal? This is a residential neighbourhood of an agricultural area – these are not enormous farms with hectares of land in between. We have a right to privacy and these aircraft are violating that.
3. The low flying aircraft scare our pets. Our cats run for cover, often almost crashing into glass sliding doors, and our dogs are scared of the noise. We as residents and our pets were here BEFORE these aircraft started flying over our property.
4. We object to the environmental degradation that this proposed rezoning would contribute to; noise and air pollution will increase, and should not be allowed, given the sensitive nature of the ecosystems in this area. Our stand is home to 2 different type of buck, dozens of birds, including high flying raptors, wild felines, porcupines, bush pig...and so the list goes on. This is a privilege, and these animals and their sensitivities to noise and air pollution should be taken into consideration – which they clearly have not, given the nature of this ever-growing flight operation. These animals have even more right to be here than us as residents, the neighbouring farmers with their intensive farming methods, and a flight school. As the stands that these aircraft fly over border on conservation land, the impact of these flight paths on the environment cannot be overlooked.
5. We live in a fire sensitive area. The downside to bordering Cape Nature land is that every year we have a wild fire on this land, which threatens our homes. This has been the case for the past 5 years (excluding 2023, to date). The storage of aircraft fuel on site at Woodville 172/17, Mandalay Road is a MAJOR concern, not only during a wild fire, but as a fire hazard in its own right. We battle to round up sufficient resources to contain blazes during fire season – Hoekwil is ALWAYS last on the list to receive ground and aerial support – and the storage of fuel on-site raises our fire risk substantially.
6. Hoekwil as a peaceful village attracts a number of tourists. They come for the tranquil atmosphere, the wildlife, the walking trails, and the uniqueness of the village. Every tourism-related business in this village is at risk if this atmosphere is destroyed. A flight school and increased air craft will destroy it. The arguments put forward by the applicant, including the use of the flight school facilities for tourism, are bogus. In this economy, the amount of tourists flying into a village like Hoekwil is minimal compared to the number we will lose from the noise and air pollution incurred should this rezoning go ahead.

We object to the rezoning and land consent use change at Woodville 172/17, Mandalay Road, in the strongest possible way, and wish our complaints to be noted on your records as a formal objection.

Regards,

Miles Bean
milesbean@mweb.co.za
082 454 2958

Bronwyn Mulrooney
zooniverse@mweb.co.za
083 742 0869

Owen Mulrooney
xanadu@wol.co.za

Carol Mulrooney
reikilight@wol.co.za
083 721 8861



BRONWYN MULROONEY | WRITER | EDITOR | AUTHOR

044 850 1958 | 083 742 0869 | 9 BERGSIG AVENUE, HOEKWIL, WESTERN CAPE

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From: Marisa Arries <Marries@george.gov.za>
Sent: Sunday, 10 December 2023 17:24
To: Primrose Nako
Cc: Marlize de Bruyn
Subject: Fw: OBJECTION | proposed rezoning | Woodville 172/17, Mandalay Minor Road

Hi,

Beswaar ontvang.

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



From: Christine Shaw <christinershaw@gmail.com>
Sent: Wednesday, 06 December 2023 17:15
To: Marisa Arries <Marries@george.gov.za>
Subject: OBJECTION | proposed rezoning | Woodville 172/17, Mandalay Minor Road

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Dear M. Arries

Mrs C. Burns and Mr A. Burns, owner and resident of erf 52, Hoekwil, herewith lodge objection to the proposed rezoning and consent use as advertised.

1. Right to privacy and refusal to consent to trespass.

The owner of immovable property is the owner of the 'ground beneath and air above' such property. South African common law provides that the delict of trespassing includes trespassing into the airspace above private property.

2. Right against noise nuisance.

Noise nuisance that disturbs or impairs the peace of any person is illegal in terms of the Environment Conservation Act (73 of 1989) and the Noise Control Regulations of 1999.

3. The right to an environment that is not harmful to health and well-being.

The increase in air traffic along the semi-rural escarp constitutes an unacceptable infringement on the well-being of residents.

Please acknowledge receipt of objection at your earliest convenience.

Kind Regards

Thanks,

Christine Burns
Designer

email christinershaw@gmail.com

mobile 27 + 82 + 707 9492

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From: Marisa Arries <Marries@george.gov.za>
Sent: Sunday, 10 December 2023 17:26
To: Primrose Nako
Cc: Marlize de Bruyn
Subject: Fw: Objection - Woodville 172/17 Mandalary Minor Road

Hi,

Beswaar ontvang.

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



From: services@outeniquacctv.co.za <services@outeniquacctv.co.za>
Sent: Wednesday, 06 December 2023 12:05
To: Marisa Arries <Marries@george.gov.za>
Subject: Objection - Woodville 172/17 Mandalary Minor Road

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Marisa

Herewith my objection to proposed rezoning and consent use, Woodville 172/17 Mandalay Minor Road, Division George, as per your notice dated 7th November 2023:

Hoekwil is a quiet and peaceful little village and I feel that an airstrip and planes will completely destroy that.

Planes and microlights flying at low altitudes will be noisy. It'll scare the wildlife and it'll disturb their habitats. We have tourists coming from all over the world to enjoy this area and I'd like it to remain as peaceful as it is.

I object to people flying over properties and disturbing the privacy of people who have specifically moved their for the privacy and the quietness.

There have also been big fires in Hoekwil over the years, and the storage of large amounts of fuel at hangers can't be a good idea.

The roads in Hoekwil are also quite small and there is only one main road in and out. The increase in traffic from a flight school might result in more accidents.

I strongly encourage you to please consider my objection before proceeding with any decisions .

Please acknowledge receipt of this email.

Regards,
Bianca Croft
083 626 7545

Kind regards,



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From: Marisa Arries <Marries@george.gov.za>
Sent: Sunday, 10 December 2023 17:25
To: Primrose Nako
Cc: Marlize de Bruyn
Subject: Fw: Objection to airfield at Woodville

Hi,

Beswaar ontvang.

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



From: Christa Fairhead <christa.fairhead@gmail.com>
Sent: Wednesday, 06 December 2023 13:32
To: Marisa Arries <Marries@george.gov.za>
Subject: Objection to airfield at Woodville

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Administrative Officer: M. Arries

Dear M Arries

The owner and resident Mr and Mrs Richard Nigel Fairhead of 102 Platrugweg, Hoekwil, herewith lodge objection to the proposed rezoning and consent use as advertised.

1. Right against noise nuisance.

Noise nuisance that disturbs or impairs the peace of any person is illegal in terms of the Environment Conservation Act (73 of 1989) and the Noise Control Regulations of 1999.

Please acknowledge receipt of objection at your earliest convenience.

Kind Regards

Nigel Fairhead

E-mail: christa.fairhead@gmail.com

-
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Fw: Objection to airfield at Woodville

Marisa Arries <Marries@george.gov.za>

Sun 2023/12/10 17:25

To: Primrose Nako <Pnako@george.gov.za>

Cc: Marlize de Bruyn <planning@mdbplanning.co.za>

Hi,

Beswaar ontvang.

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



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From: Christa Fairhead <christa.fairhead@gmail.com>

Sent: Wednesday, 06 December 2023 13:32

To: Marisa Arries <Marries@george.gov.za>

Subject: Objection to airfield at Woodville

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Administrative Officer: M. Arries

Dear M Arries

The owner and resident Mr and Mrs Richard Nigel Fairhead of 102 Platrugweg, Hoekwil, herewith lodge objection to the proposed rezoning and consent use as advertised.

1. Right against noise nuisance.

Noise nuisance that disturbs or impairs the peace of any person is illegal in terms of the Environment Conservation Act (73 of 1989) and the Noise Control Regulations of 1999.

Please acknowledge receipt of objection at your earliest convenience.

Kind Regards

Nigel Fairhead

E-mail: christa.fairhead@gmail.com

-

From: Marisa Arries <Marries@george.gov.za>
Sent: Sunday, 10 December 2023 17:27
To: Primrose Nako
Cc: Marlize de Bruyn
Subject: Fw: Rezoning Woodville 172/17 Airstrip

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



From: philip craig marion <philipcraigmarion@gmail.com>
Sent: Wednesday, 06 December 2023 09:49
To: Marisa Arries <Marries@george.gov.za>
Subject: Rezoning Woodville 172/17 Airstrip

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Jill & PC Marion
Private home
22 Dei Vleie Rd. Wilderness, 6560
philipcraigmarion@gmail.com
079-5170517 or 044-8821109

Dear Marisa,

We wish to lodge an objection to the above mentioned rezoning for the following reasons:

---- Noise pollution

---- disruption to eco-sensitive areas. National Parks

---- lack of privacy

We have been living here for the last 18 years. Slowly but surely, we have observed a decline in wildlife due to increased development. However, we still enjoy a wealth of birdlife which attracts local and international visitors. We fear the increase of air traffic would ruin the tranquility of the area.

Regards,

Jill and PC Marion

P.S. Kindly acknowledge this objection by return email

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From: Marisa Arries <Marries@george.gov.za>
Sent: Sunday, 10 December 2023 17:28
To: Primrose Nako
Cc: Marlize de Bruyn
Subject: Fw: Objection to the proposed rezoning of Woodville 172/17

Hi,

Beswaar ontvang.

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



From: Karolin Otto <k.otto@urlaub-kapstadt.de>
Sent: Wednesday, 06 December 2023 09:26
To: Marisa Arries <Marries@george.gov.za>
Cc: Karolin Otto <k.otto@urlaub-kapstadt.de>; Blacky Swart <blackyswart@gmail.com>
Subject: Objection to the proposed rezoning of Woodville 172/17

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

we as the owner and living on portion 132/189 Bo-Langvlei Road, are strongly objecting the proposed rezoning of Woodville 172/17, Mandalay Road, George !

1. Environmental studies have to be made of the **impact of a flight school**, as the aircrafts will be flying over a protected **Ramsar** site !

Environmental authorities do not adequately take into account the rights of indigenous people, cultural and environmental heritage impacts, risks, potential loss of livelihoods, **climate change**, international and **national laws** and policies.

2. Flying merely as a **hobby** should be made illegal. In regards to climate change the carbon footprint of each individual should be held minimal !
We do not need more **destruction of our environment!**

3. Where are the **studies of the impact** on the sensitive environments and marine life ?

4. The proposed rezoning would imply a lot of **noise hazard** and will **devalue our properties** in the area. In terms of the Conservation Act (73 of 1989) and the Noise control regulations of 1999 any noise nuisance that is a disturbance or impairs the peace of any person is **ILLEGAL !**

5. We have a **right to the air space above our property** and we will not allow any trespassing !

Please confirm receiving this objection.

Kind regards

Karolin Otto and Johan Swart

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From: Marisa Arries <Marries@george.gov.za>
Sent: Sunday, 10 December 2023 17:23
To: Primrose Nako
Cc: Marlize de Bruyn
Subject: Fw: Strong Objection to Proposed rezoning of Woodville in Wilderness

Hi,

Beswaar ontvang.

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



From: Robyn Steinlechner <robyn.steinlechner@gmail.com>
Sent: Wednesday, 06 December 2023 17:24
To: Marisa Arries <Marries@george.gov.za>
Subject: Strong Objection to Proposed rezoning of Woodville in Wilderness

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Hi Marisa,

As land owners at 743 Remskoek Street Wilderness Heights and renters of a property at 20 Church Street Hoekwil, I am writing to express my strong objection and deep concern regarding the proposed construction of an airport near our home in Wilderness. I believe it is crucial to address several significant concerns that this project raises for our environment and entire community.

1. Impact on Wildlife:

The airport construction and operations may disrupt local wildlife habitats, leading to displacement, disturbance, and potential harm to the diverse wildlife in our area. It is crucial to consider and mitigate the impact on our precious natural environment.

2. The Human Right to Privacy:

The construction of an airport in close proximity to residential areas jeopardizes our fundamental right to privacy. Increased air traffic and potential surveillance activities pose a direct threat to the tranquility and privacy of our homes.

3. Noise Pollution:

The noise generated by airport operations, including aircraft takeoffs and landings, will undoubtedly result in substantial noise pollution. This poses a serious threat to the well-being of residents and the natural environment.

4. Air Pollution:

The increased air traffic associated with the airport will inevitably contribute to air pollution. This not only affects the health of our community members but also has long-term consequences for the local ecosystem.

5. Devaluation of Properties:

Studies have shown that the proximity of an airport can significantly devalue residential properties. This threatens the investments and financial well-being of the residents in our community.

6. Fire Risk:

The potential for increased fire risk due to aviation activities, including fuel storage and emergency situations, poses a direct threat to the safety of our homes and surrounding natural areas.

7. Environmental and Agricultural Land Risk:

The construction of an airport may lead to the destruction of valuable environmental and agricultural land, disrupting the delicate balance of our ecosystem and affecting local farming practices.

8. Safety Risk to Community:

The safety of our community is of utmost importance. Increased air traffic introduces a potential safety risk, including the risk of accidents or emergencies that could have catastrophic consequences for residents.

9. Impact on Local Businesses:

The noise, pollution, and safety concerns associated with the airport could negatively impact local businesses, including tourism and hospitality, which are vital to our community's economic well-being.

In light of these concerns, I kindly request that the relevant authorities take into account the well-being and rights of the community members. I urge you to reconsider the proposed rezoning and explore alternative locations that minimize the adverse effects on our homes, animals and environment.

Thank you for your attention to this matter.

Sincerely,

Robyn Steinlechner



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Marlize de Bruyn

From: Olivia Andrews <oliviaandrewsphone@gmail.com>
Sent: Thursday, 07 December 2023 10:19
To: marries@george.gov.za; marlize@mdbplanning.co.za
Subject: Objection to rezoning and consent use

To whom it may concern,

Objection to rezoning and consent use: Woodville 172/17, Mandalay Minor Road, George municipality & division.

I have the following objections:

1. An increase in aircraft will have a detrimental effect on bird life in the area.
2. An increase in aircraft, buildings, people, traffic and noise will have a detrimental effect on wildlife in the area
3. An increase in aircraft will cause pollution and impact the sensitive ecosystem of the area.
4. Until such time as an EIA is done and approved, no expansions should be considered
5. Many violations of the law have taken place on this property:
 - lengthening of the north/south runway twice
 - construction of a new east/west runway
 - erection of easterly hangars and a clubhouse
 - erection of westerly hangar

Until such time as the current illegal violations are legalised or refused no additional expansions should be considered.

6. If the owner wishes to train pilots on this property, he will have to submit an application to rezone the property to Transport Zone I with a consent use for an airport
7. This airfield, being run totally for profit, should be located at an approved airport, and not in amongst farms in the rural area.

Yours sincerely
Olivia Andrews
Corner Farm, Whites Road
Wilderness Heights
083 74 100 74

Marlize de Bruyn

From: Richard Andrew <richard.andrew@yahoo.co.uk>
Sent: Thursday, 07 December 2023 13:07
To: marries@george.gov.za; marlize@mdbplanning.co.za
Cc: Olivia Andrews
Subject: Objection to rezoning and consent use

To whom it may concern,

Objection to rezoning and consent use: Woodville 172/17, Mandalay Minor Road, George municipality & division.

I have the following objections:

1. An increase in aircraft , buildings, people, traffic and noise will have a detrimental effect on birds and wildlife in the area
2. An increase in aircraft will cause pollution and impact the sensitive ecosystem of the area.
3. Until such time as an EIA is done and approved, no expansions should be considered
4. Many violations of the law have taken place on this property, it seems counter-intuitive to be considering anything further until the property is completely brought in line with all relevant regulations
 - lengthening of the north/south runway twice
 - construction of a new east/west runway
 - erection of easterly hangars and a clubhouse
 - erection of westerly hangar
5. As the land owner has undertaken such extensive illegal development, due scrutiny and scepticism should be given to their new plans
6. If the owner wishes to train pilots on this property, he will have to submit an application to rezone the property to Transport Zone I with a consent use for an airport
7. This airfield, being run for profit, should be located at an approved airport, and not in amongst farms in the rural area.

Yours sincerely
Richard Andrew
Corner Farm, Whites Road
Wilderness Heights
083 74 100 74

Fw: Woodville 172-17 Land Use Application.- proposed rezoning

Marisa Arries <Marries@george.gov.za>

Sun 2023/12/10 17:12

To: Primrose Nako <Pnako@george.gov.za>

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274**Email:** marries@george.gov.za

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From: C.G.Baker <claerbaker@gmail.com>**Sent:** Thursday, 07 December 2023 12:15**To:** Marisa Arries <Marries@george.gov.za>**Subject:** Woodville 172-17 Land Use Application.- proposed rezoning

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear M. Arries

My chief objections to the proposed rezoning of 172-17 for establishing an airport are as follows:

Noise pollution

Air pollution

Impact on nature reserve areas, such as the local Outeniqua trail, where users want a quiet area to escape to peace and quiet.

Regards

C.G.Baker

178-20. (Smallholding at the turnoff to Beervlei and the Outeniqua trail).

Fw: Proposed rezoning and consent use: Woodville 172/17, Mandalay Minor Road, Division George

Marisa Arries <Marries@george.gov.za>

Sun 2023/12/10 17:13

To: Primrose Nako <Pnako@george.gov.za>

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



From: Teague Bosman <teaguebosman@gmail.com>

Sent: Thursday, 07 December 2023 11:20

To: Marisa Arries <Marries@george.gov.za>

Subject: Proposed rezoning and consent use: Woodville 172/17, Mandalay Minor Road, Division George

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Erf:17 Hoekwil George

Property description: 9Ha Small holding- property borders a section of and also forms part of the National Park; boarded by the Touw River on two sides and the Ebb and Flow Waterfall is on our neighbours property. We are part of the Touw River Conservancy.

Address: 22 Bosbok street

Hoekwil

George

Mr Peter Alexander Bosman email: Pete.Bosman@globalinitiative.net Cell:083 727 6981

Michelle Downey email: downeymichelle8@gmail.com Cell:073 679 4049

Good day Ms Arries

Please note that we as a daily of 6 strenuously object to this application for change of land use:

- We have over the past 9 years and have been subjected to the really intrusive and invasive noise pollution produced by microlites.
 - Our property borders the Ebb and Flow Water fall which is a huge tourist and holiday attraction to Wilderness. A beautiful natural area which attracts people precisely because it is undisturbed and natural area of outstanding beauty.
 - The noise chases the birdlife - also a big tourist attraction to the area, which brings in money to many businesses.
 - We relocated here from Cape Town because my young family experienced a severely traumatic event . My daughter has severe PTSD (medical documentation to back this up).
 - Microlites are invasive of our privacy and do not stick to the flight height restrictions - this also increases anxiety - human and animal.
 - Many people including my family have made compromises for the privilege of living in the Garden Route - why should one individual/ company have the right to benefit at the loss of so much.
 - If this development is given the go ahead it will be detrimental to our birdlife and nature areas.
 - Ecotourism is a huge growth node and worth billions of rands to our country .
- Please consider what is important for our environment and not just the short term financial gain for the benefit of a few people.
- Mictolites can fly over public areas like beaches and large farms where the farmers can through mutual agreement benefit financially .
- 'Place of insturction implies a large amount of microlite activity during daylight hours which will hugely increase the percentage of noise pollution.

Please do not let this proposed rezoning be passed!

Yours sincerely

Peter Bosman and Michelle Downey

From: Marisa Arries <Marries@george.gov.za>
Sent: Sunday, 10 December 2023 17:15
To: Marlize de Bruyn; Primrose Nako
Subject: Fw: OBJECTION for Woodville 172/17, Mandalay Minor Road, Division George.
Attachments: 920187028037_202310.pdf

Hi,

Beswaar ontvang.

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



From: Johan Cronje <ejnorc2@gmail.com>
Sent: Thursday, 07 December 2023 09:52
To: Marisa Arries <Marries@george.gov.za>
Subject: OBJECTION for Woodville 172/17, Mandalay Minor Road, Division George.

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

I, Johan Cronje, hereby submit our objection for:

Woodville 172/17, Mandalay Minor Road
-33.937690, 22.665859
Marlize de Bruyn Planning

Nature of Application which we are objecting to:

1. Rezoning from Agricultural Zone to Community Zone
2. Consent use for an airfield.

Reasons for objections:

- **Noise:** One of the main drawbacks of living near an airfield is the noise associated with aircraft taking off and landing.
- **Pollution:** Airfields can contribute to air pollution, which can have negative health effects.
- **Traffic:** Living near an airfield can also lead to increased traffic in the surrounding area.
- **Privacy:** Privacy of smallholdings, houses and farms will be compromised due to more aircraft in the sky.

Our property details (please find attached proof of residence):

Erf: 920187028

Property description: Agricultural Farm

Address: Portion 28 of Farm 187 RONDE VALLEY,

Area: 217350

Contact details: ejnorc2@gamil.com

Cell: 0829043254

Kind regards

Johan Cronje

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Mandalay airfield

jay gill <jgillphoto74@gmail.com>

Thu 2023/11/09 14:32

To: Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern

I stay on fynbos farm, portion 13 of Dieprivier 178

I would like to object to the change of land use from agricultural to an active airfield by Mandalay farms. It is unacceptable that this farmer has previously had an airfield with flying school that has been closed down due to complaints & no land use change & is now trying to apply for it again....it is an ongoing issue with several of the large commercial farms in our area that change the use of land without going through the proper channels or procedures... the planes dont adhere to minimum flying altitude & fly way too low which is a breach of aeronautical rules & they are an invasion of our privacy as well as a hazard to our animals that get stressed out by the noise. The planes also fly from very early in the morning till late in the afternoon without regard for the people who live in the area. Low flying aircraft is also a hazzard to several species of local & migrating birds that visit & live in our area & these kinds of activities negatively affect the wildlife & as no environmental impact studies have been done to determine the affect this will have it should not be allowed to go any further, and there is proposed building & other environmental factors that also have not been taken into account such as the affect of aviation fuels & other chemicals getting into already compromised waterways.

Thank you kindly
Jason Gill

From: Marisa Arries <Marries@george.gov.za>
Sent: Sunday, 10 December 2023 17:21
To: Primrose Nako
Cc: Marlize de Bruyn
Subject: Fw: Preposed rezoning Woodville 172/17 ref:2317498

Hi,

Beswaar ontvang.

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



From: Chrizelle Gill <chrizellegill@gmail.com>
Sent: Thursday, 07 December 2023 08:19
To: Marisa Arries <Marries@george.gov.za>
Subject: Preposed rezoning Woodville 172/17 ref:2317498

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Marisa Arries.

I reside in the Dieprivier area in close proximity to Mandalay farm and I object against the preposed rezoning. We have already had an increase of microlights and small planes flying over our property in the past few years which has led to constant noise disturbance especially early in the morning. As early as in 5:30 during summer as they like to fly then in the still air.

In my opinion a flight school will only increase the negative impact that this airfield already has in our quiet area.

Regards,

Chrizelle Gill
0783568092

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From: Marisa Arries <Marries@george.gov.za>
Sent: Sunday, 10 December 2023 17:15
To: Primrose Nako; Marlize de Bruyn
Subject: Fw: Objection to rezoning of Woodville 172/17

Hi,

Beswaar ontvang

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



From: Stuart Hawthorn <apropertydoctor@gmail.com>
Sent: Thursday, 07 December 2023 09:56
To: Marisa Arries <Marries@george.gov.za>
Subject: Objection to rezoning of Woodville 172/17

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To whome it concerns.

I am totally against a small airport operating in the beautiful tranquil area of Woodville, the noise pollution is not acceptable and having aircraft flying overhead is not for us people that choose to live away from all that stuff. There is no way we are going to put up with an airport on our back stoop.. Unless it is agriculture based necessity or urgent firefighting..

Regards Stuart Hawthorn portion 5 of Schuinskraal 176 Woodville.

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To: Marisa Arries (Administration Officer)

Being part owners of land in Bitouroad 5, ERF1012. Hoekwil

Herewith our objections to proposed rezoning and consent use, Woodville 172/17 Mandalay Minor Road, Division George, as per your Notice dated 7th November 2023.

- Planes and microlights flying at very low altitudes over properties, disturbing residents. Even flying so early on a Sunday morning, before 7 am. And there is nothing we can do about it. When is the one day we can rest.

- Disturbing wildlife and their habitats

- Interfering with bird life. Less Fish eagles in the area since flights have increased, Fish eagles used to be a regular sighting in the area.

- The proposed extension to the airfield is in very close proximity to a national park and will for sure negatively impact the biodiversity, water courses and the ecosystems, affecting habitats and behaviours.

- Polluting of both air and water.

- Trainer pilots coming into land near the main 133kw dual high tension electrical lines +- 400 meters south of airstrip. If the line is hit, this could result in death of pilot and passenger, fire risk and massive power outages in parts of Hoekwil and neighbouring towns as far as Plettenberg bay.

- the area of Hoekwil is a residential area. We don't want trainer pilots at low altitude over us increasing risk of property damage, fire and danger to residents.

- There are many cyclist and pedestrians in the area, an increase in road traffic on the only road in and out of Hoekwil will increase risk of accidents causing danger to both locals and visitors, directly impacting safety of the community.

The area and its residents, both human and animals alike, will sacrifice dearly if this proposal is approved. This beautiful place where we leave is already changing so much, adding an airfield with many pilots flying all year around will destroy what is left of it.

We strongly encourage you to please consider all of the above objections before proceeding with any decisions.

Please acknowledge receipt of this email.

Regards,

Juan and Sandra Introna

0735080637

Fw: Airfield 17 / 172

Marisa Arries <Marries@george.gov.za>

Sun 2023/12/10 17:11

To: Primrose Nako <Pnako@george.gov.za>

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



From: Fred Kirchofer <fredkirchofer@gmail.com>

Sent: Thursday, 07 December 2023 16:04

To: mdb.debruyne@gmail.com <mdb.debruyne@gmail.com>

Cc: Marisa Arries <Marries@george.gov.za>

Subject: Airfield 17 / 172

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Fred Kirchofer and I live on portion 113/189 of farm Rondevlei, 3,8km south of the runway Leppen Airfield. I'm strongly objecting to the proposed enlargement and all other ideas the owner of farm 172/17 has in mind.

I will add to my objections as soon as I have more information , as requested by Waleaf.

Herewith I request extension of the closing date for futher comments.

Thanking you
Yours sincerely
Fred

mdb.debruyn@gmail.com

From: Fred Kirchofer <fredkirchofer@gmail.com>
Sent: Thursday, 07 December 2023 16:04
To: mdb.debruyn@gmail.com
Cc: marries@george.gov.za
Subject: Airfield 17 / 172

My name is Fred Kirchofer and I live on portion 113/189 of farm Rondevlei, 3,8km south of the runway Leppen Airfield. I'm strongly objecting to the proposed enlargement and all other ideas the owner of farm 172/17 has in mind.

I will add to my objections as soon as I have more information , as requested by Waleaf.

Herewith I request extension of the closing date for futher comments.

Thanking you
Yours sincerely
Fred

Fw: Objection against Land Use Application: Woodville 172/17

Marisa Arries <Marries@george.gov.za>

Sun 2023/12/10 17:09

To: Primrose Nako <Pnako@george.gov.za>

Hi,

Beswaar verlede week ontvang, weet nie of hulle dit na jou gemail ht weer.

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274**Email:** marries@george.gov.za

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From: wernerk@labs.epiuse.com <wernerk@labs.epiuse.com>**Sent:** Thursday, 07 December 2023 21:35**To:** Marisa Arries <Marries@george.gov.za>**Subject:** Objection against Land Use Application: Woodville 172/17

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear M. Arries,

Werner Kruger, owner and resident of Portion 4 of Farm 179, New Melsetter, lodges an objection to the proposed rezoning and consent use as advertised.

I am not concerned with an airfield used for agricultural purposes as flights are infrequent. My concern is rather based upon the fact that should the Consent use change to an Airfield happen, we will see higher amounts of air traffic at different heights in our area and this will affect the bird species in the area some of which are endangered. Airfields can pose a risk to birds, and the interaction between birds and aircraft can lead to safety hazards. Birds can be drawn to airports and airfields due to the open space, availability of water sources, and food opportunities. However, their presence near runways and airspace poses potential dangers, including bird strikes.

Numerous studies and resources are available that discuss the interactions between birds and airports, including research on bird strike prevention methods and wildlife management practices.

Bird strikes occur when birds collide with aircraft, and they can have serious consequences for aviation safety. Birds can damage the aircraft's engines, windshield, and other critical components, leading to accidents or emergencies. This risk is particularly high during take-off and landing, but it can occur at any phase of flight when aircraft fly at different heights. I have personally tried to rescue a Cape Eagle Owl with broken wings that I found not too far from the Airfield. I cannot say if it was 'n plane or car that injured the Owl, but either is likely. The Garden Route Birds of Prey Rehab Centre to euthanize the Owl due to the extent of its injuries. Photographic proof with GPS coordinates can be provided.

To address this risk, airports implement various bird control measures. These may include habitat modification to discourage bird presence, the use of bird repellents, and employing trained personnel to deter birds from the area. Additionally, airports often use wildlife management programs to monitor and mitigate the risks associated with birds and other wildlife. This is in direct contradiction with active conservation activities happening in the area.

Here is a sample list of rare birds I frequently see in a 5km radius around the current airfield (Woodville 172/17) and I base my specific objections on specific observations of endangered and threatened bird species in the Woodville area. There are more birds I can add to this list should it be required:

1. **Black-winged Lapwings (*Vanellus melanopterus*):** There is a breeding flock in the area that I frequently observe. Although Birdlife International has demarked the Black-winged Lapwing threat status as Least concern, research indicates that three isolated populations exist, and the population in South Africa are a subspecies with very few numbers (2000-3000 birds ranging from Mosselbay to Kosibay). These low numbers indicate that the local sub-species are under critical concern if you compare numbers to the other population sizes in Kenya and northern Tanzania with populations of up to 10,000. In the non-breeding season (winter), the flock I observe in the Woodville area fly together in one big group of 150-250 birds circling at medium height above the fields.
2. **Denham's Bustards (*Neotis denhami*)** – these spectacularly large birds have been classified as near threatened. Because of their weight, I frequently observe them flying at low levels and relatively slow speeds.
3. **Blue Crane (*Anthropoides paradiseus*)** – these are the highest-flying birds I see in our area. I suspect the Blue cranes do not intend to venture into our area from the Langkloof, but they make frequent flyovers from the North, and I have seen them land in pastures around Woodville.
4. **Secretary bird (*Sagittarius serpentarius*)** – these big birds are Endangered. This species has been classified as Endangered because recent evidence from across its range suggests that its population is experiencing severe declines, probably owing to habitat degradation and disturbance (Birdlife.org). I have various recordings of this bird in close proximity to the airfield.

Thus, on varying flight levels - very high to very low – threatened bird species can be found around the current airfield in the Woodville area. The increased air traffic will undoubtedly impact the flight and movement of these species. I am also concerned about the impact of the unique bird species found a few hundred meters away at the SANParks Woodville Big Tree indigenous forest. However, I can only speculate how a busy airfield could impact the forest birds and other wildlife.

My sources are not only based upon my own observations (although I can very easily show anyone who would like to see these birds) but also include:

- <https://www.birdlife.org/>
- The Ultimate Companion for Birding in South Africa. Peter Ginn & Geoff McIlleron (Peter Ginn is based in George and will also be able to verify my observations).

I am genuinely concerned about the potential impact on our neighbourhood's unique bird species if the proposed Land use application for an airfield is approved. While I am hesitant to object and risk causing any discomfort to my neighbours, I feel compelled to voice my concerns for the well-being of these rare birds that have sought sanctuary in our community. Although the current property owners may have yet to

make plans to escalate air traffic, it is crucial to consider the future implications. A shift in ownership could lead to an increase in air traffic, potentially jeopardising the current delicate balance.

I request that we carefully reconsider the decision to establish an airfield, mindful of the long-term consequences it may pose to our avian inhabitants. I find a poignant irony in humans aspiring to conquer the skies while inadvertently threatening the very creatures that naturally inhabit them. Let us strive for a harmonious coexistence that preserves the ecological balance and safeguards the unique biodiversity that makes our neighbourhood special.

Kind regards
Werner Kruger
082 293 5843

Re: Ref: 2317498 Rezoning and consent use Woodville 172/17

Marisa Arries <Marries@george.gov.za>

Wed 2023/11/08 14:06

To: Gary Leff <info@paganrightsalliance.org>

Cc: Louwrins Potgieter <logan@handmade.co.za>

Goodday,

Acknowledgement of you email received.

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



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From: Gary Leff <info@paganrightsalliance.org>

Sent: Wednesday, 08 November 2023 13:18

To: Marisa Arries <Marries@george.gov.za>

Cc: Louwrins Potgieter <logan@handmade.co.za>

Subject: Ref: 2317498 Rezoning and consent use Woodville 172/17

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Administrative Officer: M. Arries

Dear M. Arries

Messrs. L. J. Potgieter and G. T. Leff, owner and resident of Portion 18 of Farm 182, Hoogekraal, herewith lodge objection to the proposed rezoning and consent use as advertised.

1. Right to privacy and refusal to consent to trespass.

The owner of immovable property is the owner of the 'ground beneath and air above' such property. South African common law provides that the delict of trespassing includes trespassing into the air space above private property.

2. Right against noise nuisance.

Noise nuisance that disturbs or impairs the peace of any person is illegal in terms of the Environment Conservation Act (73 of 1989) and the Noise Control Regulations of 1999.

3. The right to an environment that is not harmful to health and well-being.

The increase in air traffic along the semi-rural escarp constitutes an unacceptable infringement on the well-being of residents.

Please acknowledge receipt of objection at your earliest convenience.

Kind Regards

Mr Gary Thomas Leff (Dip.Law)

E-mail: damon@gardenroute.com

Paralegal / Director: Legal Services
South African Pagan Rights Alliance

Fw: Formal Objection: Ref: 2317498 Rezoning and consent use Woodville 172/17

Marisa Arries <Marries@george.gov.za>

Sun 2023/12/10 17:12

To: Primrose Nako <Pnako@george.gov.za>

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



From: Gary Leff <info@paganrightsalliance.org>

Sent: Thursday, 07 December 2023 13:11

To: Marisa Arries <Marries@george.gov.za>

Subject: Formal Objection: Ref: 2317498 Rezoning and consent use Woodville 172/17

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Administrative Officer

Dear M. Arries

Our prior notice of intention to object dated 8 November refers. Find herewith objections to the current airfield / flight training school and rezoning and consent use application.

Formal Objection: Ref: 2317498 Rezoning and consent use Woodville 172/17

1. In terms of the George Integrated Zoning Scheme Bylaw, Land Use Descriptions and Parameters (page 42), an 'airfield' "may not be used for a flight school or flight training.

"airfield"

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.***

Development parameters:

(a) The Municipality must require a site development plan for an airfield.

(b) The site development plan as approved by the Municipality constitutes the development parameters.

(c) The provisions for a site development plan in this by-law apply.

"airport"

Land use description: "airport" means a complex comprising aircraft runways and associated buildings for the

take-off and landing of civilian aircraft and facilities for the handling and storage of air freight and includes land

uses ancillary to airports, and includes—

(a) restaurant(s);

(b) car rental facilities;

(c) shop(s);

(d) hotel; and

(e) a place of instruction for flight and related aviation training facilities.

Development parameters:

The development parameters applicable to "transport use" and "business premises" apply, provided that a site

development plan must be submitted to the Municipality for its approval.

2. In terms of the National Environmental Management: Protected Areas Act 57 of 2003 (s28(2)), the applicant's airfield currently falls well within the 10km buffer area of the Garden Route National Park. We are of the opinion that this should trigger a requirement for an Environmental Impact Assessment.

3. The existing airfield impacts directly on the environmental well-being of its closest neighbours, Mr and Mrs Rodney and Susan Ayscough-Clarke, Portion 20 Woodville George 6538. Their home and business is situated 250m from the existing unlicensed airfield. Airplanes currently land over their home and property. Current airfield activity constitutes a clear noise nuisance in terms of the Environment Conservation Act 73 of 1989 and Noise Control Regulations of 1999, and a very real safety hazard to the lives and livelihood of the Ayscough-Clarks.

4. The application for rezoning and consent use for Woodville 172/17 should be refused.

Kind regards

Messrs. L. J. Potgieter and G. T. Leff

--

Mr Gary Thomas Leff

Paralegal (Dip.Law - UNISA)

044 850 1297

damon@gardenroute.com

Email : Htucker@iafrica.com
2023-12-07

The Municipal Manager
George Municipality
GEORGE

By e-mail to Marisa Arries,
marries@george.gov.za

Dear Sirs,

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

NOTICE OF OBJECTION

Particulars of objectors:

Nicholas Allan Livesey and Sheelagh Marian Livesey, owner and spouse of Portion 9 of Farm 179 New Melsetter, George, situated at Rondevlei Heights, George, resident in the area of the applicant's property

Contact details:

Email: htucker@iafrica.com, Tel 0724 183349

PARTICULARS OF OBJECTION

1. Activities requiring rezoning

According to the application the applicant has had an airstrip on his property for some time. The property is currently zoned as Agriculture 1. The airstrip is stated to have been initially used for purposes which might be considered ancilliary to the agricultural use of the farm, namely crop spraying, and for the applicants use for personal transport in connection with the farming enterprise.

However it is stated that the applicant has in recent years expanded the airstrip, added an additional runway, hangars and other buildings including ablutions and the airfield has been used for flight training purposes, recreational flying, an emergency landing strip for training and firefighting aircraft and for accommodating aircraft bringing tourists and visitors to the area. Skydiving is also envisaged.

It is these activities which necessitate the application, as well as the construction of numerous ancilliary hangars and training centres to accommodate aircraft and training facilities. These additional buildings are stated to be the sort of structures that are incidental to agriculture.

2. The proposed rezoning

It is proposed to seek accommodation for these activities and structures by the simple expedient of

- 1.1 Granting consent use to the applicant for an airfield, 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.
- 1.2 Approving a spot rezoning of approximately 700 square metres of the property from Agriculture Zone I to Community Zone I (place of instruction) to allow for the existing and proposed flight school and incidental structures.

This is necessary, it is stated, because the flight school can only be addressed as a “temporary departure or through a spot zoning”

3. The Fundamental problem with the proposed rezoning

- 3.1 The property is zoned Agriculture 1. In terms of the Zoning scheme the following consent uses are allowed • Abattoir • Additional dwelling units • Agricultural industry • Agricultural service centre • Airfield • Animal care centre • Aqua-culture • Camping site • Composting • Cottage school • Farm grave yard • Freestanding base telecommunication station • Function venue • Guest house • Halfway house • Helicopter landing pad • Occasional use • Off-road trail • Plant nursery • Quarry • Renewable energy structure • Religious centre • Shooting range • Tourist facilities • Utility service • Wellness centre.
- 3.2 Clearly consent use is provided for an airfield. However “airfield is specifically defined in the by-laws as follows:

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.

In our view the exclusion in the definition of airfield in the by-laws is quite clear, and implies a clear intention by the legislature that a consent use to have an airfield may not involve the use of such an airfield for a flight school or for flight training. It is in our view intended to enable an airfield to be operated only for the restricted purpose of using an aircraft for purposes incidental to the primary zoning for agricultural use – crop spraying and the like.

The applicant is attempting to circumvent the prohibition by rezoning a portion of the land of approximately 700 square metres of the property from Agriculture Zone I to Community Zone I (place of instruction) to allow for the existing and proposed flight school and incidental structures.

The problem with this approach is that the Community Zone uses are clearly not intended for this purpose. They are stated as follows in the by-law:

“Community Zone I (CZI) The objective of this zone is to provide for educational facilities of all kinds, but controlled provision is made for other

compatible community uses. Primary use • Place of instruction. Consent uses
• Clinic • Conference facility • Utility service”

Nowhere in the definition of Community Zone 1 or in any of the other community zones is there a provision for a flying school, although “place of instruction appears several times as a consent use. We submit that this is clearly because the zoning, which is a primary zoning, was only intended to cater for the sort of educational and community activities specified. In fact, “Place of instruction” appears in relation to numerous other zoning definitions for example industrial and business as consent uses.

It is significant that the only primary zoning in which it does not feature is in relation to Agriculture

There is however specific provision for a place of instruction for flight and related aviation training facilities in the Zoning by-laws, and that is in the following definition:

“airport” Land use description: “airport” means a complex comprising aircraft runways and associated buildings for the take-off and landing of civilian aircraft and facilities for the handling and storage of air freight and includes land uses ancillary to airports, and includes— (a) restaurant(s); (b) car rental facilities; (c) shop(s); (d) hotel; and (e) a place of instruction for flight and related aviation training facilities. Development parameters: The development parameters applicable to “transport use” and “business premises” apply, provided that a site development plan must be submitted to the Municipality for its approval.

In our submission that the fact that there is specific provision made for a place of instruction for flight training facilities for that land use and that land use only, quite clearly expresses the intention of the legislature that such a facility requires that specific zoning. Clearly the activities which the applicant seeks approval for fall squarely within the definition of airport”, whereas the activity is expressly excluded in the definition of “airfield” in the consent use category relating to agriculture.

In accordance with the South African laws of interpretation where there is an express inclusion or exclusion of an activity in one section it quite clearly excludes an alternative interpretation – and the fact that the definition of “airfield” in the consent use relating to agriculture expressly excludes this use permits of no other interpretation. The same might be said of the absence of “place of instruction” in the consent uses applicable to agriculture.

One cannot with respect completely ignore an exclusion which is inherent to the consent use which you are applying to by trying to look for a supplementary zoning which permits what has expressly been excluded, and in so doing completely ignore the only alternative legitimate use for which the legislature has made express provision. What the applicant is attempting to do is to evade the provisions of the legislation in favour of an unsustainable albeit more convenient and less expensive solution.

The absurdity of this approach can be illustrated by the fact that if the approvals were granted as requested it would lead to the ridiculous situation that academic flight training might be given in the place of instruction, but, in terms of the definition of "airfield" the airfield could not be used for flight instruction in terms of the consent use. As the applicant states in his application most of the training relating to his activities takes place in the aircraft.

As such it is our submission that there is no place in an agricultural zoning for the activities contemplated and the council would be acting unlawfully and perhaps in fraudem legis by granting this approval.

The long and the short of it is that the applicant is seeking to develop and run a small commercial airport for profit and in our view the only appropriate course of action would be to apply for primary rezoning of the property from Agriculture to Transport or Business and then to obtain zoning approval for an airport. In our view that would entail approval by the George airport, as it falls within controlled airspace in their approach zone, and various interested regulatory bodies, including the CAA and perhaps ACSA. It would also by its very nature involve wider public participation. Also it would fall outside the permissible development activities for which the area is designated

4. Omissions and inaccuracies in the application in regard to approvals and activities

4.1. The applicant has detailed activities which have taken place at the airfield in his application. What he has seemingly failed to mention is that he has apparently been accommodating commercial flying activities at the airfield, in particular paid flights by the Flying Club, as per the website Flight Options – The Flying Club. Also the Flight Academy, whose name appears on one of the Hangars at the airfield appears to be offering paid leisure flights as per the website Flight Academy. I have personally confirmed with one member of the community that he has paid for a one-off flight in a microlite.

4.2. In the application the applicant has made much of the allegation that the airfield and flying school has been run strictly according to the regulations of the CAA, and that the airfield is regularly inspected. As support he attaches two FOD inspection reports. However, these clearly relate only to one aircraft and appear to be airworthy certificates only. I have confirmation from the Civil Aviation Authority that they only relate to that particular aircraft and not to the airfield. They have also confirmed that the airfield is not registered or licenced.

4.3. Neither of the schools referred to above are Approved Training Organisations, as they are not on the public list available on their website. I have confirmation from the CAA that the Centurion flying academy has no Approved Training status, but is apparently a Declared Training organization, which essentially means that they are self-regulated but I have not been able yet to obtain a copy of their approval to ascertain what activities they are

authorized to conduct. I am not even sure if they are in fact the organization which is intended to provide training as the applicant has failed to state this.

4.4. However from my discussions with the CAA it seems that the airfield must be properly licenced not only to provide training facilities but to enable aircraft to use the airfield.

The personnel training inspector from CAA has quoted in an email to me the following supporting airfield specific requirements under Part 91 as per the 28th amendment of the SACARS:

“91.07.3 (1) A pilot of an aeroplane shall not use, nor an owner or operator authorise the use of an aerodrome as a destination or destination alternate aerodrome, unless such aerodrome is—

- (a) determined to be adequate for the type of aeroplane operation concerned; and
- (b) licensed, approved or registered in terms of Part 139; or
- (c) excluded from the requirements of Part 139.

The person dealing with licencing of airfields at the CAA has stated in her email that:

“The airfield in question is not in our records, therefore not licensed under the Civil Aviation Regulations Part 139. The aerodrome approval that Mr Hlatshwayo mentioned is not yet implemented, as we are still working on the implementation requirements internally.”

4.5. Accordingly it appears that the statements regarding the approval of activities which have been carried out at the airfield and the airfield itself may not be true, and the applicant may not in fact have the requisite regulatory approval. If that is the case the operations may have been carried out unlawfully and may constitute a risk to the public.

4.6. If the applicant has attempted to mislead the council in his application and has not approached the council with clean hands he should not only not be assisted with the rezoning, but should be prevented from carrying any flying activities or proceeding with any further construction.

4.7. It is submitted that the buildings already constructed should not be approved if they have not already been approved, and approval of any further hangars and flight instruction centres should not be approved or allowed, as these are clearly not permissible in connection with an agricultural zoning despite what is stated in 4.2.2 of the application.

4.7 It is submitted that the current activities which continue to be carried out in contravention of the existing zoning use rights of the property constitute an offence in terms of both section 19 of the George integrated zoning scheme by-law and also in terms of section 86 of the George Municipality Land-Use Planning By-Law 2023 and should be halted pending resolution.

5. Other grounds for consideration and objection

- 5.1 The area in which the airfield is situated is primarily a rural agriculture zone, and abuts nature reserves which support local fauna and flora and attract many tourists, many of whom stay, as the applicant states in the many bed and breakfasts and tourist accommodations in the area. Approving the operation of the airfield will result in many mostly recreational flights at relatively low levels and will constitute a continuing nuisance for the owners and occupants. We often have noisy microlites flying over our property at a relatively low level, and slowly. It also constitutes an invasion of privacy.
- 5.2 The applicant states that there is a great need for the sort of services to be provided at the airfield, and that no one else is providing training. However one questions whether there is such an urgent need or demand, and whether pilots cannot be accommodated at either George airport or other approved airstrips in more suitable locations, and trained at other approved airfields. The applicant states that there is no other facility for microlite training in the Western Cape, but a simple google search will reveal that this is not the case.
- 5.3 The airfield is situated in the approach zone to the George airport, and is in its controlled airspace. There has been no indication that the airport has been informed of the proposed zoning, and quite clearly it would be in their interests to be notified and their views and approval obtained. Slow moving aerial traffic flown at low levels by trainee pilots might well be considered hazardous, and may contravene air traffic regulations. As their views have not been solicited we are none the wiser.
- 5.4 We have not dealt with the other environmental and development issues as we understand that other parties will be doing so in their objections.

6. Conclusion

6.1. In our view there is no compelling reason to alter the zoning of the property to allow anything other than an airstrip incidental to agricultural use. The area has not need for such a facility and it can easily be accommodated elsewhere where there are more appropriate areas and zonings. To allow the proposed application, for the reasons stated in the main objection would in our view result in an effective contravention or subversion of the zoning by-laws, as it is clearly improper and should not be accommodated. What is contemplated is a small commercial airport and not by any stretch of the imagination something that is incidental to agricultural use.

It is also significant that the applicant has continued with unlawful activities contrary to the existing zoning of the property in contravention of the by-laws and appears to have made several misleading allegations as to the nature of his activities and the CAA approvals he claims to have to carry them out legally.

Signed on 7th December 2023


N.A. Livesey


S.M. Livesey

From: J McLoughlin <jmcloughlin@vodamail.co.za>
Sent: Thursday, 07 December 2023 17:21
To: Pnako@george.gov.za; marries@george.gov.za
Cc: planning@mdbplanning.co.za
Subject: Objection to the proposed rezoning and consent use: Woodville 172/17, Mandalay Minor Road, Division George

Marisa Arries
marries@george.gov.za
Pnako@george.gov.za
Reference Number 2317498

Good afternoon

Re: Objection to the proposed rezoning and consent use: Woodville 172/17, Mandalay Minor Road, Division George.

Thank you for the opportunity to comment on the proposed rezoning and consent use: Woodville 172/17, Mandalay Minor Road, Division George.

I understand the historical context of the airfield and the intention for compliance with the relevant zoning legislation, however, I **object** to the application. Approving the application in its current form will fundamentally and permanently change the character of the area.

The applicant proposes **extensive and unlimited expansion of the activities** related to the existing airfield and does not address the negative impacts of these on residents of nearby communities and the proclaimed wilderness areas currently in the flight paths of the microlights and other aircrafts.

The applicant clearly notes (page 17) "As flight training is provided, many hours are spent in the air". Whilst stating that the main activities related to the airfield take place in the air, the application fails to acknowledge or address the impacts of these activities. Specifically, the impacts on the environment and adjacent communities are not addressed. It is unclear to me why this application does not trigger the National Environmental Management Act (1998) (page 11) and it is procedurally unclear to me why the George Municipality would approve the rezoning and consent use before all the relevant applications and processes are finalised and communicated. Further engagement with the neighbouring communities, the South African National Parks and other custodians of the nearby proclaimed areas is warranted.

I am already negatively affected by the existing activities related to the airfield. The microlights fly above my home in Hoekwil. My property borders the Wilderness National Park. The microlights fly slowly, they are noisy and fly at low altitude thus compromising my privacy. On Saturdays the first flights are at sunrise and they wake the household. The noise is heard for a long time because of the slow flight speed. Expansion of the activities, as described in the application, will therefore directly negatively affect my enjoyment of my property and its value.

In this regard the statement in the application "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", is not true for the surrounding communities and environment **because the main activities take place away from the subject property and are in the air above the surrounding communities.**

Similarly, I disagree with the statement on p11. "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". As noted, the noise generated is already a concern and I request clarity from the George Municipality regarding the by-laws and rights of neighbouring communities in this regard. I am further aware that this application has generated much discussion and controversy within the community of Hoekwil. It is of substantial public interest.

I note the deadline for comments is 7 December 2023 and request acknowledgement of receipt of this email and confirmation that it was received on 7 December 2023.

I have further comments to submit in support of my position and will do so in a follow-up email. I hope that they will be considered.

Kind regards
Jo-Ann McLoughlin
082 496 0918
jmcloughlin@vodamail.co.za

remainder erf 100
Hoekwil
6538
7 December 2023

Fw: Land Use Application: Woodville 172/17, Mandalay Minor Rd (Applicant: M de Bruyn Planning)

Marisa Arries <Marries@george.gov.za>

Sun 2023/12/10 17:13

To: Primrose Nako <Pnako@george.gov.za>

Hi,

Beswaar, ek weet jy primrose of jy dit gekry het nie. sorry

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



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From: [REDACTED]

Sent: Thursday, 07 December 2023 11:19

To: Marisa Arries <Marries@george.gov.za>

Subject: Land Use Application: Woodville 172/17, Mandalay Minor Rd (Applicant: M de Bruyn Planning)

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Anonymous Objection and Comments

Please note that I submit this objection with the right to have our information NOT made public. Our information or the fact that an objection was made, is not to be disclosed to any member of the public or the applicant.

Address:

[REDACTED]

Hoekwil, 6538

Postal address:



Contact nr:



Regarding the proposed expansion of the airfield at Mandalay farm: **A) Negative attributes:** 1) Noise pollution & visual disturbance:

Our guest farm is situated within a 5km radius of Mandalay farm, and we therefore hold significant concerns regarding the potential airfield expansion. The noticeable increase in air traffic, particularly microlights, in recent years has raised alarms. The anticipated rise in noise levels due to the expansion poses a considerable inconvenience to our staying guests. Our farm prides itself on providing a serene environment, complemented by a 7km hiking trail that appeals to birders and nature enthusiasts. The proposed expansion jeopardizes the tranquility crucial for outdoor activities, disrupting the peaceful ambiance sought by those exploring nature. 2) Environmental effects at Woodville Big Tree: The forest area around the Woodville Big Tree is a precious natural heritage area. The increase in visitors to the site, is testament to the fact that tourists and holidaymakers value the area's pristine forest. Birders flock to the area. The impact of an increase in air traffic should be taken into account. We have no doubt that an increase would lead to certain species of birds moving to other areas.

B) The positive attributes: 1) Air flips Currently, the airfield serves our guest farm by offering air flip activities, enhancing our guests' experience of the area. However, a substantial surge in air traffic would diminish these benefits, eroding the area's inherent tranquility. The expansion of the flight training facility will undoubtedly lead to an increase in air traffic. This will have a negative impact on our business. 2) Crop dusting As farmers, we acknowledge the occasional use of the current airfield for essential crop dusting operations. While infrequent, this function is vital for agricultural activities, and the current airfield design effectively supports these efforts.

Conclusion: We support the existing use of the airfield but vehemently oppose its expansion, the addition of hangars, and any increase in air traffic. Careful monitoring of air traffic and exploring every possible avenue to minimize noise around guest farms, the Woodville Big Tree forest and residential properties should be paramount. Sincerely,

(Please note that I submit this objection with the right to have our information NOT made public. Our information or the fact that an objection was made, is not to be disclosed to any member of the public or the applicant).





Fw: Objection to Proposed Rezoning of Land Use : Woodville 172-17

Marisa Arries <Marries@george.gov.za>

Sun 2023/12/10 17:11

To: Primrose Nako <Pnako@george.gov.za>

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274**Email:** marries@george.gov.za**From:** Rose Young <roseyoung164@gmail.com>**Sent:** Thursday, 07 December 2023 15:53**To:** Marisa Arries <Marries@george.gov.za>**Subject:** Objection to Proposed Rezoning of Land Use : Woodville 172-17

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention : Administrative Officer : M Arries

Dear M Arries

Mr FC Young and Mrs RM Young, owners and residents of Portion 43/2, Farm Diepriver 178, Hoekwil, 6538, herewith lodge objection to the proposed rezoning and consent use as advertised for the following reasons :

1. Our property is on or close to the usual flight path of the aircraft. As we have livestock and horses on the property, this would be a hindrance to their well-being.
2. The increased aerial activity will most certainly affect the peace and tranquility of the area, and provide audible disturbance to our lifestyle as well as that of any possible tourists to the area.

3. These increased noise levels and activity will most certainly affect the resale value of our property.

4. There is already one registered flying school situated at George Airport.

Kindly acknowledge receipt of this email at your earliest convenience.

Kind Regards

Mrs Rosemary Young



Virus-free. www.avg.com

From: jen.rault@gmail.com

Date: 10 November 2023 at 00:35:23 SAST

To: marries@george.gov.za

Subject: **Objection to Preposed Rezoning**

Administrative Officer: M. Arries

Dear M. Arries

I, Michael Rault, owner and resident of Portion 1 of Skuinskraal Farm, Seven passes Road, herewith lodge objection to the proposed rezoning and consent use as advertised.

1. Right to privacy and refusal to consent to trespass.

The owner of immovable property is the owner of the 'ground beneath and air above' such property. South African common law provides that the delict of trespassing includes trespassing into the air space above private property.

2. Right against noise nuisance.

Noise nuisance that disturbs or impairs the peace of any person is illegal in terms of the Environment Conservation Act (73 of 1989) and the Noise Control Regulations of 1999.

3. The right to an environment that is not harmful to health and well-being.

The increase in air traffic along the semi-rural escarp constitutes an unacceptable infringement on the well-being of residents.

We would also like to object that this agricultural land is possibly being rezoned. We are on the boundary of a National park. A possible fire risk if any learner pilot crashes into our mountains or properties.

The noise pollution already scares our animals and the current pilots of the microlights that fly around here at all hours of the day often fly below height restrictions where the noise becomes horrendous, and our privacy feels jeopardized.

Please acknowledge receipt of objection at your earliest convenience.

Kind Regards,

Michael Rault

Cell: 0768111320

Sent from my iPhone



Objection to airport application on Mandalay Farm

From darinagem@hotmail.com <darinagem@hotmail.com>

Date Sun 2023/12/03 18:36

To Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Arries,

OBJECTION ON THE REZONING AND USE OF WOODVILLE 172/17, MANDALAY MINOR ROAD,
DIVISION GEORGE

I am Darina Concannon, the owner of Portion 6/ Farm 178 and this application directly affects me, my family, the animals we have on our farm and our way of life. We moved here for the quiet rural life. I object to this application for these reasons:

1. For training purposes, the airfield has a carrying capacity of up to 600kg (this is for all aircraft flying on a part 62 licence) - It means the number of flights allowed are going to be enormous from the flying and training school and it will be detrimental to many factors such as noise level, privacy, pollution, damage to nature conservation (wildlife), fire hazard (training pilots) and we are in the conservation sensitive area (Knysna fire 2018).
2. 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 airfield has been existing for years since 1996, HOWEVER it has not been actively used except for crop spraying (agricultural). It is also noted that we are right next to the nature conservation and it is a conservation sensitive area for any wildlife, plants, trees should there be a fire hazard caused by untrained pilots.) and also, in my experience that all of these flights are flying on an extremely low altitude which causes plenty noise and disturbance and privacy concerns.
3. This airfield was not and it was never designated for pilot training. The application also did not state when the license was issued by SACAA.
4. 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. Comments from inter alia, Cape Nature, DEA&DP, SANPARKS will be required - all the major concerned institutions are yet to comment and until such a time that these documents are received, one cannot be 100% objective about the current status of the application.

I am against this rezoning as it is an immediate fire danger in the conservation sensitive zone.

Kindest regards,
Darina Concannon

Keith Meyer

From: linda bland <lindabland2@gmail.com>
Sent: Wednesday, 27 November 2024 10:59
To: Rodney
Subject: Fwd: Objection to proposed rezoning of Woodville 172/17 Mandaly Minor road Division George

----- Forwarded message -----

From: linda bland <lindabland2@gmail.com>
Date: Mon, Dec 4, 2023 at 1:42 PM
Subject: Objection to proposed rezoning of Woodville 172/17 Mandaly Minor road Division George
To: <marries@george.gov.za>

I am Linda Bland of Portion 5, Skuinskraal, Woodville.

I wish to lodge my objection to the rezoning of the above property.

I have lived here for 27 years and although I was aware of the airstrip on Mandalay farm, which was used for crop spraying, I believe, the planes have only become a problem over the last months.

The amount of air traffic has increased dramatically, flying very low over my home, even before 8 am on a Sunday morning, and flying around and around over us at any time.

Besides the disturbance and intrusion into my space, a major concern is the effect that this has on the local birds and animals.

We are on the edge of an indigenous forest, so have many birds, in particular the Fish eagles, that need conserving.

I would like more information about what is being proposed, and the chance to comment further then,

regards

Linda Bland

slia primrose geforward.

Keith Meyer

From: linda bland <lindabland2@gmail.com>
Sent: Wednesday, 27 November 2024 10:57
To: Rodney
Subject: Fwd: Objection to Flying School at Mandalay Farm Re: rezoning

----- Forwarded message -----

From: linda bland <lindabland2@gmail.com>
Date: Thu, Dec 7, 2023 at 9:15 AM
Subject: Objection to Flying School at Mandalay Farm Re: rezoning
To: <marries@george.gov.za>

I, Dr Susan Phillips object to the rezoning of Mandalay Farm for an officially recognised flying school.

My reasons are noise pollution, increased traffic, and disturbing the sensitive eco-zone of the National Park area.

Please acknowledge receipt of this objection.

Yours

suzandherb@yahoo.com

0837100597
267 Langvlei Dunes
Wilderness 6560

Objection to proposed rezoning and consent use, reference number 2317498

From Danita Klopper <danita@kloppers.co.za>

Date Mon 2023/12/04 12:23

To Marisa Arries <Marries@george.gov.za>

Cc Willemk <willemk@kloppers.co.za>

 1 attachment (22 KB)

objection reference 2317498].pdf;

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Dear Marisa,

Please find attached our official objection to the proposed rezoning and consent use, Woodville 172/17 Mandalay Minor Road, Division George, as per your Notice dated 7th November 2023, reference number 2317498

Kind Regards / Vriendelike Groete

Danita Klopper CA (SA)

Tel: 079 784 1313

25 Pioneer Street, Pacaltsdorp Industria, George, 6530

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4 December 2023

To: Marisa Arries (Administration Officer)

Objection to proposed rezoning and consent use, Woodville 172/17 Mandalay Minor Road, Division George, as per your Notice dated 7th November 2023, reference number 2317498

This letter serves to strongly oppose the proposed rezoning of the area noted above. The visual and noise disturbance it will create to the area is too much to bear. It will have a directly negative impact on our daily experience in our home.

Please acknowledge receipt of this email.

Regards,



Willem & Danita Klopper

2029 Koobooberry Close,

Wilderness

079 784 1313

 Outlook

Proposed rezoning Woodville 172/17 ref:2317498

From Vonan the librarian <vonangill005@gmail.com>

Date Wed 2023/11/08 12:52

To Marisa Arries <Marries@george.gov.za>

Cc jean@nurturedbynature.co.za <jean@nurturedbynature.co.za>; chrizellegill@gmail.com <chrizellegill@gmail.com>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Marisa Arries.

All parties residing at portion 23 of Farm 178 Dieprivier object against the proposed rezoning. We have already had an increase of microlights and small planes flying over our property in the past few years which has led to constant noise disturbance especially early in the morning. As early as in 5:30 during summer as they like to fly then in the still air.

A flight school will be disastrous, as was proven in Oudtshoorn after the small plane flight school was approved there.

Thanks.

Vonan Gill
0827016620

 Outlook

Proposed rezoning of WOODVILLE 172/17

From cheryl bunning <poppi.cheryl@gmail.com>

Date Fri 2023/11/10 19:45

To Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As owner of property 23/179 New Melsetter Farm, Rondevlei Heights I hereby object to airfield being allowed to operate . Reason for this is that I bought my smallholding in the area to appreciate tranquility and do not wish to be disturbed daily by low flying airplanes of any nature flying regularly over the area due to training.

Regards

Cheryl Bunning

 Outlook

Re: Private objection to Woodville 172/17

From Marisa Arries <Marries@george.gov.za>

Date Fri 2023/11/10 11:48

To [REDACTED]

Hi,

Acknowledgement of your email received.

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



From: [REDACTED]

Sent: Wednesday, 08 November 2023 17:56

To: Marisa Arries <Marries@george.gov.za>

Subject: Private objection to Woodville 172/17

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear miss Arries,

Please keep my details private.

I am a resident and owner of [REDACTED] and hereby privately object to the proposed rezoning and consent use of:

Woodville 172/17, Mandalay Minor Road, division George.

My objection stems from the increased noise pollution that this rezoning will result in.

Yours sincerely,
Fran Kirsten



Objection of application for rezoning of Woodville 172/17

From Don Packett <don@donpackett.com>
Date Sun 2023/11/12 18:02
To Marisa Arries <Marries@george.gov.za>
Cc Lauren Packett <laurenturnerconsulting@gmail.com>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Marisa,

This email serves as an objection of the application for the proposed rezoning of Woodville 172/17, Mandalay Road, Division George.

Our address and details:
Erf1595, Hoekwil
8A Duiwerivier Road, Hoekwil
0826223590 / 0823310599
don@donpackett.com

Simply put, the rezoning of the land which will introduce the Air School will add a significant amount of air and noise pollution to what is one of the last quiet havens on our beautiful Garden Route.

This will compromise the peace and privacy of the public sky area, affecting tourism, property values and ecologically sensitive conservancy areas.

We are strongly and firmly adding our names to list of objections for this.

Please can you confirm receipt of this email to ensure we are heard.

Thanking you.

Don and Lauren Packett

Objection rezoning application erf Woodville 17/172 (applicant)

From Louise Webber <louisewebber@telkomsa.net>

Date Sat 2023/11/11 15:10

To Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Marisa,

As the owner and resident of 10 /179 New Melsetter farm Rondevlei Heights George it has come to my notice that there is a rezoning application, Woodville 17/172 from agricultural, to community training facility attached to an airfield.

Illegal flights of micro light aircraft have already been impacting on the peaceful rural sky as well as impinging on the privacy of residents and tourists.

The wildlife and conservancy areas and their corridors are also impacted by the noise and visual disturbance.

It is my understanding that the areas within a flight radius of the application site are earmarked for agriculture and tourism, with an emphasis on maintaining the character of the beautiful area.

The introduction of a flight school whether for micro lite or fixed wing planes will markedly and irrevocably damage this pristine area.

I therefore raise strong objection for this rezoning.

Kind regards

Louise Webber

082 452 9719

Louisewebber@telkomsa.net



REF. 2317498 Objection against Farm172-17-woodville

From Aidan Pomario <aidanpomario@gmail.com>

Date Sun 2023/12/03 15:11

To Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms Arries

This is my formal objection to the rezoning and use of woodville 172/17, Mandalay Minor road, Division George

I am the owner of Diep River portion 14/178.

I have read the application and want to raise an objection to the application.

To my knowledge in the past few years there were at one stage 2 flight schools operating from the air field and there is now one. Due to this application, it has been brought to my attention that these must have been and are operating illegally if permission is only being sought now.

I farm with goats and sheep. Over the past few years I have witnessed on many occasions air crafts flying so low over my farm that the animals are running scared. I presume that the pilots are either unaware of this or think that it is great fun to see animals scattering as they fly over. I do stay a few kilometers away from the air field and see no reason for them to be flying so low over me. It concerns me deeply that this sort of activity will be increasing and the detrimental effect it is going to have on not just the farm animals, but since we are surrounded by national parks, on all the wild animals as well. It is all good to apply and state that certain flight paths will be restricted and numbers will be restricted, but since this is already not happening I don't think that this will change. For training, the air field has a carry capacity of 600kg, for all the aircraft flying on a part 62 licence, which means that the number of flights will be huge. The amount of pollution, noise pollution and has already been demonstrated by those flying here already, invasion of privacy.

The letters that they are using in support are all old and outdated, with most of the people having changed their minds after experiencing the increased noise level and invasion of privacy.

I see that part of the process is comments from CACSA, CAA, Cape Nature, DEA and DP, SANPARKS and George airport which do not seem to be part of the process yet.

In conclusion, I don't see how asking permission to do what is already been done and promising that it will all be done properly is going to happen. Having an air strip here for agricultural use emergency etc is fine , but under no circumstance would i agree to a flight school.

Kind regards

Aidan Pomario

0724273892



Woodville 172/17

From Tim Carr <reflectionsreserve@gmail.com>

Date Sun 2023/12/03 17:53

To Marisa Arries <Marries@george.gov.za>

Cc Charles Scott <chatt@vodamail.co.za>; Pat Nurse <jgn@lantic.net>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Marisa

With regard to the proposed upgrade to the Mandalay flight school I would strongly object to its upgrade.

I object on the following grounds.

It is adjacent to the National Park where the increased noise will undoubtedly interfere with our ability to enjoy the park.

The owner has shown scant regard to air traffic control and its immediate impact on surrounding neighbors. The current height restriction is 2500ft over the National Park in its entirety, this is never and will never be enforced.

I am not against the idea per say but will expect the owner to have transparent and manageable enforcement to ensure it reduces impact, this will need to be done via public consultation.

I am concerned about the impact on the adjacent Ramsar sites. How will this be enforced and mitigated against?

There are a breeding pair of endangered African Crowned Eagles nearby and am definitely concerned about the impact on their continued breeding.

Kind regards

Tim Carr



Objection proposed rezoning woodville 172/17

From Fiona Sevenus <fionasevenus@gmail.com>

Date Mon 2023/12/04 13:27

To Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern

I strongly object to the rezoning of woodville 172/17. The constant aeroplane traffic is serious noise pollution and they fly illegally low over our farms in the area. This area is also a cloud base for paragliders and no consideration for their airspace is taken into account.

Please do not allow this rezoning to be done.

Regards

Sevenus family
Farm 320 Rondevlei



Objection to Woodville Airport

From Daniel Janse van Rensburg <danielwestafrica@gmail.com>

Date Tue 2023/11/28 16:39

To Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

I would like to make an objection to the development of an airport in Woodville 172/17, Mandalay Road.

--

Daniel

Daniel W. Janse van Rensburg

Mobile: (+27) 72 246 5144

Email: danielwestafrica@gmail.com

X
to

SIMON RICHARD FOWELL

222 LANGVLEI DUNES
082 3868819

06 December 2023

To: Marisa Arries (Administration Officer)
George Municipality
George
By email to marries@george.gov.za
Municipal Reference 2317498

To Administration Officer.

Dear Ms Marisa Arries,

Re.

FORMAL OBJECTIONS TO APPLICATION BY LEPPAN FARMING (PTY) LTD FOR THE REZONING AND CONSENT USE OF A PORTION OF WOODVILLE 172/17, MANDALAY MINOR ROAD, GEORGE MUNICIPALITY DIVISION FOR THE USE AS A PRIVATE AIRSTRIP AND RELATED FACILITIES.

I hereby object to the above mentioned rezoning on the following grounds:

- I live relatively close to the airstrip.(approx. 6500m)
- There is already noisy light aircraft traffic over the SANPARK territory.(my northern neighbour)
- Any light aircraft in this area will disturb the birdlife.
- The aircraft noise will disrupt the peaceful surroundings.

In addition I trust the applicant will adhere to the following guidelines:

- To consider the rural character of the area.
- Need to address compliance with MSDF, Rural guidelines, SPLUMA, Zoning Scheme etc.
- To confirm if any triggers in terms of NEMA or any other Environmental legislation are triggered.
- Comments from inter alia, Cape Nature, DEA&DP, SANPARKS will be required.

Please acknowledge receipt of this email.

Yours sincerely,



Simon Fowell
222 Langvlei Dunes
Wilderness
0823868819

Fw: Rezoning Woodville 172/17 Airstrip

From Marisa Arries <Marries@george.gov.za>
Date Sun 2023/12/10 17:27
To Primrose Nako <Pnako@george.gov.za>
Cc Marlize de Bruyn <planning@mdbplanning.co.za>

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



71 York Street, George | PO Box 19, George, 6530 | 044 801 9111 | www.george.gov.za



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From: philip craig marion <philipcraigmarion@gmail.com>
Sent: Wednesday, 06 December 2023 09:49
To: Marisa Arries <Marries@george.gov.za>
Subject: Rezoning Woodville 172/17 Airstrip

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jill & PC Marion
Private home
22 Dei Vleie Rd. Wilderness,6560
philipcraigmarion@gmail.com
079-5170517 or 044-8821109

Dear Marisa,

We wish to lodge an objection to the above mentioned rezoning for the following reasons:

---- Noise pollution

---- disruption to eco-sensitive areas. National Parks

---- lack of privacy

We have been living here for the last 18 years. Slowly but surely, we have observed a decline in wildlife due to increased development. However, we still enjoy a wealth of birdlife which attracts local and international visitors. We fear the increase of air traffic would ruin the tranquility of the area.

Regards,

Jill and PC Marion

P.S. Kindly acknowledge this objection by return email

Fw: Objection to rezoning of Erf 172/17 from Agriculture Zone 1 to Commercial Zone 1

From Marisa Arries <Marries@george.gov.za>

Date Mon 2024/12/09 09:46

To Primrose Nako <Pnako@george.gov.za>

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



71 York Street, George | PO Box 19, George, 6530 | 044 801 9111 | www.george.gov.za



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From: Annette Palser <annette@gda.co.za>

Sent: Thursday, 07 December 2023 15:48

To: Marisa Arries <Marries@george.gov.za>

Subject: Objection to rezoning of Erf 172/17 from Agriculture Zone 1 to Commercial Zone 1

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon

Details of applicant & person submitting the objection:

Application Erf No. Woodville 172/17

I reside at 14 Thys Jacobsz Retirement Village, Duiwe Rivier Road, Hoekwil (Erf no 1629 Hoekwil)

My contact number is 0795292738 or 044 801 3214

Reasons:

After experiencing the beautiful, peaceful, scenic natural beauty of the area while in Wilderness on holiday, my husband and I decided to buy in the Retirement Village in Hoekwil in March 2021. We particularly enjoyed our visits to the Woodville Trading Store on the 7 Passed Road where coffee can be enjoyed outdoors in the tea garden. There was nothing nicer than to sit there surrounded by green fields and mountains and enjoy the peace and quiet. Since last year when we visited Woodville, I have been amazed to hear the sounds of microlight and other aircraft engines overhead. The noise cut through the silence and spoilt the peace and quiet of the place. On occasions since then I have been walking in the retirement village's gardens in Hoekwil and suddenly find a small aircraft hovering right above me?

Furthermore, Erf 172/17 is in close proximity to the Oakhurst Farm where there are wild life corridors in operation: I attach an excerpt from their website "To gauge what species pass through the corridor during the night (and day), Oakhurst set up 8 infrared, motion-triggered cameras along the route, in the hope that some brilliant sightings and photographs would give an indication of what's out there. The results have been nothing short of amazing!

From the tiny blue duiker to porcupines, bushpig, bushbuck, honey badger, caracul and the most exciting shot to date...a cape leopard, moving stealthily along the trail at night. A proven indication that keeping these corridors open, free of fencing and away from human interference is what's needed to maintain open movement.

Erf 172/17 is also close to the Woodville Indigenous Forest.

Given the sensitive surroundings, I do not understand how it is even possible for anyone to have put in an application for re-zoning from Agricultural to Commercial so that they can run a flight training school with noisy airplanes taking off and landing all day long? They will drive away the wildlife as well as visitors to the area (there are many guest houses operating in the area where people come to get away to the peace and tranquillity of the countryside) not to mention the impact the noise will have on the hundreds of cattle on the dairy farms (including Oakhurst next door) operating along the 7 Passes Road. It is well known that noise negatively affects the stress levels and performance of cattle etc. A flight training school in this area? It just doesn't make any sense!

Kind regards
Annette Palsler

Tel. (044) 850 1087
Email: annette@gda.co.za

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Woodville 172/17 , Mandalay minor road , George division - micro-lite & fixed plane air school

From Carld@tiscali.co.za <Carld@tiscali.co.za>

Date Tue 2023/11/28 12:57

To Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good day Marisa

Please note the below in regard to this stated request above :

My objection to the proposed legalisation or rezoning of Micro-lite and fixed wing plane school is not that its already in place or has existed for , however long - but , that with the rezoning and thereby legalisation of it – there will become the possible enhancement / enlargement of the present position , in that more flights will slowly take place over time , as now it’s all upfront and in the open.

Presently there are few of these flights even over the weekend , but once given the go ahead – more flights are possible during daylight hours / weekends and of course as its fixed winged as well , night flights will be required for full training (noise).

These flights are an invasion of one’s personal space (airspace) as they fly over your property and they are not that high that the pilots and passengers cannot see into your personal space of living albeit outside – sort of overlooking you – bit like google but closer up.

The one thing I like about being out in the country is my space away from people / prying eyes etc. and anyone / thing invading that space
Makes me feel suppressed and depressed , always under the watchful eye of big brother so to speak – never feeling free – having a nice braai with friends and family , enjoying the peace and quiet / tranquillity of the countryside ... and then comes along a learner / or whatever flying buddy right overhead – looking down on your activities with noise (in some cases) and all.

It’s one thing having a airship of whatever sort flying by overhead , en route to a place – as appose to a learning craft going around and around , practicing their twists and turns , with noise and all.....

Surely the better place for this sort of training is in the industrial / airport area , rather than in a rural country place.

Pleased to hear, thank you.

Best regards

Carl R Durrant

Mobile +27 82 892 1802

Application for Micro-lite and Fixed plane Air school

From Walter Flückiger <walter.fluckiger@gmx.net>

Date Mon 2023/11/27 18:37

To Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Erf no. Woodville 172/17

-
Hi Marisa,

I would like to object to the above application for the following reasons:

I am in Hoekwil on Erf 535 and also owner of Erf 80 and 83. This application will compromise the peace and privacy of the public sky area.

I am not making any new developments on any of the Erf's in order to maintain the status quo and contribute to the environment. This application is to make the environment noisy and unpleasant. It is a no-go.

Best regards
Walter Fluckiger

Objections: Woodville 172/17 Mandalay Minor Road

From Leane de Wet <leanedewet@gmail.com>

Date Mon 2023/12/04 12:28

To Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Marisa Arries,

I trust this message finds you well. Enclosed are our objections regarding the proposed rezoning and consent use for Woodville 172/17 Mandalay Minor Road, Division George, in accordance with your Notice dated 7th November 2023.

Impact on Local Businesses and Area Aesthetics: The potential loss of tourists due to noise disturbance and the aesthetic impact of additional hangars could significantly affect local businesses.

Air Pollution Concerns: There are potential adverse effects on the environment that require careful consideration.

Privacy Infringement: Low-altitude flights of planes and microlights disrupt residents' privacy, posing an infringement issue.

Noise Pollution and Disturbance: The loss of peace and tranquillity affects residents, domestic animals, and poses safety risks for horse-centric activities and local wildlife, particularly birdlife like Fish eagles.

Environmental Impact: Potential negative impacts on biodiversity, water courses, and ecosystems could alter habitats and behaviors.

Agricultural Zone Disruption: Potential strain on livestock, agricultural productivity, and threats to food security and local livelihoods are major concerns.

Proximity to Historical Site: Concerns about the proximity of the proposed site to an 800-year-old national treasure tree should be taken into account.

Lack of Community Benefit: There seems to be a lack of perceived benefit to the area and its residents in the proposed changes.

I urge you to thoroughly consider these objections before making any decisions.

Please confirm receipt of this email.

Thank you for your attention to this matter.

Please handle my information in accordance with the Protection of Personal Information (POPI) Act

Sincerely,

Leane de Wet

Objection against proposed rezoning and consent use: Woodville 172/17, Mandalay minor road, division George.

From [REDACTED]

Date Tue 2023/11/21 09:04

To Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

TO: THE TOWN PLANNING DEPARTMENT
ADMINISTRATIVE OFFICER: Marisa Arries

I would hereby like to object against the proposed rezoning of the above mentioned property and the upgrading of the current airstrip.

I am an affected party, residing at [REDACTED] which is south of the farm, Mandalay, and which is situated on the Lakes Road.

My property will be in direct line with the increased air traffic proposed.

[REDACTED]

I DO NOT WANT MY PRIVATE INFORMATION MADE PUBLIC.

FW: Objection to "PROPOSED REZONING & CONSENT USE FOR LEPPAN FARMING PTY LTD:WOODVILLE 172/17"

From ILANE HUYSER <ihuyser@george.gov.za>

Date Mon 2023/12/04 12:36

To Keith Meyer <Kbmeyer@george.gov.za>; Primrose Nako <Pnako@george.gov.za>

Cc Marisa Arries <Marries@george.gov.za>

Hi,

Just to note – I do not see this online. And not sure if it was send to applicant.

Kind Regards,

Ilané Huyser

Pr.PlN A/1664/2013

Senior Town Planner

Directorate: Human Settlements, Planning and Development

Office: 044 801 9120

Internal Ext: x1299

E-mail: ihuyser@george.gov.za



From: Marisa Arries <Marries@george.gov.za>

Sent: Monday, November 27, 2023 9:09 AM

To: Ryan Soldin <ryan.soldin@pathcare.org>; ILANE HUYSER <ihuyser@george.gov.za>

Cc: Robert Janse van Rensburg <rhjansevanrensburg@george.gov.za>

Subject: Re: Objection to "PROPOSED REZONING & CONSENT USE FOR LEPPAN FARMING PTY LTD:WOODVILLE 172/17"

Goodday,

Acknowledgement of your comments received.

Nice day further.

Kind Regards

Marisa Arries

Administrative Officer: Directorate: Human Settlements, Planning and Development

Landline: +27 (044) 801-9473 / 1274

Email: marries@george.gov.za



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From: Ryan Soldin <ryan.soldin@pathcare.org>

Sent: Sunday, 26 November 2023 12:47

To: ILANE HUYSER <ihuyser@george.gov.za>; Marisa Arries <Marries@george.gov.za>

Cc: Robert Janse van Rensburg <rhjansevanrensburg@george.gov.za>

Subject: Objection to "PROPOSED REZONING & CONSENT USE FOR LEPPAN FARMING PTY LTD:WOODVILLE 172/17"

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr Arries and colleagues,

As co-owner of erf 100, Olifantshoek weg, Hoekwil, I wish to lodge my objection to the proposed changes as stipulated in the rezoning/consent use application before you regarding Woodville 172/17.

Our residential house is based in Hoekwil and is on the north facing slope of the Duiwe river kloof (Hoekwil side). As such, we are acutely aware of all air activity that flies at low levels over the Duiwe river kloof. It is impossible to miss any aircraft or microlight over this kloof as the sounds resonates and appears to amplify throughout the kloof, even when they are a few hundred meters up. So we do hear every aircraft, and often it is loud enough to drown out normal speech/conversation if outside when they are flying over.

By far the majority(if not all) the aircraft mentioned above, come from the existing Leppan flying field mentioned in the proposal. We have always assumed the legal rights to this airfield and its expansion in the last few decades(marked increase in air activity) have been above board with the necessary approvals in place.

I am sure other residents of the north facing side of the Duiwe river have a very similar experience.

Having been active residents of this area for almost 20 years now, we have accepted the historical existence of the flying field (and assumed all regulatory approvals were met), with its associated noisy disruptions to our daily activities and privacy (they do indeed often fly directly over our house/property at low altitudes).

We have also developed a good relationship with Mr Leppan, and would like to keep it as such.

However, any additional/increased flight activity, which would be an obvious consequence of allowing the proposed changes, would certainly further increase the current levels of noise pollution, further impede our rights to privacy, and if the proposed changes were implemented, potentially devalue our property. The effects on nature and associated wildlife (we border on the Wilderness nature reserve which makes up the bulk of the Duiwe river kloof, which is also directly below many of the current flight paths) should not be underestimated. A detailed EIA (environmental impact assessment) with this in mind, with input from all potentially effected stake holders, including an independent assessment by SANPARKS, should be mandatory, in this regard.

As such, I object to the proposed changes, which would be detrimental to our rights to privacy and trespass, and our rights to peace and against noise nuisance.

Should this proposal be accepted by council, and our and other affected properties do devalue as a result, who would accept responsibility for this devaluation ?

Please acknowledge receipt of this objection at your earliest convenience.

Kind regards,

Dr Ryan Soldin.

Co_owner ERF 100, Olifantshoek weg, Hoekwil.

Rezoning Application Woodville 172/17 Mandalay Minor Rd

From Susan Agrella <susanagrella@gmail.com>

Date Wed 2023/11/15 10:24

To Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear M. Arries

I hereby object in the strongest term re the rezoning of the above-mentioned property. Our property lies directly under the flight path most of the pilots follow when using the airfield.

The airfield has been used for recreational purposes the past 4 years. The noise pollution, invasion of privacy and blatant disregard of minimum height restrictions for flying have given us the perfect example of why this application should be turned down. The manner in which some pilots fly, is a serious and very possible danger to people, live stock, property and the nature reserve at the Big Tree. The flying also poses a risk and danger to the vast variety of wild birds that live in this area.

Kindly also take note of the fact that Mr Leppan has been using the airfield for training and recreational purposes without the required consent.

I trust this email provides you with valuable information in order to make your decision.

Best regards

Julio and Susan Agrella

Portion 17/178, Dieprivier, Seven Passes Rd, Hoekwil.

0827177924

0734148744

Proposed Rezoning & Consent Use: Woodville 172/17, Mandalay Minor Road, Division George

From Stephan Henning <stephanhenning@gmail.com>

Date Mon 2023/12/04 13:39

To Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I do not consent to rezoning of Woodville 172/17.

This rezoning, to facilitate the creation of a flying instructors school, directly affects my way of life as the noise pollution of the airplanes is excessive.

I live at Portion 30, Farm 178, Diep-Rivier / Beervlei.

Stephan Henning

--

Stephan Henning

 mobile-icon 0828111195

 email-icon stephanhenning@gmail.com

Objection to rezoning of Woodville 172/17

From Lyndall Marwick <lyndallmarwick@gmail.com>

Date Tue 2023/11/14 11:28

To Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Att: Marisa Arries

I object to the rezoning of Woodville 172/17 to Community Zone 1.

Having a microlite and fixed-wing aircraft airfield in this area will be damaging to the environment, will cause disturbance to the fish eagles and buzzards in and around the lakes, and will cause noise pollution to both residents of this tranquil area, and the ground animals which are in such desperate need of protection and preservation.

We already have so much noise from sand mines and microlites in the area, that any further disturbance would ruin the perceived value that the properties in Wilderness and Hoekwil have.

Thanks,
Mark Allnutt

Plot 25 of Farm 192
Agriculture zoning
Wilderness

Woodville 172/17

From Loch Loerie <lochloerie1@gmail.com>
Date Mon 2023/12/04 14:34
To Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We are against the rezoning of woodville 172/17.

We are landowners in the direct path and we border on sanparks. Totally unacceptable to have this massive noise pollution in an eco sensitive area.

Agricultural 1 should stay for what it was intended. There are areas where noise is allowed as is the airport in george.

Regards

Loch loerie
Portion 2 of 162

Bethesda Gagiano
Chairman of Loch loerie cc
082 306 0653

Rezoning Application Woodville 172/17 Mandalay Minor Rd

From Julio Agrella <jagrella69@gmail.com>

Date Wed 2023/11/15 10:48

To Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear M. Arries

I hereby object in the strongest term re the rezoning of the above-mentioned property. Our property lies directly under the flight path most of the pilots follow when using the airfield.

The airfield has been used for recreational purposes the past 4 years. The noise pollution, invasion of privacy and blatant disregard of minimum height restrictions for flying have given us the perfect example of why this application should be turned down. The manner in which some pilots fly, is a serious and very possible danger to people, live stock, property and the nature reserve at the Big Tree. The flying also poses a risk and danger to the vast variety of wild birds that live in this area.

Kindly also take note of the fact that Mr Leppan has been using the airfield for training and recreational purposes without the required consent.

I trust this email provides you with valuable information in order to make your decision.

Best regards

Julio and Jana Agrella

Portion 17/178, Dieprivier, Seven Passes Rd, Hoekwil.

0820675156

Flip Theron

From [REDACTED]
Date Thu 2023/11/16 09:12
To Marisa Arries <Marries@george.gov.za>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Me Arries

Application 172/17 Mandalay Minor Weg
Ref no 23 17 498 refers

We appose the application. Hoekwil is a quiet place, we hope to keep it as such. Flying over the place disturb both privacy and calm.

Bird life will also be effected. We life in a wild life area. The air space should be left open for birds.

The whole atmosphere will change if planes and other flying objects take to the sky.

Yours truly

[REDACTED]

PS - please keep my personal information confidential ito the Poppi Act.



Touw River Conservancy
322 Erica Street
Wilderness Heights
Wilderness, 6560
Email: touwriver@gmail.com

To whom it may concern,

Objection to rezoning and consent use: Woodville 172/17, Mandalay Minor Road, George municipality & division.

The Touw River Conservancy would like to raise the following objections:

Until such time as an EIA is done and approved, no expansions should be considered due to the following potential impacts:

1. An increase in aircraft having a detrimental effect on bird life in the area
2. An increase in aircraft, buildings, people, traffic and noise affecting the wildlife in the area
3. The increase in pollution impacting the sensitive ecosystem of the area
4. If the owner wishes to train pilots on this property, he will have to submit an application to rezone the property to Transport Zone I with a consent use for an airport
5. The airfield is being run totally for profit, therefore it should be located at an approved airport, and not in amongst farms in the rural area.
6. Many violations of the law have taken place on this property:
 - lengthening of the north/south runway twice
 - construction of a new east/west runway
 - erection of easterly hangars and a clubhouse
 - erection of westerly hangar

Until such time as the current illegal violations are legalised or refused no additional expansions should be considered.

Yours sincerely
Touw River Conservancy



OUR REFERENCE : 20/9/2/4/3/653
YOUR REFERENCE : 370/G21
ENQUIRIES : Cor van der Walt

Marlize De Bruyn Planning
PO Box 2359
GEORGE
6530

Att: Marlize De Bruyn

**PROPOSED REZONING AND CONSENT USE: DIVISION GEORGE
PORTION 17 OF THE FARM WOODVILLE NO 172**

Your application of 07 November 2023 has reference.

In principle there is no objection to an airfield which is exclusively for private use by the owner, however the scale of the proposed airfield appears to be for commercial purposes as it consists of seven hangers, a club house and a training component. The proposal is therefore not regarded as being consistent with a private airfield. The rezoning to Community Zone I for a place of instruction is not supported.

Please note:

- The Western Cape is a commenting authority and any objections to this comment must be addressed to the decision-making authority.
- Kindly quote the above-mentioned reference number in any future correspondence in respect of the application.

- The Department reserves the right to revise initial comments and request further information based on the information received.

Yours sincerely



Mr. C.J. van der Walt

LANDUSE MANAGER: LANDUSE MANAGEMENT

2023-12-13

Copy:

George Municipality

PO Box 19

GEORGE

6530

The Municipal Manager
George Municipality
GEORGE

Dear Sirs,

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

On 22nd November 2023 four representatives from WALEAF attended a site visit and meeting at the club house on the property co-ordinated by Marlize de Bruyn and Sanparks to address this application. Three other local pilots also attended the meeting.

The application is for:

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 $\pm 700\text{m}^2$ 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).

At the meeting held on 22nd November 2023 for selected I&APs, various aspects of this application were discussed by those present, and a number of questions were posed to Marlize de Bruyn and Peter Leppan (the owner) throughout the meeting, of which some were answered, but many facts and figures which we requested couldn't be given, resulting in Marlize de Bruyn giving an undertaking that these would be sent to us as soon as possible. We subsequently received replies to our various questions, which we shall address later in this letter. It was noted that no other I&APs were invited to this meeting, which, we feel, due to the magnitude of this development, should have been present. Marlize stated that the reason why so few were present in the meeting is that SANPARKS themselves called this meeting, but that does not justify why the public participation was so restricted. The local Hoekwil Ratepayers Association was not invited, which is a serious shortcoming in this public process. As the future of this airport will affect the lives of numerous people in the area and further afield, and not just the immediate neighbours adjacent to the property, we feel that there should be a properly organised public participation process involving as many people as possible. The George Municipality owes it to its residents and ratepayers that they receive the inputs from all of those citizens who are affected by this application for what is essentially an airport, not an airfield.

This application is exceedingly complex and has many facets, and we will address it in the following way:

1. WALEAF RESPONSE TO MARLIZE DE BRUYN'S Comments/Motivations/Statements In the Application
2. CORRESPONDENCE BETWEEN WALEAF AND MARLIZE DE BRUYN POST SITE VISIT (22nd November 2023)
3. WALEAF COMMENTS ON THE GEORGE HERALD ARTICLE ON THE APPLICATION
4. WALEAF RESPONSE TO THE APPLICATION.

1. WALEAF RESPONSE TO MARLIZE DE BRUYN'S APPLICATION DOCUMENTS

WALEAF questions a number of statements and comments, as well as the logic for the zoning requests made by Marlize de Bruyn, some of which are either inaccurate or not appropriate to this application.

a) *The time period since the "airfield" has been in existence.*

- i) Her statement : *"an airfield that has been in this position since 1996 (27 years)," (Page 2)*

This is not strictly true. In 1996 there was a mowed strip of grass, which was used for crop spraying aircraft. From a Google Earth image of 2003 the mowed strip of grass was only about 250m in length. Therefore the "airfield" has not been in this position since 1996, and it should have been stated that an AIRSTRIP was in this position for crop-spraying since 1996.

- ii) Her statement that *"The Leppan Airfield, as it has been in existence for many decades, has never before been subjected to land use or environmental legislation" (Page 2)*

From the Google Earth images (see "History of the Airport" below), the runway was lengthened from 250m to 450m in 2018, and then again lengthened from 450m to 850m between October 2020 and April 2021.

In 2018 a new 450m east/west runway was constructed.

As the previous George Integrated Zoning Scheme By-law was promulgated in 2017, both of these extensions to the runway, and the new runway, were affected after the by-law came into being, which indicates to us that since 2018 the airfield has been operating illegally, as it does not comply with the zoning scheme by-law.

In addition, the eastern hangars were erected in 2020, 3 years after the promulgation of the 2017 zoning scheme by-law, which also indicates to us that they were erected without municipal permission.

Between 2022 and 2023 another hangar (north of the Flight Academy building) was erected without municipal permission.

History of the Airport as per Google Earth (between 2003 and 2023)



Fig. 1 : 2003 : runway north/south about 250m long. No east/west runway



Fig. 2 : 2003 : Approx. 250m runway. Enlarged from fig. 1



Fig. 3 : 12/2018 : N/S runway lengthened to about 450m

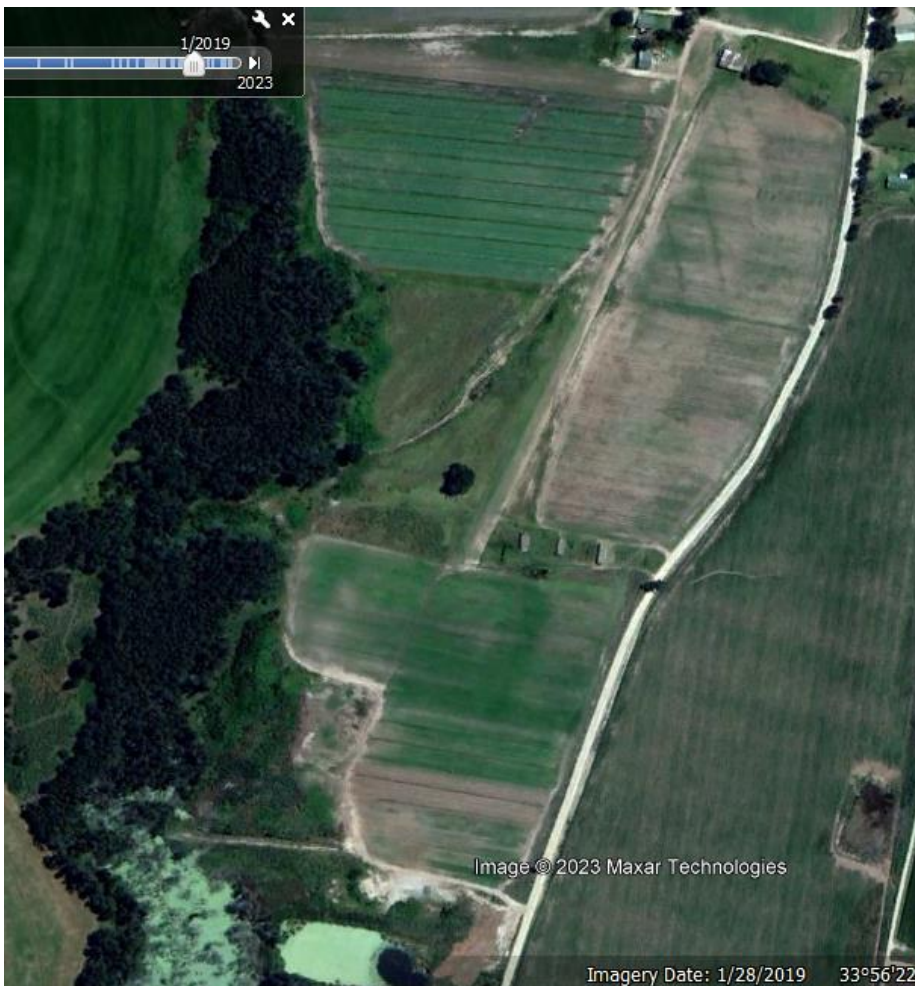


Fig. 4 : 2019 : N/S runway about 450m long after 2018 lengthening (much shorter than in 2023)



Fig. 5 : 2023 : 850m runway north/south from top to bottom of image. 450m east/west runway

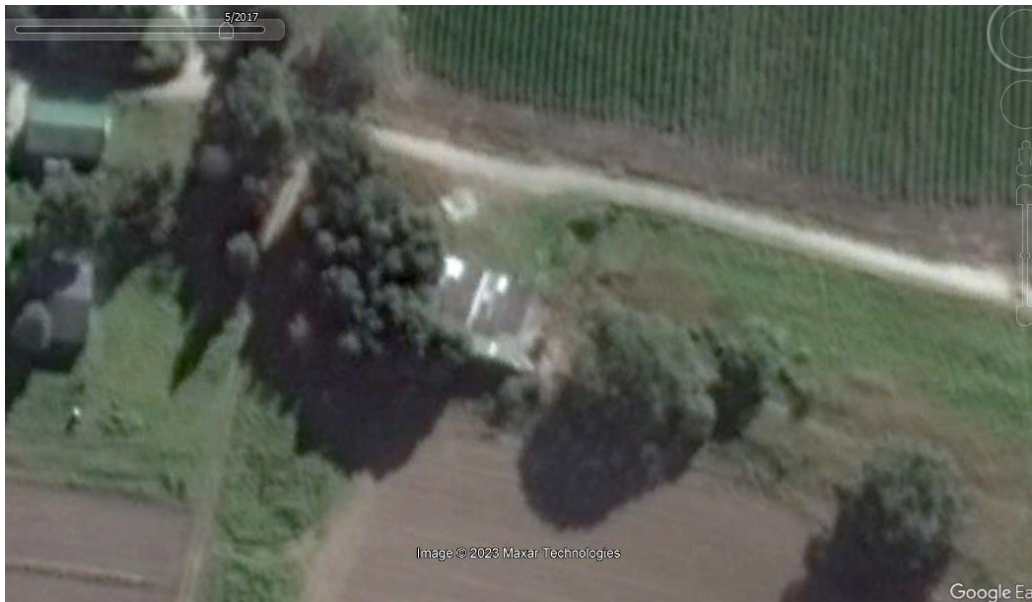


Fig. 6 : 5/2017 Site of current hangars with many trees and buildings



Fig.7 : 12/2018 trees removed

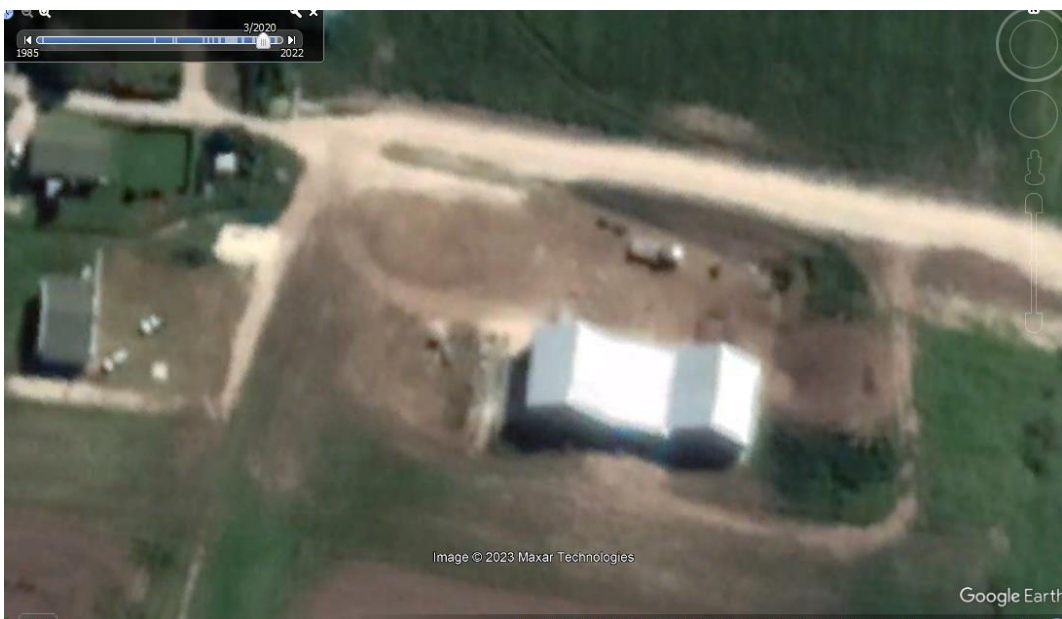


Fig. 8 : 3/2020 balance of trees removed, old buildings demolished, new hangars constructed, excavations to the east of hangars



Fig.9 : 5/2022

On site photos taken on the 22nd November 2023



Fig. 10 : Overlooking the hangars (22nd November2023)



Fig. 11 : View of N/S and E/W runways from Clubhouse (22nd November 2023)



Fig. 12 : 11/2023 New hangar added north (right) of existing building.



Fig. 13 : 11/2023 Fixed-wing aircraft in hangar (see fig. 12)

As per the above "Google Image History" of this property and the images taken by WALEAF on the day, there are numerous violations of the law:

- lengthening of the north/south runway, pieces at a time (twice),
- construction of a new east/west runway,
- erection of easterly hangars and a clubhouse,
- erection of westerly hangar –

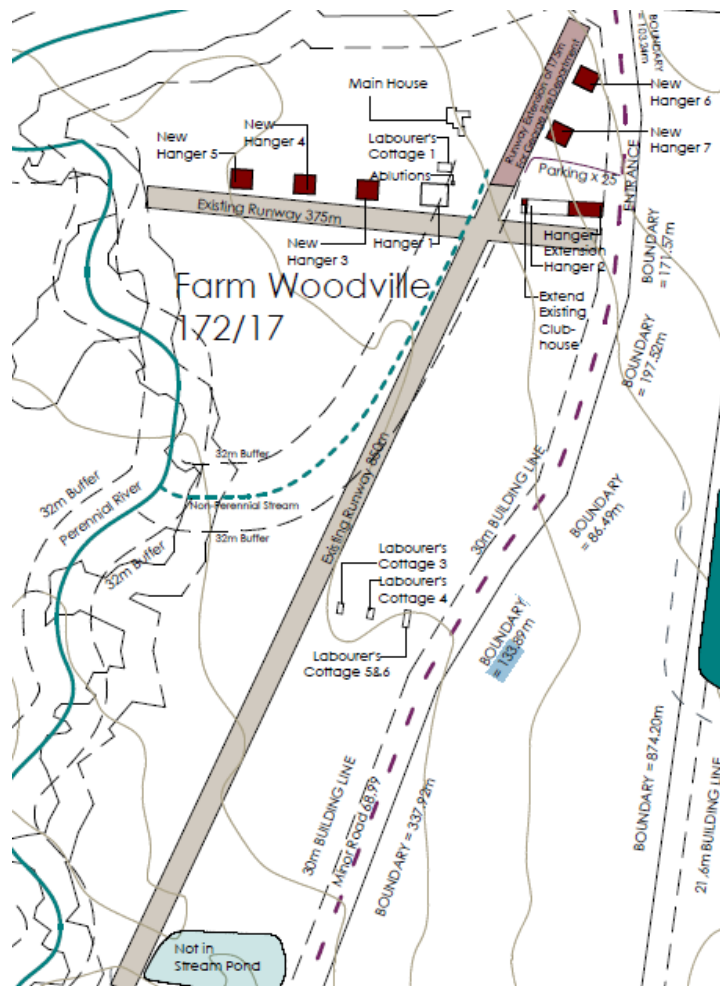
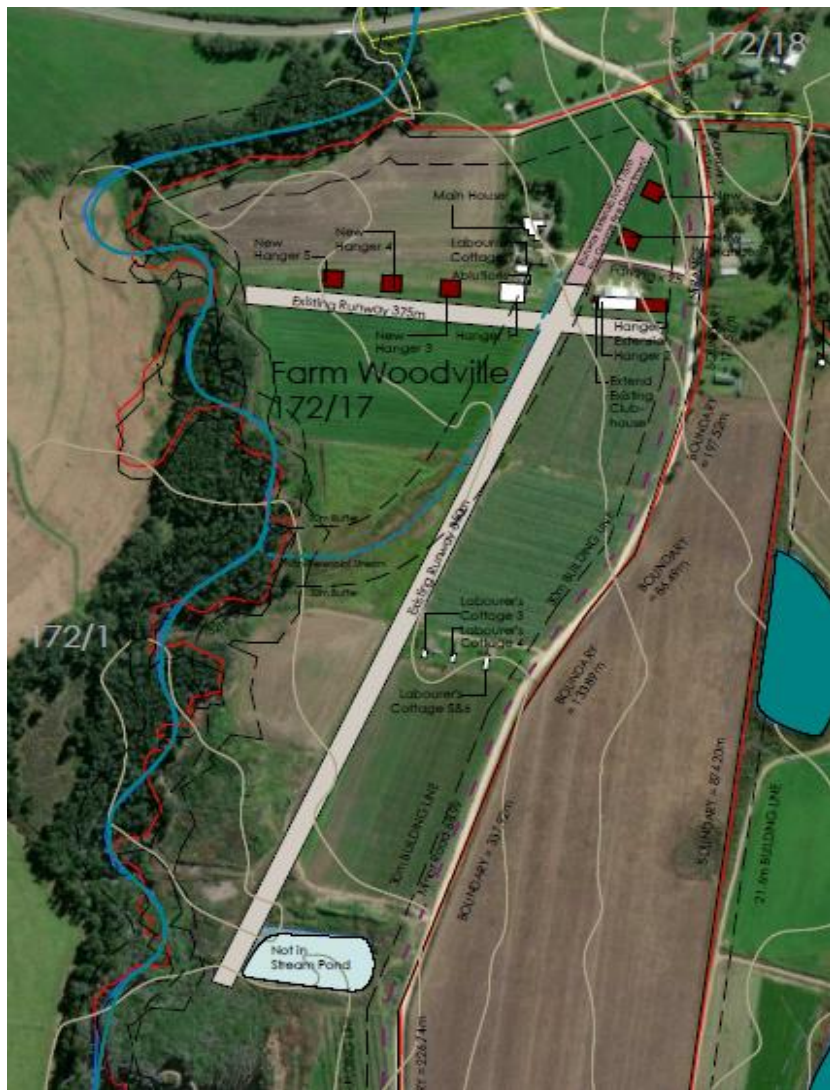
In light of this, WALEAF feels that any zoning change requests and application for hangers should immediately be put on hold, until such time as the current violations stated above (illegal lengthening of the runways and the erection of numerous illegal buildings) are subject to the lawful process (including public participation). Only after this has been determined, should further expansion be considered.

b) The NATURE of Marelize de Bruyn's APPLICATION itself.

WALEAF questions the type of zoning and justifications within this application completed by Marelize de Bruyn.

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).





i) Type of Rezoning Requested:

Community Zone 1 primary use is “place of instruction”, which under definitions appears to refer to buildings, as under Development Parameters, the following is mentioned :

Development parameters:	
(a)	Floor factor The maximum floor factor is 1,2.
(b)	Coverage The maximum coverage is 60%.
(c)	Height
	(i) The highest point of a building to the top of the roof may not exceed 12 metres, provided that there is no height limit for a bell tower, steeple, minaret or similar architectural feature designed to accentuate the significance of a building.
	(ii) The general provisions regarding earth banks and retaining structures in this by-law apply.
(d)	Building lines
	(i) The street building line is at least 5 metres.
	(ii) Side and rear building lines are at least 5 metres.
	(iii) Notwithstanding (i) and (ii) the Municipality may require a 10-metre building line setback on properties bounding residential zoned properties, where the height of the building exceeds 8,5 metres.
	(iv) The general building line encroachments in this by-law apply.

The applicant is applying for a 700m² spot zoning for buildings utilised for the training of pilots. As a very large proportion of the training will take place in hangars, in stationary aircraft, and in moving and flying aircraft, the spot zoning will not cover all the areas where training is taking place. The spot zoning should in fact cover the entire area where all training is taking place.

Moreover, in the 2023 Zoning Scheme By-law, the following important definitions apply :

“airfield”

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.

Development parameters:

- (a) The Municipality must require a site development plan for an airfield.
- (b) The site development plan as approved by the Municipality constitutes the development parameters.
- (c) The provisions for a site development plan in this by-law apply.

“airport”

Land use description: “airport” means a complex comprising aircraft runways and associated buildings for the take-off and landing of civilian aircraft and facilities for the handling and storage of air freight and includes land uses ancillary to airports, and includes—

- (a) restaurant(s);
- (b) car rental facilities;
- (c) shop(s);
- (d) hotel; and
- (e) a place of instruction for flight and related aviation training facilities.

Development parameters:

The development parameters applicable to “transport use” and “business premises” apply, provided that a site development plan must be submitted to the Municipality for its approval.

It is very clear that in terms of the latest Zoning Scheme By-law that an **“AIRFIELD”** **“may not be used for a flight school or flight training”** and that such an activity can only be accommodated in an **“AIRPORT”** which allows **“a place of instruction for flight and related aviation training facilities.”**

We feel that the applicant has erred in applying for this spot zoning for COMMUNITY ZONE 1, as :

- The 700m² specified size is far too small, as it has failed to take into account training taking place in hangars, and in aeroplanes on the ground and in the air.
- In terms of the definitions of “airfield” and “airport”, **training of pilots can only take place in AIRPORTS, and not on AIRFIELDS.**

Therefore, if the owner wishes to continue training pilots on this property, he will have to submit an application to rezone the property to Transport Zone I with a consent use for an airport.

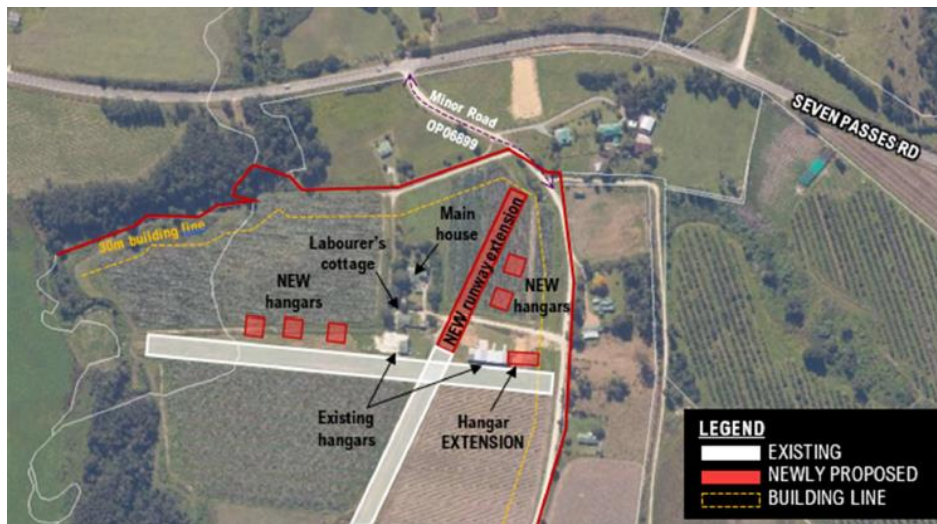
ii) Possibility of consent use:

Her statement :” *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 ±700m² of the property from Agriculture Zone I to Community Zone I (place of instruction) is necessary.*”
(page 7)

It is stated that “it can only be addressed as a temporary departure or through a spot zoning”, but only considers the “spot zoning”, totally ignoring the possibility of applying for a “consent use”. This “consent use” was most likely not considered, as it will necessitate the rezoning of the “airfield” (under Agriculture Zone 1) to an “airport” (under Transport Zone 1).

iii) Extension of the longstanding runway:

The application further states : “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. **(Page 7)**. This runway is currently 850m long and will then be 1025m long. The cross runway is 450m long.” (see SDP below.)



WALEAF insists that before any future expansion of this COMPLETELY illegal development is contemplated, that the current unapproved runways, hangars and clubhouse be addressed first, before any future APPLICATIONS for development are considered.

iv) Justifications for an airfield:
(Page 8)

- *“The property owner (and farmer)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 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.”*
- *“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).”*
- *“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.”*
- *“To further support the tourism industry, skydiving is to be provided.”*

With respect to the above, WALEAF would like to point out that ALL of these activities are obviously business orientated, designed to make a profit. As this airfield, which was previously, but no longer, used for crop sprayers, is now utilised for **business purposes for deriving profit**, it cannot be deemed an “agricultural airfield” any longer, as, being used for business, it must be **classified as an airport**.

v) References to the SACAA certification:

It is noted that there are many references made to the SACAA certification. The copies of the certificates attached to this application are, however, for the aircraft ZU- POT, and not for the airfield. *Note that we still await the SACAA certification of the airfield.*



Section/Division	FLIGHT OPERATIONS GENERAL AVIATION PART 91		Form Number: CA 91-07
Telephone number:	+27 11 545 1000	Fax Number:	+27 11 545 1350
Physical address:	Ikheya Lokundtza, 16 Treur Close, Waterfall Park, Bekker Street, Midrand, Gauteng		
Postal address:	Private Bag X73, Halfway House, 1685	Website:	www.caa.co.za


FOD RAMP INSPECTION REPORT

Aircraft Registration:	24 - POT	Date:	25 Sept 2022	Time:	12:00
Aircraft Type:	CTSW				
Name of Operator / Representative:	0270417017 Peter Leppan				
Airport / Field of Inspection:	Leppan Airfield				

A Documentation and equipment			Check	Remark	D External aircraft inspection			Acceptable	Unacceptable	
1	Certificate of Registration		✓		1	Check correct fuel grade sticker and fuel cap for security	✓			
2	Certificate of Release to Service		✓		2	Check for any fuel or oil leaks	✓			
3	SACAA Approved Mass & Balance data		✓		3	Check general condition of windows and windscreens	✓			
4	CofA current/ Authority to Fly for NTCA		03/2023		4	Check cowings for security condition	✓			
5	Signal Strips		✓		5	Check static wicks & bonding straps for condition	✓			
6	Compass Deviation Card - correctly dated?		✓		6	Check flaps/ailerons for general condition	✓			
7	Certified Equipment List		NA		7	Check landing gear, tyres and brakes for condition	✓			
8	List of visual signals for intercepting aircraft		✓		8	Check navigation lights for general condition	✓			
9	Inspection Reminder		✓		9	Check all panels for missing screws and defects	✓			
10	Approved Aircraft Flight Manual & Certificate		NA		10	Check nose area for general condition	✓			
11	Radio station licence		✓		11	Check fuselage/belly for general condition	✓			
12	SACAA Approved MEL		NA		12	Check tail section (Goatskin) for general condition	✓			
13	Flight crew licence and medicals		✓		13	Relevant placarding correct	✓			
14	Journey logbook or general Declaration / passenger manifest for international flight		NA		14	Check Pitot tube and static port	✓			
15	Flight folio		✓		15	Check stall warning	✓			
16	Flight folio outstanding / open defects		✓		16	Does the aircraft have an identification data plate	✓			
17	Insurance documentation		✓		17	Check aircraft registration markings	✓			
18	Overall aircraft condition		✓		18	Overall aircraft condition	✓			
B Instrumentation			Check	Remark	E Cargo aircraft (if applicable)			Yes	No	N/A
1	Magnetic compass		✓		1	Cargo manifest and detailed declaration of the cargo				
2	General condition of instrumentation		✓		2	Is cargo compartment satisfactory				
3	Fluo indicator/ correct settings, dates of expiry and service data, fuel and oil		✓		3	Is fire warning system applicable				
4	Fluo oil oil - expiry dates, sealed contents, correctly sealed		✓		4	Are smoke detectors installed				
5	Seal, oil condition and secondary seal tops		✓		5	Cargo net condition				
6	Fluorescence and seal bolts		✓		F AMO Details					
7	Fluorescent tube (near main entrance)		✓		1	AMO Name and Licence				
8	General condition of interior		✓		2	AMO Contact Details	AP 172			
9	Smoke Muzzler (if applicable)		✓		INSPECTION NOTES AND COMPLIANCE REQUIREMENTS					
10	Clean area (if applicable)		✓							
11	Life kit/and/or portable oxygen (if applicable)		NA							
12	Life vests/ life rafts		✓							
13	Emergency exits clearly marked and unobstructed		✓							

Inspector:	Signature: <i>Peter Leppan</i>	DATE:	25.09.22
Inspector's Name:	NAME IN BLOCK LETTERS: <i>PETER LEPPAN</i>	DATE:	25.09.22
Inspector's Title:	NAME IN BLOCK LETTERS: <i>MOJIBAB KANYANE</i>	DATE:	

008237



**SOUTH AFRICAN
CIVIL AVIATION
AUTHORITY**

FLIGHT OPERATIONS GENERAL AVIATION PART 91

Form Number: CA 91-07

Telephone number: +27 11 545 1000 Fax Number: +27 11 545 1350

Physical address: Ikhaya Lokundiza, 16 Treur Close, Waterfall Park, Bekker Street, Midrand, Gauteng

Postal address: Private Bag X73, Halfway House, 1685 Website: www.caa.co.za

FOD RAMP INSPECTION REPORT

Aircraft Registration:	ZU - POT	Date	02/03/2025	Time	12:46
Aircraft Type:	CTSW				
Name of Operator / Representative:	LEPPAN FARMING PTY LTD				
Airport / Field of inspection:	LEPPAN AIRFIELD				

A Documentation and equipment	Check	Remark	D External aircraft inspection	Acceptable	Unacceptable	
1 Certificate of Registration	✓		1 Check correct fuel grade sticker and fuel cap for security	✓		
2 Certificate of Release to Service	✓		2 Check for any fuel or oil leaks	✓		
3 SACAA Approved Mass & Balance data	✓		3 Check general condition of windows and windscreens	✓		
4 C of A current / Authority to Fly for NTCA	✓		4 Check cowlings for security condition	✓		
5 Signal Strips	✓		5 Check static wicks & bonding straps for condition	✓		
6 Compass Deviation Card - correctly dated?	✓		6 Check flaps/ailerons for general condition	✓		
7 Certified Equipment List	✓		7 Check landing gear, tyres and brakes for condition	✓		
8 List of visual signals for intercepting aircraft	✓		8 Check navigation lights for general condition	✓		
9 Inspection Reminder	✓		9 Check all panels for missing screws and defects	✓		
10 Approved Aircraft Flight Manual & Certificate	✓		10 Check nose area for general condition	✓		
11 Radio station licence	✓	2026	11 Check fuselage/belly for general condition	✓		
12 SACAA Approved MEL	N/A		12 Check tail section (Controls) for general condition	✓		
13 Flight crew licences and medicals	✓	2024	13 Relevant placarding correct	✓		
14 Journey logbook or general Declaration / passenger manifest for international flight	✓		14 Check Pitot tube and static port	✓		
15 Flight folio	✓		15 Check stall warning	✓		
16 Flight folio outstanding / open defects	✓		16 Does the aircraft have an identification data plate	✓	FWD FOD	
17 Insurance documentation	✓		17 Check aircraft registration markings	✓		
B Instrumentation			18 Overall aircraft condition	✓		
1 Magnetic compass	✓		E Cargo aircraft (if applicable)			
2 General condition of instrumentation	✓		1 Cargo manifest and detailed declaration of the cargo	Yes	No	N/A
C Internal aircraft inspection			2 Is cargo compartment satisfactory			
1 Fire extinguishers - correct stowage; dates of expiry and service date. Legible and current	✓	01/24	3 Is fire warning system serviceable			N/A
2 First aid kit - expiry dates; correct contents; correctly sealed	✓	11/2024	4 Are smoke detectors installed			
3 Seat rail condition and secondary seat stops	✓		5 Cargo net condition			
4 Harnesses and seat belts	✓		F AMO Details			
5 Fireproof data plate near main entrance	✓		1 AMO Name and Licence	F.J. MOMBORG		
6 General condition of interior	✓		2 AMO Contact Details	AP 155 (074 998 0000)		
7 Smoke Masks (if applicable)			INSPECTION NOTES AND COMPLIANCE REQUIREMENTS			
8 Crash axe (if applicable)						
9 Crew oxygen and portable oxygen (if applicable)		N/A				
10 Life vests, life rafts						
11 Emergency exits clearly marked and unobstructed						

ACTIONS TAKEN			
SATISFACTORY	✓	SIGNATURE OF REPRESENTATIVE OF INSPECTED COMPANY	02/03/2025
GROUNDING		NAME IN BLOCK LETTERS	
RECTIFICATION WITHIN 24 HOURS		SIGNATURE OF FLIGHT OPERATIONS INSPECTOR	02/03/2025
		NAME IN BLOCK LETTERS	

26 APRIL 2013 Page 1 of 1

vi) Extending the longitudinal runway:

Her statement ".....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." (Page 9)

WALEAF questions this statement as :

1. Helicopters are mostly used in firefighting as they can refill their buckets in a few seconds from dams or lakes.
2. To fill a fixed wing aircraft from the farm's water tanks would be very time-consuming and not practical in an emergency situation.
3. The aircraft for firefighting are stationed in Denneoord in George, a few minutes away.

i) To-date the CURRENT facility is SUFFICIENT in terms of providing assistance in the event of Fire and Fire Disaster management.

vii) Noise Pollution and Limited public Interest:

Her statement *“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.”* (Page 11).

To state in the application that public interest is limited is far from the truth. WALEAF is aware of numerous locals who are showing an interest, with the majority of them opposed to this airport and unhappy to have been left out of the participation process, simply because THEIR property did not border on the 172/17 property.

viii) Parking availability:

Her statement in Clause 4.1.1.3. *“Ample space for parking is available.”* (Page 11).

If, as the applicant states, that no-one will be affected should this application to rezone be successful, then why does she state that *“Ample space for parking is available”*? In our opinion, this statement implies a huge influx of people once the airport has been approved.

ix) Applicability of NEMA:

Her statement in Clause 4.1.1.4. Regarding the applicability of NEMA (Page 11.):

We have been in contact with DEA&DP, who, in an email to WALEAF stated *“The development of a second runway/landing strip of 450m in length (Runway B) after the EIA Regulations came into effect is **likely to have triggered activity 7 of Listing Notice 3**. The matter has been referred to the Directorate: Environmental Law Enforcement of this Department.”* **We await their final decision on this.**

x) LUPA (2014):

Her statement in Clause 4.1.2. WESTERN CAPE LAND USE PLANNING ACT, 2014 (LUPA) (Page 11). *“LUPA requires that local municipalities consider the following when deciding on land use applications: **Applicable spatial development frameworks**”*

WALEAF studied both the George SDF and the Wilderness LSDF, and cannot find any mention made regarding the future planning or approval of airports and/or airfields in the greater Wilderness area. If they have not been mentioned in these documents, then this application **should be denied**.

xi) Length of Runways:

Her statement *“The runways on Woodville 172/17 are 850m & 450m in length and has been in this location since 1996.”* Page 13.

This is most certainly **NOT TRUE!** The Google Earth images above clearly indicate that the N/S runway was lengthened from 250m to 450m in **2018**, and then again lengthened from 450m to 850m between **October 2020 and April 2021**. In **2018** a **new** 450m east/west runway was constructed.

xii) Users of the Airfield:

Her statement *“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 offers flight training and provides valuable learning opportunities for aspiring pilots – which cannot be accommodated at airports such as the George Airport.” Page 13.

As the applicant is admitting that the “airfield” is being used for business purposes and for FINANCIAL gain, it cannot qualify as an “airfield” (being a consent use under Agriculture Zone 1), but needs to be rezoned as **Transport Zone 1** : consent use for **AIRPORT**.

xiii) Temporary Departures:

Her statement : *“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. (Page 15)*

Yes we agree that if there was no need for this airfield that it probably would have ceased to exist. However, we recognise that the agricultural services (such as crop spraying) have declined over the years, and the demand is now increasingly in favour of recreational and training services, (hence the request for expansion in these aspects) which does not serve the broader community, other than a limited wealthy few.

We also understand that many pilots are trained at a well-established training school in Oudtshoorn, which can carry increased demand in training services.

The Leppan airfield should not have been in existence at all, even if there was the demand, without being compliant first.

We were under the impression that the applicant was applying for a **rezoning**, and not a **temporary departure**. *This needs to be confirmed.*

xiv) Impact on the character of the Area:

Her statement *“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.”*

*“It is our view that the need and desirability of the consent use & **temporary departure** for Woodville 172/17, shows no negative impacts.” (Page 16)*

WALEAF is under the impression that the applicant was applying for a **rezoning**, and not a **temporary departure**. The use of the airfield for flight training will have a tremendous negative impact on the residents and visitors in the vicinity. Just the noise alone is already affecting business at the guesthouse 70 metres away ; many other neighbours in the vicinity are complaining about the increased noise, etc. The safety aspect of untrained pilots possibly crashing also needs also to be considered.

xv) Capacity Training:

Her statement *“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.” (Page 16).*

WALEAF was led to believe that because this flight training school was being operated without municipal permission, that it would cease operating pending the outcome of this application (of which the intention is to only NOW legalise it). Our concern is that the only reason there is an application to legalise everything, is because the applicant wants to FURTHER develop his property. We question the fact that if there was NO further development requirements on this property, would the landowner become compliant on his own? History does not show that he would. In other words, we are of the opinion that the landowner is only now attempting to becoming compliant because he wants to develop his property further.

Both Flight Academy and the Flying Club are commercial operations which should not be operating on a farm airfield under a consent use for an airfield. Being run totally for profit, they should be located at an approved airport, and not in amongst farms in the rural area.

Currently on the internet, Flight Academy and the Flying Club, both situated on Mandalay Farm, appear to be operating without any restraint. Flight Academy are even conducting sunrise and sunset flights, which appears to contradict what is stated in the application.

<https://flightacademy.org.za/>
<https://flightacademy.org.za/#portfolio>



Sunrises and sets
Analytics release series A
financing launch party
interaction design android
angel investor.

Where to find us:

074 998 0000
info@flightacademy.org.za
George, Western Cape

<https://theflyingclub.co.za/general-info-news/>

Experiencing the beauty of the majestic mountains and coastal scenery in a microlight flight, is most definitely one of the top 10 things to do in the Garden Route. The Flying Club operates an **Air Creation** Tanarg microlight and a **Magni Gyrocopter** offering what must surely be on your list of attractions whilst visiting the Wilderness area.

– What is the best time to fly?

Usually the morning and evenings are best, but on some days midday is best. It all depends on the wind conditions.

– What is the best flight option?

Take the longest flight your budget allows. Over the years, and thousands of flights we have performed, at the end of a flight, no one has ever said, "we should have flown shorter". On the contrary, all customers who choose short flights almost always lament that they should have chosen a longer option.

+27 74 649 5744
info@theflyingclub.co.za

ADDRESS

The Flying Club, Leppan Airfield,
Mandalay Minor Road, off 7 Passes Road,
Hoekwil, Wilderness, SA



- xvi) Civil Aviation Authority and the PPP:
Marlize de Bruyn stated (Page 17):

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.

WALEAF needs to see these documents, otherwise this is not an open and transparent public participation process. We reserve our rights in this matter, and will submit comments later, should it be deemed necessary to do so.

- xvii) Requirements for an EIA:

Her statement "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." (Page 18.)

We are not in agreement with "does not trigger NEMA", as we have been in contact with DEA&DP, who, in an email to WALEAF stated "*The development of a second runway/landing strip of 450m in length (Runway B) after the EIA Regulations came into effect is likely to have triggered activity 7 of Listing Notice 3. The matter has been referred to the Directorate: Environmental Law Enforcement of this Department.*" *We await their final decision on this.*

2. CORRESPONDENCE FROM MARLIZE DE BRUYN POST THE SITE VISIT

In the meeting on 22nd November 2023, WALEAF (and SANPARKS) requested outstanding documentation and information that would influence our decision in terms of this application. We emailed a list of questions to Marlize de Bruyn on various dates. We also received a number of comments made in emails that were sent to us by her with respect to this application. We would like to address these below:

- a) In her email dated **2023-11-27**, she stated :

"The owner and I did speak after the promulgation of the 2017 zoning by-law. I was of the opinion that due to its long history on the property and in the area, that it cannot now suddenly become unlawful. I also did ask the Municipality about it then, but we did not reach a conclusion."

Laws regularly change. A very basic example: When a speed limit on a road is one day decreased from 80km/h to 60km/h, it is unlawful to then travel at 80km/h after the date of change. Mr Leppan lengthened the runway and constructed hangars **after** the promulgation of the 2017 Zoning Scheme By-law. This is NOT LEGAL. We fail to understand why a conclusion by George Municipality on this subject should even be reached. Mr Leppan, like any of us who also have a long history on our properties, is not above any law that gets changed even if it is not in his or our favour.

- b) In her email dated **2023-12-06**, Marlize de Bruyn states:

"Obtaining comments from the organisations as indicated below, is part of the public participation process. Such organisations has a minimum of 60 days to comment and as we are now at the end of the year, they have 74 days as determined by the Municipality."

This was in response to our query about WALEAF needing to see document from the CAA, and stating that this is not an open and transparent public participation process if we cannot see such documents. We reserve our rights in this matter, and will submit comments later, should it be deemed necessary to do so.

- c) In her email dated **2023-12-06** Marlize de Bruyn :

“HWC were informed of the land use application as part of the public participation process.”

This was her reply in response to WALEAF’s query regarding the airport being within walking distance of an historical guest house, and whether Heritage Western Cape (HWC) had been notified? As we to date have not seen HWC’s response, we reserve our rights in this matter, and will submit comments later, should it be deemed necessary to do so. **We still await HWC’s comments with respect to the above.**

- d) **In her email dated 2023-12-13/14** Marlize de Bruyn poses answers (in black and bold/blue and bold) to the list of questions/requests for information we sent her:
- i) Maps of the flight paths (take offs and landings on both runways; circling plans and how they circle and land/take off)

MdB: The take-off and landing was explained during the meeting. Regarding flight paths and circling – this happens in accordance with controls by SACAA. See attached a kmz-file with the flight paths.¹

- ii) Number of students training per month/year

MdB: 5 – 10 during training as stated in motivation report, weather permitting, etc. The exact number for the past year for first time pilots is 8.

- iii) Number of flights made by students per month/year

MdB: Per year, the number of flight hours is a maximum of 400.

- iv) Number of pilots flying, landing, taking off in a month/year

MdB: Currently there are 9 fixed wing planes hangered at Leppan Airfield and on average they fly once a week.

- v) Air traffic presently.

MdB: Except for the students, renewals and 9 fixed wing planes mentioned above: There are 12 aircraft at other airfields close by that will come past on an average of once per month. Then we have about 30 visitor flights per year. There are planes daily over the whole area and most are originating from the flying schools in George, Mossel Bay and the Chinese school in Oudtshoorn.

- vi) Projected air traffic after the construction of 6 new hangers, lengthening of the runway, and finalization of this application to legalize the airport.

MdB: Less than 30% increase as the planes currently requesting storage are commuters like Mr Leppan, not local flight.

WALEAF’s further response : If there are going to be 6 hangars added, that will equate to 12 or more planes. That, in our book, is **more than a 30% increase.**

MdB2: Noted²

- vii) Maximum sizes of planes currently landing and/or taking off?

MdB: As authorized by SACAA. The runway cannot handle big planes. See motivation report.

WALEAF’s further response: What is authorised by SACAA ; can we please see a copy of the authorisation?

MdB2: <https://www.caa.co.za/industry-information/airports/#aerodrome-register>³

viii) Maximum size of planes in the future landing and/or taking off?

MdB: As authorized by SACAA. This facility cannot allow much more than six seaters that come in already like 210 cessna or bonanza's.

WALEAF's further response: What is authorised by SACAA ; can we please see a copy of the authorisation?

MdB2: <https://www.caa.co.za/industry-information/airports/#aerodrome-register>³

ix) We require clarity on the zoning regulations that changed, as the airfield is not part of the Old Zoning regulations

MdB: See motivation report.

x) Melissa the Environmental Consultant acting for and on behalf of the client, is waiting on information from DEA&DP/DFFE to attend to the NEMA applicability for the East/West runway. When can we have some answers on this, as it is vital to have this information prior to submitting our comments?

MdB: We are all waiting for DEADP.

xi) Can we see a copy of the latest Civil Aviation Licence, as we need to know when it expires, and what conditions are set?

MdB: No flying will take place if all is not in place with the SACAA. A civil aviation license has no conditions and no expiry date. See the SACAA website.

WALEAF further response: Please send us a copy of the valid Civil Aviation Licence. The website does not show the Leppan Airport.

MdB2: <https://www.caa.co.za/industry-information/airports/#aerodrome-register>³

xii) Are the present hangars, club house, and any other buildings associated with the airport approved in terms of the zoning scheme by law?

MdB: Please note the contents of the submitted land use application.

WALEAF further response: Are they or are they not approved?

MdB2: What does 'approved in terms of the zoning scheme by-law mean'? If you refer to land use approvals, it is granted in terms of the planning by-law.⁴

xiii) Have building plans been approved for the present hangars, club house, and any other buildings associated with the airport?

MdB: Most have building plan approval, but yes not all.

WALEAF further response: which ones have not been approved?

MdB2: The newest one.⁵

xiv) Certain neighbours have complained previously about the excessive noise of the aircraft. Are there any guidelines/laws with respect to the maximum amount of noise that aircraft can emit when flying over built up areas?

MdB: Only one neighbour complained to the Municipality in recent months. This neighbour bought the property after renting the property for many years and being fully aware of the airfield. There is no excessive noise – you would have heard the bit of noise for short periods when you were at the meeting.

There was a complaint from another neighbour a few years ago. The instructor from another flight school which operated from the Leppan Airfield for a while, ignored the requests to comply. Therefore, this instructor's privileges were cancelled. The owner of Leppan Airfield wants to have good relations with all neighbours and that is why he deals firmly with transgressors.

WALEAF further response: what is the maximum amount of noise in decibels that aircraft can emit when flying over built up areas?

MdB2: What built-up area? ⁶

xv) Mr Leppan stated that they do not store aviation fuel at the airport. Please confirm this.

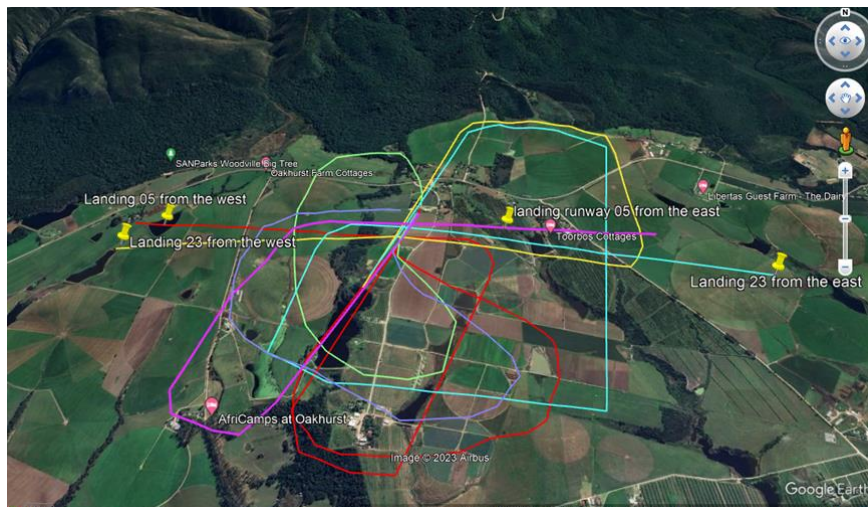
MdB: As stated during the site meeting where you were present, pilots bring the fuel they need.

WALEAF further response: **If Mr Leppan's aircraft is stationed at Mandalay Farm, from where does he obtain his fuel?**

MdB2: Mr. Leppan flies to George, Mossel Bay or Plett to get the fuel he needs just like we drive to a filling station to get fuel for our cars.

Explanation of notes (1- 6) referred above with respect to the EMAIL CORRESPONDENCE FROM MARLIZE DE BRUYN SINCE SITE VISIT :

1. The adjoining neighbour has stated that the flight paths are inaccurate, and that the aircraft fly right between their house and the guest house, over their garden, just before they touch down.



Flight paths as per emails of 2023-12-13/14

2. As stated by the applicant, there are 9 fixed wing aircraft currently at Mandalay farm, occupying we think are 4 hangars. If they intend constructing 5 new hangars, and extending one, we envisage an increase of at least 12 aeroplanes. If the number of aircraft are going to increase from 9 to 21, we fail to understand how Marilize de Bruyn can state that the projected air traffic will be "Less than 30% increase". (The increase from 9 to 21 amounts to a **133% increase.**)

3. Regarding the maximum size of aeroplanes presently and in the future, Marilize de Bruyn sent us a link (see below) which does not specify the size of aeroplanes allowed. We therefore have no idea of what size of aeroplanes will be using this airport in the future, and how the public will be affected.

Airport Name:	Leppan
Registration Number:	R 103
Hours of Operation:	
Coordinates:	S33° 56' 27" E022° 39' 56"
Altitude:	740 feet
Length Width:	05/23 870 m x 14 m and 14/32 350 m x 12 m
Strip Width:	
Surface Type:	05/23 Grass and 14/32 Grass
Runway End Safety Area:	
Alternate Runway:	
Frequency:	124.8
Obstacle To Clear:	Powerlines and trees
Windsock:	Yes 2
Landing Suggestion:	All 3 directions 05/14/23 perfect
Parking Area:	
Takeoff Suggestion:	All 4 for take off
Buildings:	North East and North West
Helicopters:	
Important Danger:	Caution: Daylight operations only, prior permission to land required.
Contact Detail:	Peter Leppan Cell: 082 859 5131 E-mail: peter@leppanfarming.co.za

4. We still need to know if the present hangars, club house, and any other buildings associated with the airport have been approved in terms of the zoning scheme by law.
5. We still need to know which buildings currently do not have approval.
6. Considering that there is a guesthouse with cottages (172/70) 70 metres from the end of the proposed lengthened runway, and many other dwellings and buildings in the vicinity, to our mind, the area is "built-up".



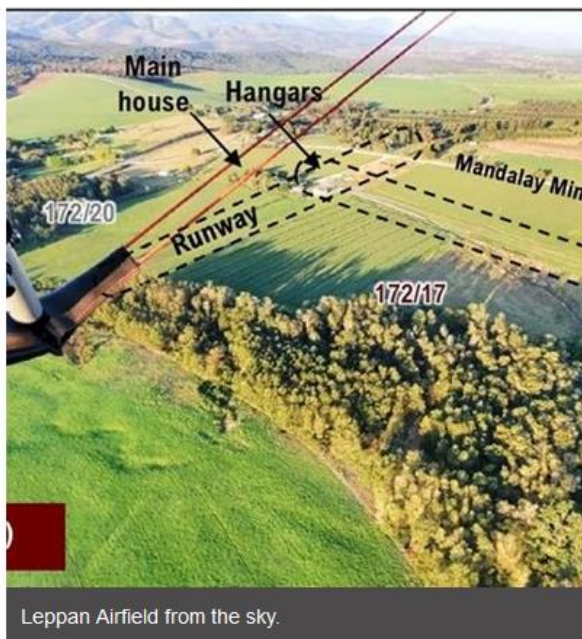
Proposed lengthened runway will end just short of 172/20, which accommodates an historic guesthouse with cottages. There are many other houses and buildings in the vicinity, which we feel makes it "built up", rather than a "farming area".



APPLICATION TO EXPAND LEPPAN AIRFIELD

The application is for upgrading the facilities, but also to get the airfield authorised under the latest George zoning scheme by-law.

Journalist Alida de Beer | Wednesday, 13 December 2023, 09:16



GEORGE NEWS - The owner of the rural airfield on Mandalay Farm, Peter Leppan of Leppan Farming Pty Ltd, has applied to George Municipality to extend the runway and add hangars to his longstanding facilities.

Speaking to George Herald last week, Leppan, a flying enthusiast, shared his excitement about the proposed expansion. He says there is a growing demand among light aircraft owners for flight training facilities in the area.

He proposes to extend the runway (currently 850m) to 1 075m, build at least five new hangars, and extend his existing hangar.

According to the application documents, aircraft flown from here are microlights, gyrocopters and fixed-wing planes. Training for pilots of all three types of craft is done here.

The application is for upgrading the facilities, but also to

get the airfield authorised under the latest George zoning scheme by-law.

The former Section 8 Zoning Scheme Regulations considered an airfield as part of the agricultural environment and did not address it specifically on properties zoned Agriculture Zone I.

The applicant is proposing a rezoning of about 700m² of the property for the flight school to Community Zone 1.

The application states that the Woodville area has had an airfield for more than 60 years, used primarily for crop spraying which is now limited due to changes in agricultural methods.

In its current location, the airfield (after moving twice from adjacent properties) has been in use since the early 1990s.

Leppan said people making use of the airfield include professionals who have migrated from other parts of the country to settle their families here. They regularly commute by private plane for work and business.

"I am loving having all the pilots here on a regular basis, because we share the same interest. Some enthusiasts are stuck at the airport where they play second fiddle because the primary focus there is on commercial airlines. They are looking for an airfield where they can be properly accommodated. Microlights are also not encouraged at the airport and training for microlight pilots is disallowed, as it is at any other major airport."

Tourists flying in, and skydiving on the cards

In the motivation for the application, being handled by town planner Marlize de Bruyn, it is mentioned that the airfield not only brings South Africans to the area, but also many people from abroad.

Tourists flying in with their private planes park their aircraft here and then stay at guest farms or other guest facilities in the Southern Cape. It is foreseen that skydiving could be provided in the future. This would complement paragliding, which is a well-established sport in the area.

The airfield is registered with the South African Civil Aviation Authority (Saca) to provide training. It is used by pilots in training from George Airport as a safe space for forced landing exercises and it is the only airfield in the Western Cape where training for microlights takes place.

The Bateleurs, a group of volunteers who help protect the environment with their aircraft, also make use of the airfield.

It is located among the vegetable fields of Mandalay Farm and is also used for access to and from these fields.

Representatives from Woolworths who come for inspections from time to time, use the airfield. Leppan Farming supplies Woolworths, Shoprite Group, Spar and Pick n Pay and is the only exporter of brussels sprouts from South Africa, supplying Marks & Spencer, Sainsbury's, Tesco and Morrisons in the UK.



Below are WALEAF's comments with respect to this informative article :

- i. *He (Mr Leppan) says there is a growing demand among light aircraft owners for flight training facilities in the area.*

There is a flight training school in Oudtshoorn which is more than adequate. As a flight training school can only be approved under Transport Zone 1, this application must be refused.

- ii. *Leppan said people making use of the airfield include professionals who have migrated from other parts of the country to settle their families here. They regularly commute by private plane for work and business.*

As this once small airfield which was in the past only used for agricultural purposes has now developed into a commercial airport, it must be zoned accordingly as an "airport" and not an "airfield"

- iii. *"I am loving having all the pilots here on a regular basis, because we share the same interest. Some enthusiasts are stuck at the airport where they play second fiddle because the primary focus there is on commercial airlines. They are looking for an airfield where they can be properly accommodated. Microlights are also not encouraged at the airport and training for microlight pilots is disallowed, as it is at any other major airport."*

By his own admission, Mr Leppan is admitting that this is no longer just a farm "airfield" but a profit making enterprise, namely an "airport".

- iv. *“Tourists flying in with their private planes park their aircraft here and then stay at guest farms or other guest facilities in the Southern Cape. It is foreseen that skydiving could be provided in the future. This would complement paragliding, which is a well-established sport in the area.”*

Once again it is admitted that this is a fully fledged “airport”.

- v. *Representatives from Woolworths who come for inspections from time to time, use the airfield. Leppan Farming supplies Woolworths, Shoprite Group, Spar and Pick n Pay and is the only exporter of brussels sprouts from South Africa, supplying Marks & Spencer, Sainsbury's, Tesco and Morrisons in the UK.*

This is clearly a commercial airport, and not a little landing strip on a farm.

4. WALEAF COMMENTS and OBJECTIONS

WALEAF **objects** to 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).

We list below various issues which we believe need to be addressed.

a) NEMA

In terms of NEMA listed activities, we corresponded with DEA&DP, who replied to us on 30th November 2023 stating :

“The development of a second runway/landing strip of 450m in length (Runway B) after the EIA Regulations came into effect is likely to have triggered activity 7 of Listing Notice 3. The matter has been referred to the Directorate: Environmental Law Enforcement of this Department.”

b) NEMPAA

The southern end of the runway is just 2,8km from a Protected Area, which in terms of NEMPAA , the minimum altitude at which an aeroplane can be flown is 2500 foot. If an aeroplane it taking off in a southerly direction, will it gain enough altitude in just 2,8km to be flying at 2500 foot above a Protected Area?

c) SANPARKS

From the map below, the airfield falls within the Sanparks Buffer Zone Footprint and is a mere 2,8 km north of the Wilderness Protected Environment.

It is illegal to fly over a National Park at a height of less than 2500 foot above the highest point of the Park. This equates to a minimum height over any part of the Garden Route National Park of 7540 feet. Any flight below that height without specific permission from the Parks Management is an offence in terms of the Act.



d) HIGH VOLTAGE ESKOM POWER LINE

There is an ESKOM 133kV High Voltage power line a mere 430 metres south of the end of the North South runway. We feel that this is an exceeding dangerous situation, as should an aircraft taking off suddenly lose power, it could possibly crash into the powerline. Has ESKOM been contacted and asked for their input?

e) LARGE IRRIGATION DAM AT END OF RUNWAY

Immediately south of the end of the North South runway is a farm dam. We feel that this is an exceeding dangerous situation, as should an aircraft taking off suddenly lose power, it could possibly crash into the dam.

f) RELATIONSHIP WITH THE ADJOINING NEIGHBOUR 172/20 WAYSIDE INN

This property abuts the "airfield". The original house was built in 1869 by Jonas Stevens, and therefore has heritage status. It was run as "The Wayside Inn" for many years. It was on the Knysna / George postal route and used as a stop over, and coach house for fresh horses.

The present owners moved into this property in 2006. They rented the property for 10 years, waiting for approval from the Department Agriculture for subdivision from the main farm. This approval was granted in 2016, which enabled them to purchase the property. During that period the owners had completely renovated the main house and the coach house.

From the time that they moved in in 2006, there was little to no activity on the airfield. Peter Leppan had a microlite, but during the period 2006 to 2017 flew it approximately 15 times. The owners were not aware of anyone else ever using this airstrip.

In all the years the owners have lived there, they never saw a crop sprayer, until approximately 6 months ago ; a crop sprayer was used for a couple of hours to spray a neighbouring nut farm. That was the only time ever that they can recall a crop sprayer being used.

Around 2018 a tenant of Peter Leppan came to see them. The reason for the visit was to ask them how they would feel about him using the "airfield" for microlite flips. He assured them that they would not even be aware of them, as a good pilot would never have to land anywhere near them. They saw no problem with that, and gave him permission to go ahead. However, almost immediately, the microlites became a nuisance flying incessantly over their guesthouse. They then discovered that he was actually running a flight training school. Not long thereafter came the fixed winged aircraft. By that time, Peter Leppan had altered the "airstrip" substantially, by removing a large barn and many large trees. This then freed up the runway for larger fixed winged aircraft which added to the problem, regularly flying over their guesthouse, creating a nuisance to the owners.

There were many times that several fixed winged aircraft landed over them. Those were aeroplanes that belonged to other people. Two other cottages on the property were upgraded in order to rent them out as tourist accommodation, but that proved to be problematic due to the extreme noise levels and disturbance generated by the aircraft flying low over the property when landing. This resulted in high stress levels and discomfort for the guests staying in the cottages.

Approval of this application could result in the devaluation of the property, which the owner could possibly claim from the municipality

Loss of the owners' constitutional basic human right, to not being observed or disturbed by aeroplanes flying very low over their property.

Animals on their farm are frequently frightened by aircraft flying low overhead.

g) STUDY REQUIRED IN RESPECT OF NOISE POLLUTION EMINATING FROM AIRCRAFT

We notice that there has not been a noise pollution study or report done which should have been included in Marlize de Bruyn's application documents. Before this application can even be considered, we demand that such study/report be submitted to all interested and affected parties for their comments.

h) STUDY REQUIRED IN RESPECT OF BIRD LIFE IN THE VICINITY OF THE AIRPORT

We notice that there has not been a bird study or report done which should have been included in Marlize de Bruyn's application documents. Before this application can even be considered, we demand that such study/report be submitted to all interested and affected parties for their comments. We were informed in the meeting on 22nd November 2023 that about 4 years ago there used to be 6 nesting pairs of fish eagles in the vicinity. Currently there is now only 1 pair. This seems to align with the time 4 years ago when Mr Leppan started his non-approved flight school in 2018.

i) FUTURE SPATIAL PLANNING

WALEAF studied both the George SDF and the Wilderness LSDF, and cannot find any mention made regarding the future planning or approval of airports and/or airfields in the greater Wilderness area. If they have not been mentioned in these documents, then this application **should be refused**

In Chapter Three of the GMSDF it is in fact the main focus of this spatial development framework to ensure that the landscape character of the study area, particularly those areas in view from these tourist routes, be protected from inappropriate developments or infrastructure that could harm its special character.

The Woodville area is included in the Priority Natural Area per Map 16 of the GMSDF 2023-2027.

The effect of the “airstrip” on adjacent properties will be very negative. This is due to aircraft noise, numerous overflights and perceived danger to properties and persons in the area. This has already proved to be problematic due to the extreme noise levels and disturbance generated by the aircraft flying low over nearby properties when landing or taking off from the “airfield”.

This is an area with a number of complex challenges (a HV ESKOM power line, a dam at the end of the runway, a guesthouse 70 metres from the end of the runway, etc.) for trainee and experienced pilots, and, in our opinion, not suitable for use as a training area for trainee or inexperienced pilots.

j) POSSIBLE NEGATIVE IMPACTS ON TOURISM

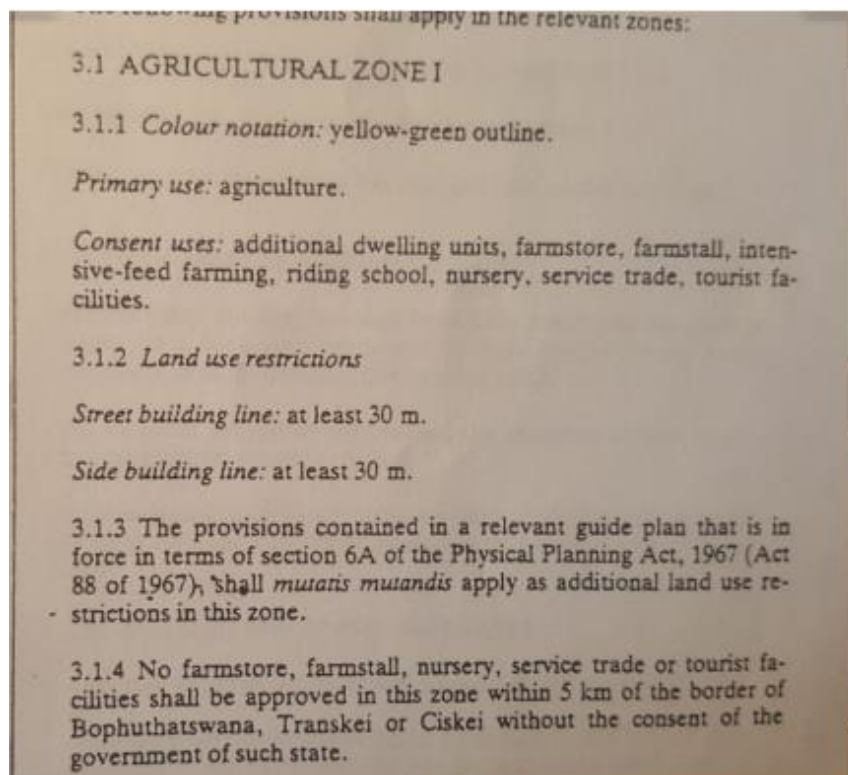
The proposed development will predominantly benefit ONLY a small number of affluent owners / pilots who are able to make use of the facility mostly for leisure flying activities. If this airfield is enlarged and becomes a training centre, it will impact very negatively on the roughly 4000 residents in the area. It will negatively affect tourism in the area, especially eco-tourism development that holds great promise for positive economic impact with minimal negative effects. The noise and flight activity will discourage tourists from visiting the area and attractions such as the Woodville Big Tree in the adjacent Garden Route National Park. It may lead to lower occupancy rates in the numerous farm based guest houses and tourist facilities in the area. This will have a seriously negative effect on tourism income for the locals, and will not be compensated by the limited income from trainee pilots only benefitting a few people. The overall impact for the communities of Touwsranteen, Hoekwil, Rondevlei and Dieprivier will be negative. The majority of residents in the area oppose this application, and many have already submitted objections to the applications.

k) POSSIBLE DROP IN PROPERTY PRICES NEAR TO THE PROPOSED AIRPORT

Property values may decline due to the noise levels and disruption caused by airfield operations, impacting the economic stability of local residents. The presence of an airport nearby may lead to a decrease in property values for homeowners in the vicinity. Potential future buyers may be discouraged due to concerns about noise pollution, safety risks, and alterations to the local landscape. This decline in property values could adversely affect the financial stability of residents and the overall economic health of the community. It could even affect the George Municipality’s income if the valuation of properties were to decline, as that would have a knock on effect with property rates. The operation of aircraft normally generates substantial noise levels, disrupting the peace and tranquillity that the community values. This disturbance could adversely affect not only the residents living in proximity to the proposed airfield, but also those in surrounding areas, potentially causing stress, sleep disturbances, and reducing overall quality of life.

l) LEGALITY OF AIRFIELD & ASSOCIATED STRUCTURES

Marlize de Bruyn in the application refers to the old 1985 Land Use Planning Ordinance (LUPO). We note that under LUPO scheme 8 regulations of 1988, under Agriculture 1, there is no consent use for “airfield”, and under the definition of “agriculture” with respect to the buildings on the farm, it states that they should be “connected with main farming activities”



Was this “airfield” and associated structures legal under LUPO when they were constructed?

In 2017 the George Integrated Zoning Scheme By-law was promulgated, and under Agriculture 1, “airfield” was listed as a consent use.

Why didn't the owners apply in 2017 for a consent use for this “airfield” and the associated buildings?

m) IMPORTANT INFORMATION NOT MADE AVAILABLE TO I&APs

On 4th December 2023 we sent an email to Marlize de Bruyn :

“In your application documents, page 17, it is stated :

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.

WALEAF has not seen these documents and needs to see these documents, otherwise this is not an open and transparent public participation process. Please send these documents to us as soon as possible.”

On 6th December 2023 she replied :

“Obtaining comments from the organisations as indicated below, is part of the public participation process. Such organisations has a minimum of 60 days to comment and as we are now at the end of the year, they have 74 days as determined by the Municipality.

Therefore, these comments are not yet available.”

On 6th December 2023 we sent another email to Marlize de Bruyn :

“As this proposed airport is within walking distance of an historical guest house, has Heritage Western Cape been notified? See below extract from the applicable Act.”

On 6th December 2023 she replied :

"HWC were informed of the land use application as part of the public participation process."

WALEAF needs to see these documents from both CAA and Heritage Western Cape, otherwise this is not an open and transparent public participation process. We reserve our rights in this matter, and will submit comments later, should it be deemed necessary to do so in support of our objections to this application.

NB. We have written to Heritage Western Cape, but because of the holiday season, to date they have not as yet responded. When we receive a reply, we shall, if necessary, submit further comment.

n) VALIDITY OF "AIRFIELD" LICENCE ?

We append below an email which was sent to an I&AP, which speaks for itself :

From:	Nomsa Mojela <MojeleN@caa.co.za>
Sent:	Thursday, 07 December 2023 10:39
To:	htucker@iafrica.com
Cc:	Basil Hlatshwayo
Subject:	RE: Leppan Airfield Registration and Licencing of airfield/Flight school
Follow Up Flag:	Follow up
Flag Status:	Flagged

Dear Sir

The airfield in question is not in our records, therefore not licensed under the Civil Aviation Regulations Part 139. The aerodrome approval that Mr Hlatshwayo mentioned is not yet implemented, as we are still working on the implementation requirements internally.

Should you wish to have this airfield approved by the CAA, we will forward you all the information once the implementation has been finalised.

Regards

Nomsa Mojela
Manager: Aerodrome Infrastructure
Aviation Safety Infrastructure
Tel: 011 545 1572 | Cell: +27 83 461 6506 | Email: mojelan@caa.co.za

Follow us on    

SACAA OFFICE CLOSURE NOTICE

The SACAA offices will close at 12:00 on Friday, **22 December 2023** for the festive season and will open again on Tuesday, **02 January 2024**.

A STANDBY LIST WILL BE PUBLISHED ON THE SACAA WEBSITE www.caa.co.za



o) DO COMMERCIAL OPERATIONS CONDUCTED ON A FARM UTILISING AN AIRSTRIP CONSTITUTE IT BEING A FULLY FLEDGED AIRPORT?

In the application documents, the following is admitted :

“The property owner (and farmer)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 aircrafts flown from the Leppan Airfield 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.”

“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).”

“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.”

“To further support the tourism industry, skydiving is to be provided.”

Even in the newspaper, Mr Leppan boasted :

He (Mr Leppan) says there is a growing demand among light aircraft owners for flight training facilities in the area.

Leppan said people making use of the airfield include professionals who have migrated from other parts of the country to settle their families here. They regularly commute by private plane for work and business.

“I am loving having all the pilots here on a regular basis, because we share the same interest. Some enthusiasts are stuck at the airport where they play second fiddle because the primary focus there is on commercial airlines. They are looking for an airfield where they can be properly accommodated. Microlights are also not encouraged at the airport and training for microlight pilots is disallowed, as it is at any other major airport.”

“Tourists flying in with their private planes park their aircraft here and then stay at guest farms or other guest facilities in the Southern Cape. It is foreseen that skydiving could be provided in the future. This would complement paragliding, which is a well-established sport in the area.”

Representatives from Woolworths who come for inspections from time to time, use the airfield. Leppan Farming supplies Woolworths, Shoprite Group, Spar and Pick n Pay and is the only exporter of brussels sprouts from South Africa, supplying Marks & Spencer, Sainsbury's, Tesco and Morrisons in the UK.

At the meeting on 22nd November 2023 Mr Leppan told those who were present that it would cost about R1.000.000 to construct each of the six proposed hangars. He will only construct them when he has tenants who will pay him rental to store their aeroplanes in these 6 hangars.

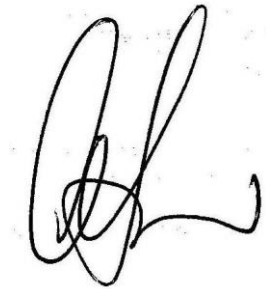
All of these activities are obviously business orientated, designed to make a profit. By Mr Leppan's own admission, he is stating that this is no longer just a farm "airfield" but a profit making enterprise, namely an "airport".

As this airfield, which was previously used for crop sprayers, is now utilised for **business purposes for deriving profit**, it cannot be deemed an "agricultural airfield" any longer, as, being used for business, it must be **classified as an airport**.

In CONCLUSION, WALEAF IS therefore **objecting** to 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).

Yours faithfully,



Secretary
WALEAF



South African
NATIONAL PARKS

To develop, protect, expand, manage and promote a system of sustainable national parks that represents natural and cultural heritage assets, through innovation, excellence, responsible tourism and just socio-economic benefit for current and future generations.

9 January 2024

Marisa Arries
Responsible Administrative Officer
George Municipality
George

Per email: marries@george.gov.za

Municipal Reference: 2317498

RE:PROPOSED REZONING AND CONSENT USE, WOODVILLE 172/17, MANDALAY MINOR ROAD, GEORGE MUNICIPALITY AND DIVISION, WESTERN CAPE, SANPARKS COMMENTS

Woodville 172/17 is situated in the Buffer Zone of the Garden Route National Park (GRNP), and is approximately 740m from the parks' boundary (**Fig. 1 & 2**). The property falls within the Garden Route Granite Fynbos (FFg5) vegetation type, which is listed as Critically Endangered in the National Environmental Management Biodiversity Act (Act No. 10 of 2004), Revised National List of Ecosystems that are Threatened and in Need of Protection, GNR No. 2747, 18 November 2022 (**Fig. 3**). However, due to intensive historical agricultural cultivation activities the property is highly transformed. There are no Critical Biodiversity Areas on the property, or on adjacent properties. A tributary (perennial river) of the Klein Keurbooms River runs along the property's western boundary, whilst a non-perennial stream runs to the west of the NNE to SSW runway (**Fig. 4, 5a & 5b**). The property is relatively flat, with natural and irrigation fed runoff draining towards the perennial river and non-perennial stream.

The property's location in the landscape is important, due to its close proximity to the GRNP and its location in the Buffer Zone, which acts as an insulation layer between the protected area and the potentially negative influences outside the park, thus protecting the purpose and values of the national park. Safe-guarding conservation outcomes and mitigating negative impacts pertaining to this property and the surrounding area are important to SANParks.

The property is zoned Agriculture Zone I (AZI), is 147ha in extent, is owned by Leppan Farming Pty Ltd. and is commercially cultivated for brussels sprouts, horse radish, and celery. Limited cattle grazing is taking place. The property contains one main house (on the northern sector), labourer's cottages (comprising one dwelling adjacent to the main house, one dwelling east of the W to E runway, and three dwellings mid-way south-east of the NNE to SSW runway), as well as a storeroom, and two managers' houses with outbuildings (on the southern sector) (**Fig. 5a & 5b**).

|ai-|ais/richtersveld transfrontier

addo elephant

agulhas

augrabies falls

bontebok

camdeboo

golden gate highlands

karoo

kgalagadi transfrontier

knysna

kruger

mapungubwe

marakele

meerkat

mokala

mountain zebra

namaqua

table mountain

tankwa karoo

tsitsikamma

west coast

wilderness



Fig. 1: Location of Woodville 172/17 in relation to the Garden Route National Park, (CapeFarmMapper 3, accessed 3 January 2024).

Fig. 2: Proximity of Woodville 172/17 to the Garden Route National Park’s nearest boundary (approximately 740m), (CapeFarmMapper 3, accessed 3 January 2024).

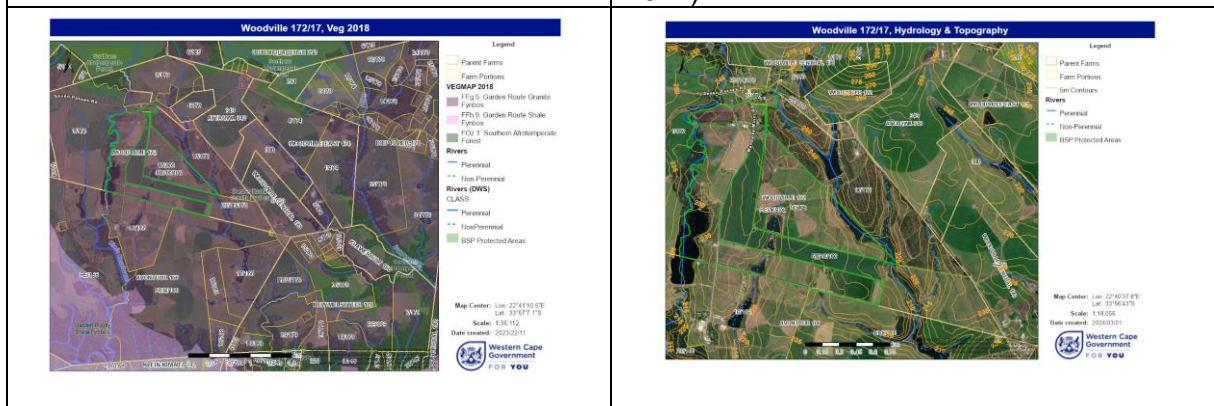


Fig. 3: The property falls within the Garden Route Granite Fynbos (FFg5) vegetation type, which is listed as Critically Endangered (CapeFarmMapper 3, accessed 22 November 2023).

Fig. 4: A tributary (perennial river) of the Klein Keurbooms River runs along the property’s western boundary, whilst a non-perennial stream runs to the west of the NNE to SSW runway (CapeFarmMapper 3, accessed 3 January 2024).

An airfield is located between the farming operations. This airfield was used for crop spraying. Currently limited crop spraying is taking place, and the airfield is used mostly for “flight training”, and other activities, as described below.

The Land Use Application (LUA) by Marlize de Bruyn Planning, Ref: 370/G21, states that, “flight training” is for, “microlights (trikes), and that the airfield is registered with the SACAA as a place of training for pilots and flight training which commonly accompanies an airfield, with an airfield carrying capacity of up to 600kg (for all aircraft flying on a part 62 licence)”. The LUA further notes that aircrafts flown from the airfield include, “microlights, gyrocopters, and fixed wing aircraft”, and that, “the Leppan Airfield is at times used by pilots from George Airport, in training, as a safe haven for forced landing exercises, as well as by The Bateleurs – environmental air force, and property owners and visitors for business and recreational purposes”. Further that, “the property owner (and farmer) as a significant producer for South Africa and internationally, uses the airfield to fly to other farms in South Africa where he produces niche crops for the local and international market” and that “Woolworths when visiting Leppan Farming Pty Ltd. fly to the airfield from time to time”.

The LUA notes that in addition to existing airfield uses (as mentioned above), “skydiving is to be provided to compliment the important contribution activities such as paragliding offers in the area”.

The airfield runways currently span 850m from NNE to SSW and 450m from W to E (total existing runway length is 1300m, proposed extension length is 175m, therefore total proposed runway length will be 1475m). Associated with the airfield are hangers, for the storage of aircrafts and for other facilities, i.e., for educational purposes/ club house. These hangers occur within two separate buildings on either side of the NNE to SSW runway.

The property is surrounded by other agricultural properties, containing farm buildings and residences, some of which are used for tourist accommodation. The Outeniqua Mountains are situated towards the north, straddling parts of the GRNP.

The LUA entails:

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).

Extract from: Marlize de Bruyn Planning LUA report, Ref: 370/G21

The LUA Application is at the request of the George Municipality to follow the processes as determined by the current land use and environmental legislation.

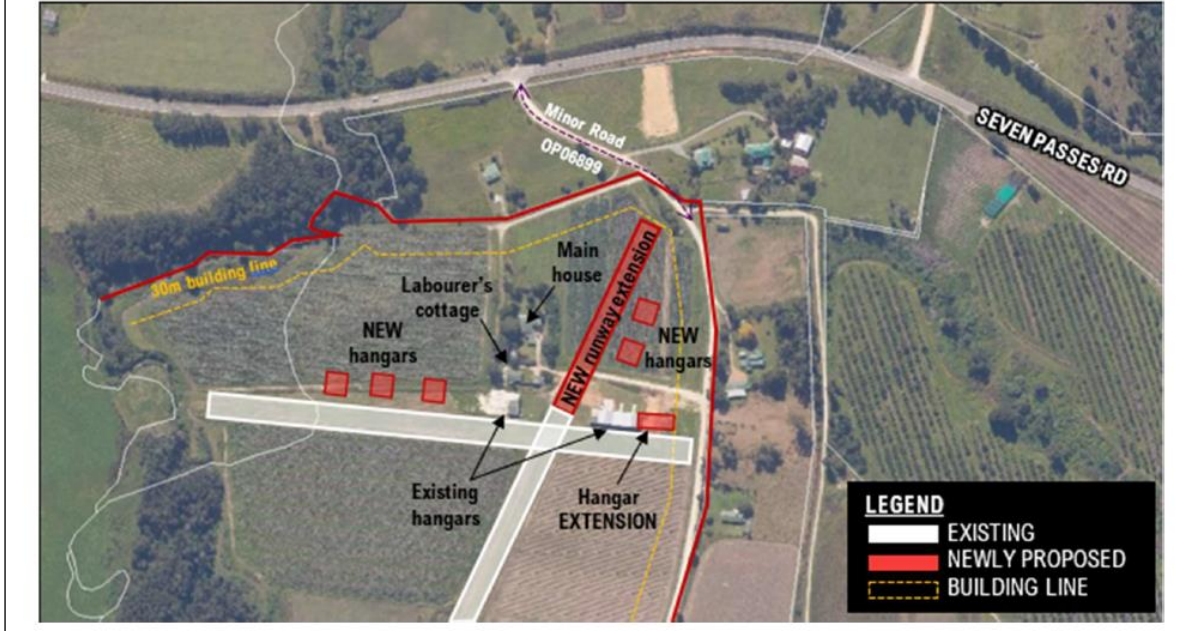
With the former Section 8 Zoning Scheme Regulations (1988) an airfield was considered part of the agricultural environment as it was not addressed specifically for properties zoned Agriculture Zone I. In the current and former George Integrated Zoning Scheme By-law (2017 & 2023), airfield is listed as 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.

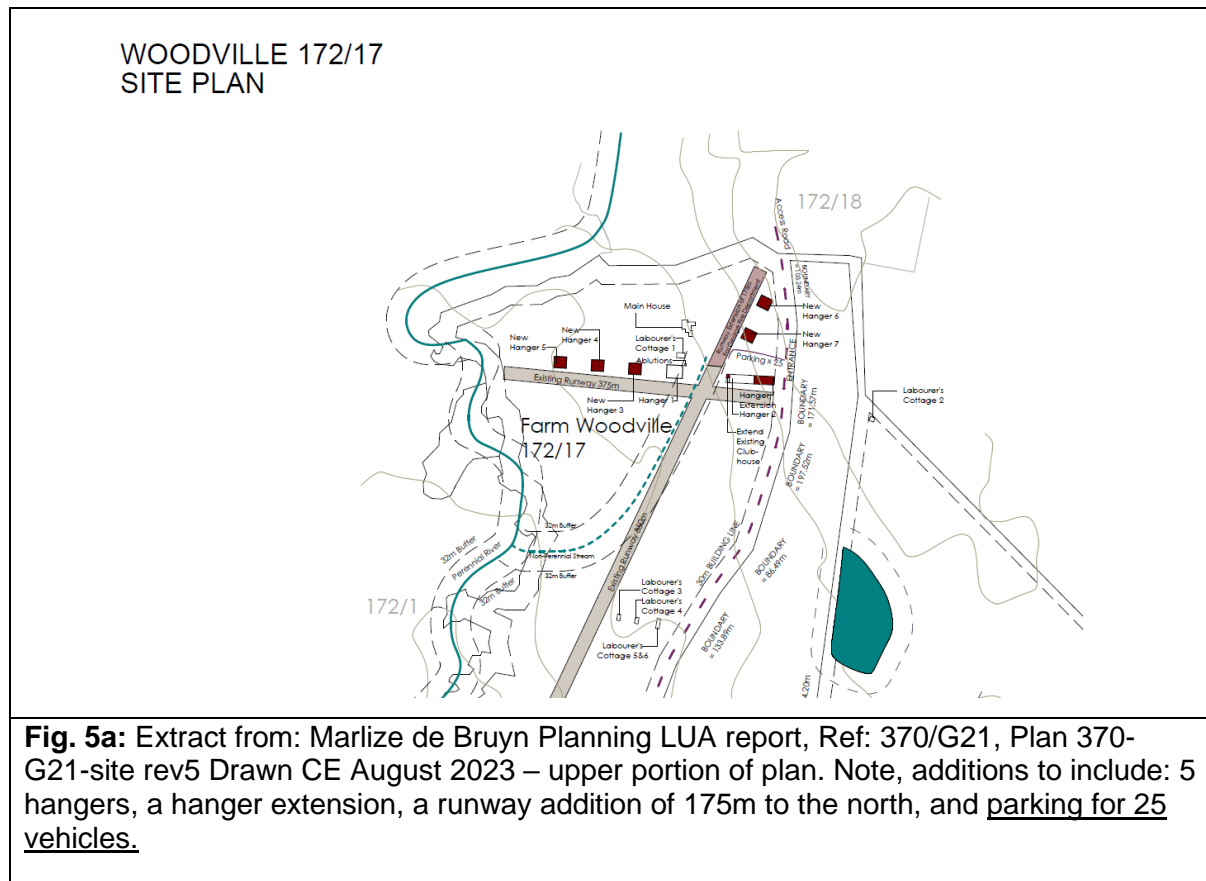
Extract from: Marlize de Bruyn Planning LUA report, Ref: 370/G21

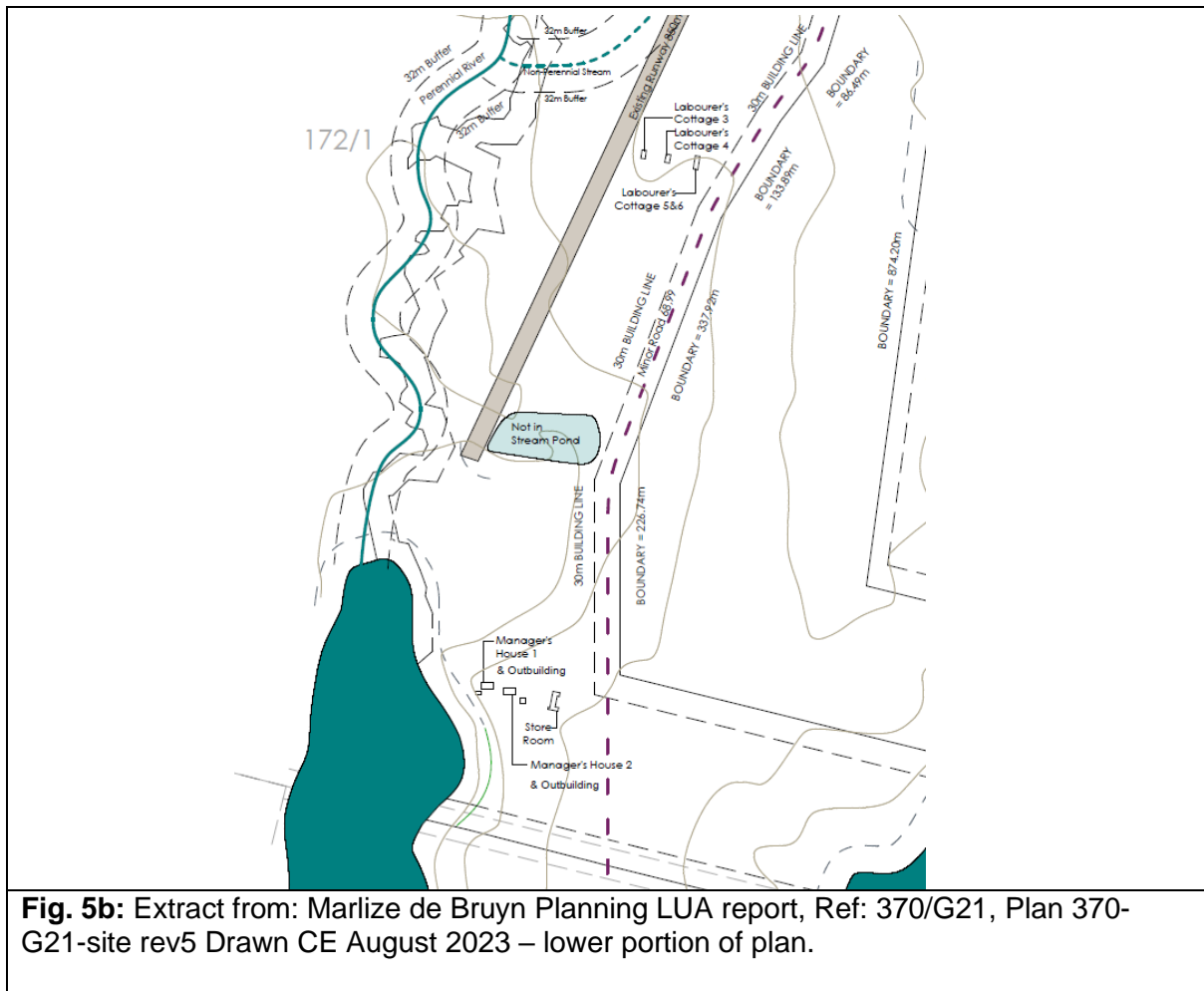
The development proposal entails:

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.



Extract from: Marelize de Bruyn Planning LUA report, Ref: 370/G21





SANParks attended an Interested and Affected Party meeting held on the 22nd November 2023 at the clubhouse situated on Woodville 172/17. The meeting was attended by the landowner, Marlize de Bruyn Planners, R3Green Environmental Consultancy, WALEAF, and by three pilots (**Fig. 6 to 13**).





Fig. 8: View looking west, across the W to E runway, existing hanger located north of the runway.



Fig. 9: View looking east, across the W to E runway.



Fig. 10: Runoff from cultivation is channeled under the runway via a culvert to enter the non-perennial stream situated to the west of the NNE to SSW runway.



Fig. 11: Non-perennial stream situated to the west of the NNE to SSW runway. Note presence of water grasses.



Fig. 12: View of where the new runway extension is proposed.



Fig. 13: Airplanes stored in hanger (x2). The landowner and planner have confirmed that no fuel is stored on the property. Fuel is transported to the property as required (yellow cans in photo).

Point 1: Legislation Context

1a. EIA Regulations, 1997 to 2014 as amended and Water Use Licence Applications

SANParks believes that the historic, current, and future construction and use of the airfield/runways may potentially have triggered an activity listed in terms of the Environmental Impact Assessment (EIA) Regulation iterations of 1997 to 2014. Possible trigger activities may include:

- (1) Environmental Conservation Act, 1989 (Act No. 73 of 1989), Section 21, GNR No. R.1182, 5 September 1997:

2	No. 18261	GOVERNMENT GAZETTE, 5 SEPTEMBER 1997
SCHEDULE 1		
1.	The construction or upgrading of—	
(a)	facilities for commercial electricity generation and supply;	
(b)	nuclear reactors and installations for the production, enrichment, reprocessing and disposal of nuclear fuels and wastes;	
(c)	transportation routes and structures, and manufacturing, storage, handling or processing facilities for any substance which is dangerous or hazardous and is controlled by national legislation;	
(d)	roads, railways, airfields and associated structures outside the borders of town planning schemes;	

- (2) National Environmental Management Act, 1989 (Act No. 107 of 1998) (NEMA), GNR No. 386, 21 April 2006, Listing Notice 1, Activity No. 1 (m):

(m)	any purpose in the one in ten year flood line of a river or stream, or within 32 metres from the bank of a river or stream where the flood line is unknown, excluding purposes associated with existing residential use, but including - (i) canals; (ii) channels; (iii) bridges; (iv) dams; and (v) weirs;
-----	---

- (3) National Environmental Management Act, 1989 (Act No. 107 of 1998) (NEMA), GNR No. 386, 21 April 2006, Listing Notice 1, Activity No. 1 (q):

- (q) the landing, parking and maintenance of aircraft including -
- (i) helicopter landing pads, excluding helicopter landing facilities and stops used exclusively by emergency services;
 - (ii) unpaved aircraft landing strips shorter than 1,4km;
 - (iii) structures for equipment and aircraft storage;
 - (iv) structures for maintenance and repair;
 - (v) structures for fuelling and fuel storage; and
 - (vi) structures for air cargo handling;

(4) National Environmental Management Act, 1989 (Act No. 107 of 1998) (NEMA), GNR No. R. 546, 18 June 2010, Listing Notice 3, Activity No.8 (d) & 20 (d):

8	The construction of aircraft landing strips and runways shorter than 1,4 kilometres.
---	--

(d) In Western Cape:

- i. All areas outside urban areas;
- ii. In an estuary;
- iii. In urban areas:
 - (aa) Areas zoned for use as public open space;
 - (bb) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority or zoned for a conservation purpose.

20	The expansion of runways or aircraft landing strips where
----	---

the expanded runways or aircraft landing strips will be longer than 1,4 kilometres in length.

(d) In Western Cape:

- i. In an estuary;
- ii. All areas outside urban areas.

(5) National Environmental Management Act, 1989 (Act No. 107 of 1998) (NEMA), GNR No. R. 324, Amendment of EIA Regulations Listing Notice 3 of 2014, 7 April 2017, Activity No. 7 (i) and 19 (i):

7.	The development of aircraft landing strips and runways 1,4 kilometres and shorter.
----	--

i. Western Cape

- i. All areas outside urban areas.

19.	The expansion of runways or aircraft landing strips where the expanded runways or aircraft landing strips will be longer than 1,4 kilometres in length.
-----	---

i. Western Cape

- i. All areas outside urban areas.

From perusal of Google Earth images, it appears in 2003 that a small section of road may have been used as a runway (+/- 200m) (**Fig. 14**). It is however uncertain if this farm road, due to its short length and gravel surfacing would have been suitable for a runway. The LUA states that the airfield was located on Woodville 172/13 from 1981 to 1996 (15 years) and only then moved to Woodville 172/17, the subject property of this LUA. The size and scale of the airfield operation at this time is not stated, nor the exact date (with evidence) that the airfield came into operation on Woodville 172/17, operation of which may well have been sometime after 1997, when the first EIA Regulations came into effect, potentially necessitating an EIA application.

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.

Extract from: Marlize de Bruyn Planning LUA report, Ref: 370/G21

In 2006 it appears that an extension was added (+/- 200m), to end before the labourers' cottages, taking the length to +/-400m (**Fig. 15**). This too may have potentially necessitated an EIA application.

By 2021 the runway length appears to have been extended by a further +/-400m, taking the total runway length to +/-800m and the E to W runway (+/-450m) appears to have been constructed by April 2021 (**Fig. 16**). The E to W runway would likely be interpreted as new construction, not an extension/expansion of any existing runway, and may too potentially have necessitated an EIA application. At this point in time the total runway length would have been +/- 1250m.

The hanger to the east of the runway appears to have been constructed on a disturbed area sometime between December 2019 and April 2020 (**Fig. 17**).

During the runway construction it appears that a farm dam was filled in (**Fig. 18a & b**). It is uncertain how this may have affected downstream water users and water rights.

When assessing and interpreting trigger activities it is important to take into consideration: activity phasing, i.e., where individual activities are not viewed in isolation, but as a collective cumulative activity; and the proximity of the activity to waterbodies (i.e., the dam and perennial river and non-perennial stream), in some instances which fall within 32m of the runway (**Fig. 5a**). A Water Use Licence Application (WULA) may too have been triggered in terms of the National Water Act, (Act 36 of 1998) Section 21 c) impeding or diverting the flow of water in a watercourse, and i) altering the bed, banks, courses, or characteristics of a watercourse, among other.

SANParks requests that confirmation be attained from the Provincial DEA&DP and/or the National DFFE on whether the construction and use of the runways may have triggered an activity listed in terms of the Environmental Impact Assessment (EIA) Regulation iterations of 1997 to 2014. Further, that confirmation be attained from the DWS and/or the relevant Catchment Management Agency that a WULA was not triggered in terms of the National Water Act, Act 36 of 1998).



Fig. 14: Google Earth Image, 7/15/2003, showing a gravel farm road that may have been used as a runway (+/-200m).

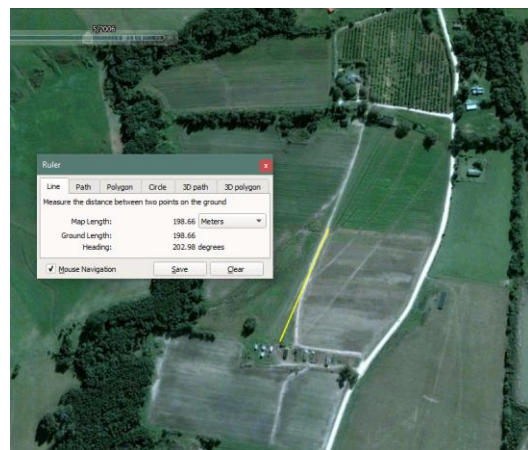


Fig. 15: Google Earth Image, 5/09/2006, showing an extension of the runway (+/-200m).



Fig. 16: Google Earth Image, 4/23/2021, showing a further extension of the runway (+/-400m).



Fig. 17: Google earth Image, 4/4/2020, showing hanger constructed to the east of the runway.

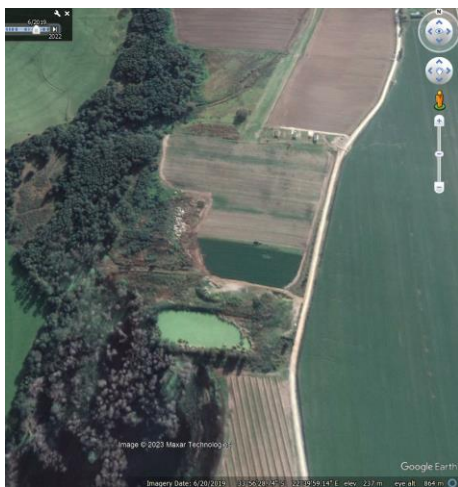


Fig. 18a: Google Earth Image, 6/20/2019, showing farm dam and cultivation fields prior to runway construction.



Fig. 18b: Google Earth Image, 12/19/2019, showing runway construction and infilling of a farm dam to create a level runway.

1b. Flight restrictions over Protected Areas

In terms of the National Environmental Protected Areas Amendment Act, 2004 (NEM:PAA), GNR No 21274, 11 February 2005, Pg 14, the following is applicable to the application:

Amendment of section 47 of Act 57 of 2003	
17. Section 47 of the principal Act is hereby amended—	45
(a) by the substitution for the heading to that section of the following heading: “Use of aircraft in special nature reserve, national park or world heritage site”; and	
<hr/>	
14 No. 21274	GOVERNMENT GAZETTE, 11 FEBRUARY 2005
Act No. 31,2004 NATIONAL ENVIRONMENTAL MANAGEMENT: PROTECTED AREAS AMENDMENT ACT, 2004	
(b) by the substitution for subsections (1), (2) and (3) of the following subsections, respectively:	
“(1) A special nature reserve, national park or world heritage site includes the air space above the reserve ——— or site to a level of 2 500 feet above the highest point of the reserve or site.	5
(2) No person may land or take off in an aircraft in a special nature reserve, national park or world heritage site, except—	
(a) on or from a landing field designated by the management authority of that special nature reserve, national park or world heritage site; and	10
(b) with the permission of, and on conditions determined by, the management authority.	
(3) No person may fly over a special nature reserve, national park or world heritage site at [an altitude] a level of less than 2 500 feet above its highest point, except as may be necessary for the purpose of subsection (2).”	15

The highest point in the GRNP is Peak Formosa, situated in the Tsitsikamma section at 1,675 m above mean sea level (AMSL). The airspace above the park, is 2,500 feet (762m) above the highest point, as per the above legislation. Thus, the park’s airspace is from ground level to 2,437m (7,993 feet) AMSL.

As Woodville 172/17 is approximately 740m from the GRNP’s nearest boundary (**Fig. 2**), SANParks is concerned that aircrafts landing and taking off on the runways may not be able to attain the required altitude over such a short distance, and that airspace restrictions may be compromised.

In an email received from Marlize de Bruyn, dated 14th December 2023, flight paths were shared (**Fig.19**). The flight paths do not stipulate altitude. Although no flight paths are shown to occur over the GRNP, SANParks is still concerned that due to the proximity of the runways to the GRNP, some encroachments over the GRNP airspace may occur, particularly during adverse or unpredictable weather conditions, also due to increased air traffic in the area.

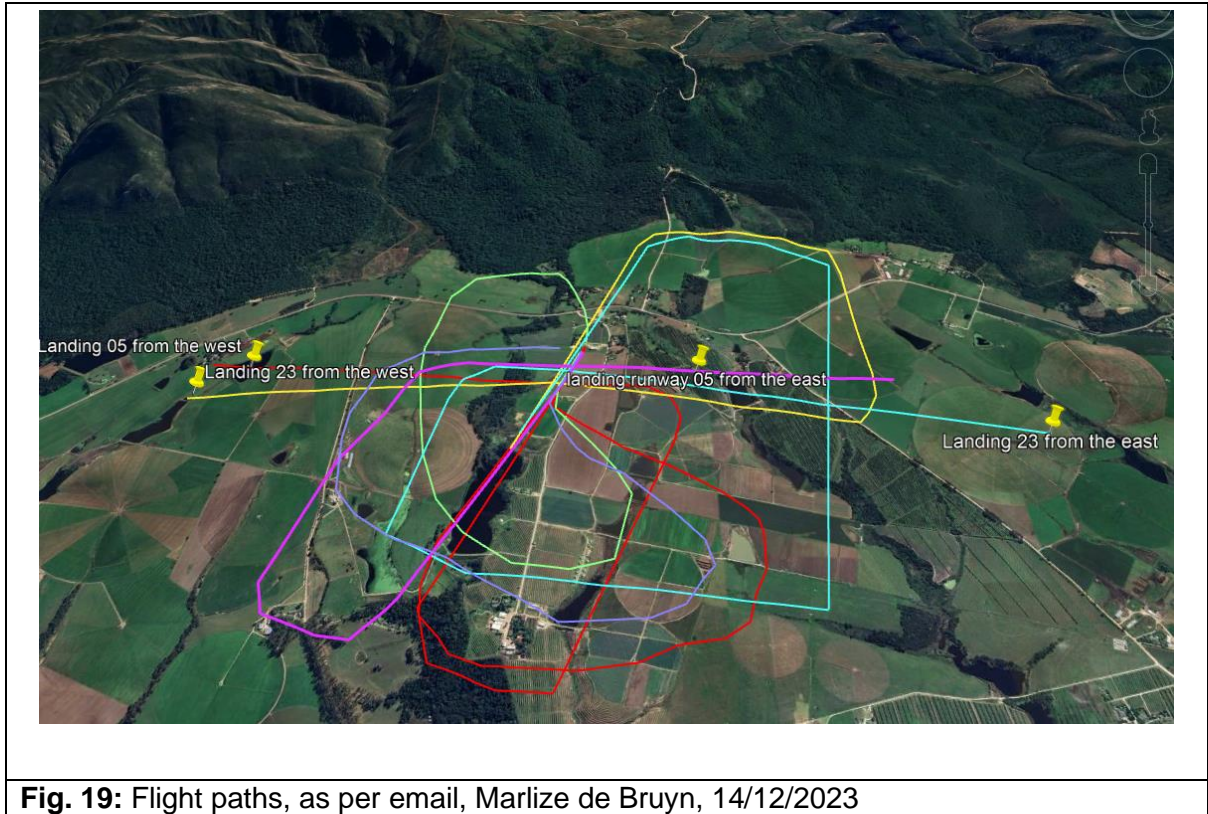


Fig. 19: Flight paths, as per email, Marlize de Bruyn, 14/12/2023

The National Environmental Protected Areas Act, 2003, Regulations for the Proper Administration of Nature Reserves, GNR No 99, 8 February 2012, Pg 31, is further applicable:

Land and in airspace

42. No person may **in a nature reserve**, except with the prior written authorization of a management authority—
- (a) engage in the sport of climbing rock faces;
 - (b) engage in the sport of parachuting or abseiling;
 - (c) **use a hang glider or any other kind of glider;**
 - (d) **launch or fly a hot air balloon;**
 - (e) **fly model planes or gliders;**
 - (f) engage in the sport of any kind of boarding;
 - (g) operate any motorised vehicle for recreational purposes;
 - (h) launch or propel, missile or flare into the airspace above a nature reserve unless such activity is a bona fide emergency; or
 - (i) ignite or use any fireworks.

1c. Building approval and commercial activities

SANParks request clarity on whether all required planning and building permissions have been attained for the construction of the existing two hangars. This was not stated, nor proof attached in the LUA. SANParks further requests confirmation that all constructed dwellings and farm buildings on the property have not exceeded that permissible in terms of the George Integrated Zoning Scheme By-law, 2023 for Agricultural I Zoning.

The LUA notes that a spot zone will be applied for +/- 700 m² from Agriculture I to Community Zone I (Place of Instruction). It is uncertain which portions of the property (and buildings) will fall within the proposed 700 m² spot zone area, as this is not demarcated in the LUA.


Regardless, it should be noted that three separate commercial activities are and will be taking place on the property; (1) the training of pilots (for which the spot zoning may be applicable); (2) flights in and out of the airfield (the scale of this has not been quantified and may in fact fit into the airport category, not an airfield category); and (3) the commercial storage of aircrafts (+/- 21 aircraft), which would likely not fall under the premise of Community Zone I (Place of Instruction).

Point 2: Biodiversity Impacts

SANParks is concerned that the proposed formalisation/legalisation and further expansion of the activity will have significant negative impacts on biodiversity not only in the Buffer Zone, but within the park area.

As per email correspondence (refer to extract below) from Marlize de Bruyn dated 18th December 2023, there are currently 9 fixed wing planes hangered at the property. The proposed addition of five new hangars and an extension to one of the existing hangars, will likely see an increase in 12 or more planes, taking the total number of planes hangered to +/-21. In the email correspondence SANParks requested a table with details of the aircrafts that currently use the airfield, and that will in future use the airfield (i.e., aircraft type, numbers, engine size, and use type). In response Marlize de Bruyn requested that SANParks refer to the LUA, which lists and described details of aircrafts and activities taking place in general broad terms.

RE: Land Use Application: Woodville 172/17



Marlize de Bruyn <marlize@mdbplanning.co.za>
To: Vanessa Weyer
Cc: Sandra Taljaard; Johathan Britton; Megan Simons; Melissa Mackay; Denise JvR

[Reply](#) [Reply All](#) [Forward](#) [More](#)

Mon 18/12/2023 09:25 AM

Follow up. Completed on 18 December 2023.
This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.
Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

<
Morning Marlize

Could you please advise if there is any notification yet from DEADP on whether an EIA/24G application is required for this project, based on the prior cumulative expansions of the runways and the prior and existing activity use?

Further to our site visit of the 22 November 2023 we are still awaiting information as follows:

1. Details of the **flight paths**, including heights above ground level and proximity and any flight paths over the Garden Route National Park; **See kmz-file of flight paths attached.**
2. A table with details of the aircrafts that **currently use the airfield (aircraft type, numbers, engine size, and use type)**; **The type of aircraft is included in the motivation report. Aircraft for training purposes uses this airfield as discussed in the motivation report and currently there are 9 fixed wing planes hangered at Leppan Airfield.**
3. A table with details of the aircrafts that **will in the future use the airfield (aircraft type, numbers, engine size, and use type)**, please note this for a 5-year and 10-year scenario; **Nothing can be finalised for future use as there are no approval for it.**
4. **Aviation approval documentation** for current use of the airfield and any applications that have been submitted for future use/ operations; **See <https://www.caa.co.za/industry-information/airports/#aerodrome-register> Leppan Airfield is no. 53 or 54 on the list. See snips below:**

Leppan

R 103

Caution: Daylight operations only, prior permission to land required.

View

5. Current number of hangers and those proposed now and in the future, again for 5-year and 10-year scenarios; See land use application
6. Quantities of fuel and fuel type currently being used, and quantities forecast for future and where is this fuel acquired from; As stated during the site meeting, pilots bring their own fuel as needed.
7. Confirmation that no fuel is being stored on site above and underground; As stated during the site meeting, pilots bring their own fuel as needed, and therefore no fuel is stored.
8. How are fuel spills managed;
9. Details on the usage of the airfield, current and future, i.e., fire management, crop spraying, commute, recreational etc.; See land use application
10. Confirmation that the airfield will not be transporting crop cargo from source to supplier; The property owner has to keep this as an option to get produce to the market in the event of e.g natural disasters. When Kaaimans Pass collapsed after floods in 2006, vehicular movement was severely strained. It took almost a day to get to George and back. Some days Mr. Leppan flew 3 – 4 times to George and back for urgent matters such as spares they could not wait days for.
11. Have any noise, traffic, and health and safety specialist studies been undertaken. None

We await your response to finalise our comments.

Kind regards,
Dr Vanessa Weyer
Environmental Management (University of Pretoria)
 Reg. EAP (EAPASA) & Reg. Pr.Sci.Nat. (SACNASP)

Extract of email correspondence SANParks and Marlize de Bruyn Planners

SANParks is concerned that air traffic from microlights (trikes), gyrocopters, +/-21 fixed wing planes hangered at the property, as well as from other planes visiting, the property may be substantial. The LUA notes that, *“the Leppan Airfield is at times used by pilots from George Airport, in training, as a safe haven for forced landing exercises, as well as by The Bateleurs – environmental air force, and property owners and visitors for business and recreational purposes”*. Further that, *“the property owner (and farmer) as a significant producer for South Africa and internationally, uses the airfield to fly to other farms in South Africa where he produces niche crops for the local and international market” and that “Woolworths when visiting Leppan Farming Pty Ltd. fly to the airfield from time to time”*. In email correspondence Marlize de Bruyn notes, *“The property owner has to keep this (transporting crop cargo from source to supplier) as an option to get produce to the market in the event of e.g., natural disasters. When Kaaimans Pass collapsed after floods in 2006, vehicular movement was severely strained. It took almost a day to get to George and back. Some days Mr. Leppan flew 3 – 4 times to George and back for urgent matters such as spares they could not wait days for”*. SANParks is concerned that the airfield may be utilised for transportation of crop cargo from source to supplier more frequently than for emergency situations, with associated increases in air traffic. The air traffic and aircraft information provided to SANParks in the LUA and via email thereafter is insufficient and generalised and may not fully depict the actual current and future situation.

The airfield is approximately 740m from the GRNP’s nearest boundary. SANParks’ mandate is to conserve, protect, control, and manage National Parks (inclusive of the GRNP) and other defined protected areas and their biological diversity (biodiversity). This mandate is dependent on maintaining the parks tranquility and on minimizing threats to biodiversity. As one example, biodiversity that may be affected due to this application includes an active Crowned Eagle (listed as Vulnerable regionally and Near Threatened globally) breeding pair situated in Beervlei. Their nest is approximately 6.6km away from the area as the crow flies (**Fig. 20**). SANParks is only aware of this one active nest in the park. Scientific studies (scientific papers available on request) estimate that nest spacing ranges between 6 and 32km and that mean annual home range varies from approximately 13km² to 38km² for a peri-urban pair. Other recorded raptor species in the landscape include Jackal Buzzards, Long-crested Eagle, Yellow-billed Kite, Black-shouldered Kite, as well as Black Sparrow Hawk, Forest Buzzard, African Goshawk and Cuckoo Hawk.

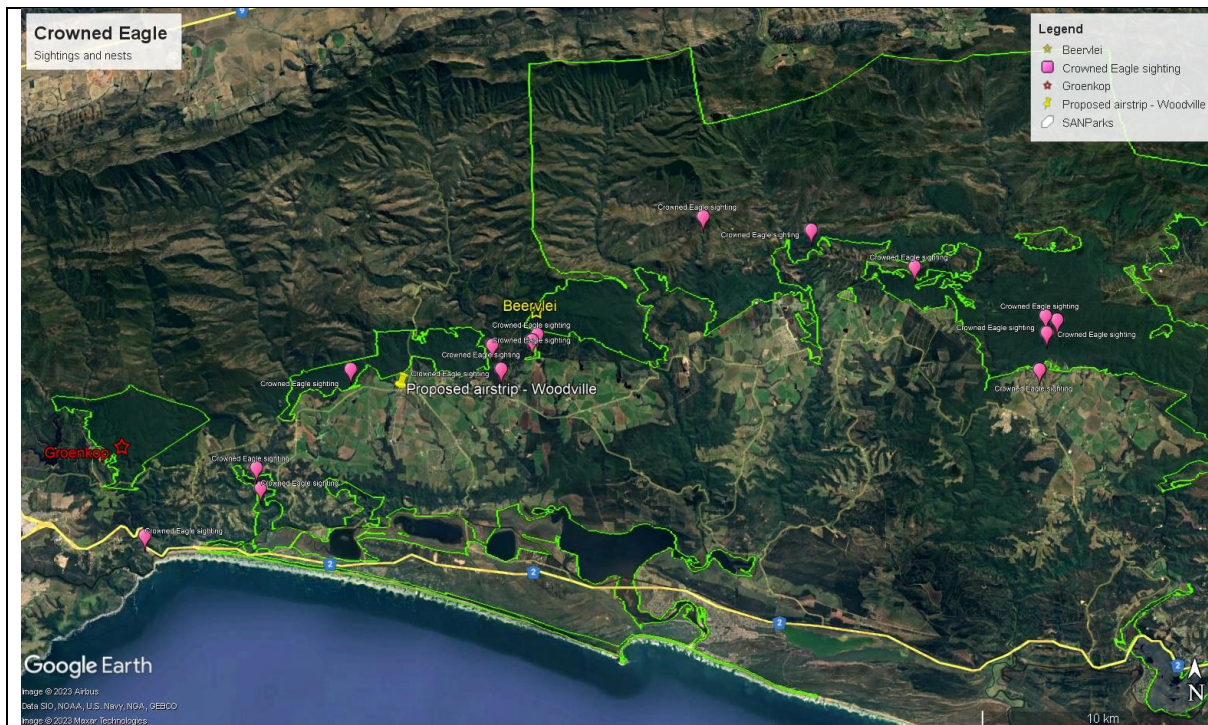


Fig. 20: Crowned Eagle nest in Beervlei, and reported Crowned Eagle sightings (Source: SANParks Scientific Services)

Point 3: Public Participation & Specialist Studies

SANParks is concerned that the LUA process does not allow for an adequate public participation process, nor for the conduction of specialist studies to investigate potential significant negative impacts and propose mitigation measures. To date no specialist studies have been undertaken and information that has been presented is generalised and unsubstantiated.

SANParks believes that noise, traffic (air and ground), and health & safety impacts are currently and likely to be significant and that specialist studies should be undertaken to investigate these issues for existing and future scenarios.

The noise specialist study should address noise impacts from all aircraft types, during take-off and landing and inflight, as well as duration of exposures, and should address impacts on biodiversity and humans, inclusive of economic loss of business to nature-based tourism operations, and property values, due to loss of tranquillity and sense of place, due to noise generated by aircrafts. Noise impacts will vary from season to season and will be different in rural and urban landscapes. In rural/farm type landscapes noise tends to carry further than in built up urban settings.

The traffic study should address current and future air traffic and should also include road traffic. The application notes provision for the parking of 25 vehicles. If the airfield is to be used for the transportation of crop cargo to market, this too should be included in the study.

The health and safety study should address emergency and crash-landing scenarios and impacts from such events on waterbodies, biodiversity, and humans, in terms of fire, pollution and loss of life.

SANParks is concerned that the proposed runway expansion will be approximately 100m from neighbouring dwellings (Woodville 172/20), and approximately 500m from an Eskom powerline, further exacerbating health and safety risks. In addition, the airfield borders the Outeniqua mountains, where weather conditions can be unpredictable. SANParks questions whether this is in fact the ideal place for an airfield/expanding airport. Clarity should be sought in terms of the George Spatial Development Framework.

Point 4: Summary and way forward

SANParks is of the opinion that the LUA is seeking to not only formalise/legalise an existing activity but to further expand on the activity.

SANParks requests that confirmation be attained from the Provincial DEA&DP and/or the National DFFE on whether the construction and use of the runways may have triggered an activity listed in terms of the Environmental Impact Assessment (EIA) Regulation iterations of 1997 to 2014. Further, that confirmation be attained from the DWS and/or the relevant Catchment Management Agency that a WULA was not triggered in terms of the National Water Act, Act 36 of 1998).

SANParks is concerned that due to the proximity of the runways to the GRNP, encroachments over the GRNP airspace may occur, particularly during adverse or unpredictable weather conditions, also due to increased air traffic in the area.

SANParks request clarity on whether all required planning and building permissions have been attained for the construction of the existing two hangers. SANParks further requests confirmation that all constructed dwellings and farm buildings on the property have not exceeded that permissible in terms of the George Integrated Zoning Scheme By-law, 2023 for Agricultural I Zoning.

Three separate commercial activities are and will be taking place on the property; (1) the training of pilots (for which the spot zoning may be applicable); (2) flights in and out of the airfield (the scale of this has not been quantified and may in fact fit into the airport category, not an airfield category); and (3) the commercial storage of aircrafts (+/- 21 aircraft). Some of these activities may not be fully addressed in the LUA.

SANParks is concerned that the activity will have significant negative impacts on tranquillity and biodiversity (key aspects on which nature-based tourism is dependent on), not only in the Buffer Zone, but within the park area, a particular concern, among other is a pair of nesting Crowned Eagles some 6,6km away.

SANParks is concerned that the LUA process does not allow for an adequate public participation process, nor for the conduction of specialist studies to investigate potential significant negative impacts and propose mitigation measures. To date no specialist studies have been undertaken and information that has been presented is generalised and unsubstantiated. SANParks believes that noise, traffic (air and ground), and health & safety impacts are currently and likely to be significant and that specialist studies should be undertaken to investigate these issues for existing and future scenarios.

In conclusion, SANParks objects to and does not support the LUA.

SANParks reserves the right to revise initial comments if additional information becomes available.

Yours sincerely



Dr Vanessa Weyer
Principal Planner
Garden Route National Park

CC: Marlize de Bruyn
Sandra Taljaard
Jonathan Britton
Megan Simons
Danie Swanepoel
Charles Scott

Marlize de Bruyn Planning
SANParks
SANParks
CapeNature
DEA&DP
WALEAF



REFERENCE: 16/3/3/6/1/D2/20/0348/23
ENQUIRIES: Shireen Pullen
DATE OF ISSUE: **18 December 2023**

The Director
Marlize de Bruyn Planning
Consulting Town and Regional Planning
PO Box 2359
GEORGE
6530

Attention: Ms M. de Bruyn

Tel. 076 6 340 150
Email: marlize@mbd.co.za

Dear Madam

COMMENT ON PLANNING APPLICATION FOR THE REZONING AND CONSENT USE FOR THE PROPOSED EXPANSION OF THE LEPPAN AIRFIELD ON PORTION 17 OF FARM 172 WOODVILLE, WILDERNESS

1. The abovementioned matter and the planning application received by the Directorate: Development Management (Region 3), hereinafter referred to as "this Directorate" via electronic mail on 20 November 2023 refers.
2. This letter serves as an acknowledgment of receipt of the abovementioned document by this Directorate.
3. It is understood from the submission that the proposal entails the expansion of an existing grass runway (landing strip) that runs North to South with 175m, expanding an existing hangar and constructing 2 additional hangars for aeroplanes. It is further noted that the current airfield has been in its position since 1996 and the expansion will be undertaken onto agricultural land.
4. Please note that this Directorate has previously provided comment on the proposal to the proponent, stating that this Directorate has reason to believe that the shorter landing strip was developed, prior to obtaining environmental authorisation from this Directorate. This is evident from the satellite imagery at the time of the April 2018 satellite image where there is no image of the shorter landing strip and then the shorter landing strip appears in December 2018 satellite image, which confirms that it was developed between April and December 2018. It is therefore this Directorate's view that the development of the said landing strip triggered the following listed activity at the time of commencement, being:
Listing Notice 3
Activity Number 7
Activity Description:
The development of aircraft landing strips and runways 1.4 kilometres and shorter.
(a) In Western Cape:
All areas outside urban areas.

Written authorisation was therefore required from the competent authority, prior to commencement thereof.

5. The proponent was informed that it is an offence in terms Section 24F and 49A of to commence with an activity listed in terms of Sections 24(2)(b) of NEMA) unless the competent authority (this Directorate) has granted environmental authorisation for such activity. The proponent was also informed that the matter was referred to the Directorate: Environmental law Enforcement and Compliance for further investigation. The outcome of the investigation will serve as this Directorate's final comment on the proposal.
6. Furthermore, please advise the proponent of their general duty of care toward the environment, as required in terms of section 28 of NEMA, namely:

"Every person who causes, has caused or may cause significant pollution or degradation of the environment must take reasonable measures to prevent such pollution or degradation from occurring, continuing or recurring, or, in so far as such harm to the environment is authorised by law or cannot reasonably be avoided or stopped, to minimise and rectify such pollution or degradation of the environment".

7. The Department reserves the right to revise its initial comments and request further information from you based on any new or revised information received.

Yours faithfully

pp **Malcolm Fredericks** Digitally signed by Malcolm Fredericks
Date: 2023.12.18 10:19:59 +02'00'

**HEAD OF DEPARTMENT
ENVIRONMENTAL IMPACT MANAGEMENT SERVICES: REGION 3
DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING**

Copies to:

Delia Power
Denise Janse van Rensburg

George Municipality
MBD Planning

Email: dpower@george.gov.za
Email: denise@mdbplanning.co.za



REFERENCE NUMBER: 15/3/2/12/BG1
ENQUIRIES: Gavin Benjamin
DATE OF ISSUE: 15 January 2024

The Municipal Manager

George Municipality

P O Box 19

GEORGE

6530

Attention: Municipal Manager

Email: marries@george.gov.za

Dear Sir/Madam

GEORGE MUNICIPALITY: REZONING AND CONSENT USE: PORTION 17 OF FARM WOODVILLE 172, HOEKWIL

1. The request for comment, dated 7th November 2023, in terms of section 45 of the Western Cape Land Use Planning Act, 2014 (LUPA) Act 3 of 2014, on the application for proposed Rezoning and Consent use application on Portion 17 of Farm Woodville no 172, Hoekwil in terms of Sections 15(2)(a) and (o) of the George Municipality: By Law on Municipal Land Use Planning (2023), refers.
2. The application entails the following:
 - 2.1 Rezoning of approximately 700m² of the property from Agriculture Zone I to Community Zone I (place of instruction); and
 - 2.2 Consent use for an airfield (Agriculture Zone I) – the airfield will also be extended by 175m to be a total of 1025m, five additional hangars will also be built.
3. It is understood that the airfield has been in existence for more than 27 years and this application is to comply with the current zoning scheme and to apply for an extension of the airfield by 175m and to do a spot-zoning for the training facility.

4. It is noted that the applicant communicated with this Department with regards to the applicability of NEMA and that the application was then referred to the Environmental Law Enforcement (Region 3). Refer to letter dated 9 November 2023 ref: 16/3/3/6/1/D2/19/0193/23.
5. Based on the available information, this Department has no objection, to the proposal in terms of a Provincial Regulatory Land Use Planning point of view, provided that the applicant complies with all other legislation.

**Riaan
Thomson**

Digitally signed by Riaan
Thomson
Date: 2024.01.19 15:40:29
+02'00'

MR. RIAAN THOMSON

(ACTING) DIRECTOR: DEVELOPMENT MANAGEMENT (REGION3)

WCG: DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING

DATE OF DECISION: _____

Copy to:

Marlize de Bruyn Planning

Email: marlize@mdbplanning.co.za

Our Ref: HM/ EDEN/ GEORGE / FARM WOODVILLE 172/17
Case No: HWC24031904CSI0328
Enquiries: Chiara Singh
E-mail: Chiara.Singh@westerncape.gov.za
Tel: 021 829 3325



Applicant: Stefan de Kock
Email: perceptionplanning@gmail.com

RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP: FINAL
In terms of Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape Provincial Gazette 6061, Notice 298 of 2003

NOTIFICATION OF INTENT TO DEVELOP: PROPOSED EXPANSION OF AN EXISTING RUNWAY AND FIVE NEW HANGERS ON FARM 172/17WOODVILLE, GEORGE, SUBMITTED IN TERMS OF SECTION 38(1) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

The matter above has reference.

Heritage Western Cape is in receipt of the above matter received. This matter was discussed at the Heritage Officers meeting held on the 8th of April 2024.

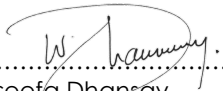
You are hereby notified that, since there is no reason to believe that the proposed extension of an existing runway and five new hangers in Farm 172/17Woodville, George has impacted on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required. HWC chance finds procedure to be included in the environmental authorization.

However, should any heritage resources, including evidence of graves and human burials, archaeological material and paleontological material be discovered during the execution of the activities above, all works must be stopped immediately, and Heritage Western Cape must be notified without delay.

This letter does not exonerate the applicant from obtaining any necessary approval from any other applicable statutory authority.

HWC reserves the right to request additional information as required.

Should you have any further queries, please contact the official above and quote the case number.


.....
Waseefa Dhansay
Assistant Director: Professional Services



www.westerncape.gov.za/cas

Street Address: Protea Assurance Building, Green Market Square, Cape Town, 8000 • **Postal Address:** P.O. Box 1665, Cape Town, 8000
• **Tel:** +27 (0)21 483 5959 • **E-mail:** ceoheritage@westerncape.gov.za

Straatadres: Protea Assuransie-gebou, Groentemarkplein, Kaapstad, 8000 • **Posadres:** Posbus 1665, Kaapstad, 8000
• **Tel:** +27 (0)21 483 5959 • **E-pos:** ceoheritage@westerncape.gov.za

Idilesi yendawo: kumgangatho 3, kwisakhiwo iprotea Assurance, Greenmarket Square, ekapa, 8000 • **Idilesi yeposi:** Inombolo yebhokisi yeposi 1665, eKapa, 8000 • **Iinombolo zomnxeba:** +27 (0)21 483 5959 • **Idilesi ye-imeyile:** ceoheritage@westerncape.gov.za

Leppan Farming Pty Ltd

peter@leppanfarming.co.za

Date: 2024/06/21

Enquiries:

WayleavesWesternOU@eskom.co.za

WAYLEAVE APPLICATION:

To formalise the runway and make provision for more hangers to accommodate aircraft of residents · Mandalav Minor Road

YOUR REF: 370/G21

ESKOM REF: 15309-24

THIS IS NOT AN APPROVAL TO START CONSTRUCTION

I hereby inform you that Eskom has no objection to the proposed work indicated on your drawing in principle. This approval is valid for **12 months** only, after which reapplication must be made if the work has not been completed.

1. **Eskom services are affected by your proposed works and the following must be noted:.**

- a) Eskom has no objection to the proposed work and include a drawing indicating Eskom Overhead and underground services in close proximity.
- b) Please note that underground services indicated are only approximate and the onus is on the applicant to verify its location.
- c) There may be LV overhead services / connections not indicated on this drawing.
- d) The successful contractor must apply for the necessary agreement forms and additional cable information not indicated on included drawing, in order to start construction.

Application for Working Permit must be made to:

Customer Network Centre: George

Pretty Betela

011 864 5376 / 079 523 6269

BetelaNB@eskom.co.za

Include Eskom Wayleave as-built drawings and all documentation, when applying for Working Permit.

Should it be necessary to move, relocate or support any existing services for possible future needs, it will be at the developer's cost. Application for relocating services must be made to Customer Services on 08600 37566 or customerservices@eskom.co.za

2. Underground Services

The following conditions to be adhered to at all times:

- a) Works will be carried out as indicated on plans.
- b) No mechanical plant to be used within 3.0m of Eskom underground cables.
- c) All services to be verified on site.
- d) Cross trenches to be dug by hand to locate all underground services before construction work commences.
- e) If Eskom underground services cannot be located or is grossly misplaced from where the wayleave plan indicates, then all work is to be stopped and Nancy Piliso from the Land Development Office to be contacted at PilisoN@eskom.co.za, to arrange the capturing of such services.
- f) In cases where proposed services run parallel with existing underground power cables the greatest separation as possible should be maintained with a minimum of 1000mm.
- g) Where proposed services cross underground power cables the separation should be a minimum of **300mm** with protection between services and power cables. (Preferably a concrete slab)
- h) No manholes; catch- pits or any structure to be built on top of existing underground services.
- i) Only walk-behind (2 ton Bomac type) compactors to be used when compacting on top of and 1 metre either side of underground cables.
- j) If underground services cannot be located then the Customer Network Centre (CNC) should be consulted before commencement of any work.
- k) **No work can take place within the servitude of a 66kV Cable or 132kV Cable if indicated.** Should you need to undertake any work within the proximity of our 66kV or 132kV Cables please contact Nancy Piliso at PilisoN@eskom.co.za to arrange a site visit.

3. O.H. Line Services:

- a) The following building and tree restriction on either side of centre line of overhead power line must be observed:

Voltage	Building restriction either side of centre line
11 / 22kV	9.0 m
66kV	11.0 m
132kV	15.5 m

- b) No construction work may be executed closer than **6 (SIX) metres** from any Eskom structure or structure-supporting mechanism.
- c) No work or no machinery nearer than the following distances from the conductors:

Voltage	Not closer than:
11 / 22kV	3.0 m
66kV	3.2 m
132kV	3.8 m

- d) Natural ground level must be maintained within Eskom reserve areas and servitudes.
- e) That a minimum ground clearance of the overhead power line must be maintained to the following clearances:

Voltage	Safety clearance above road:
11 / 22kV	6.3 m
66kV	6.9 m
132kV	7.5 m

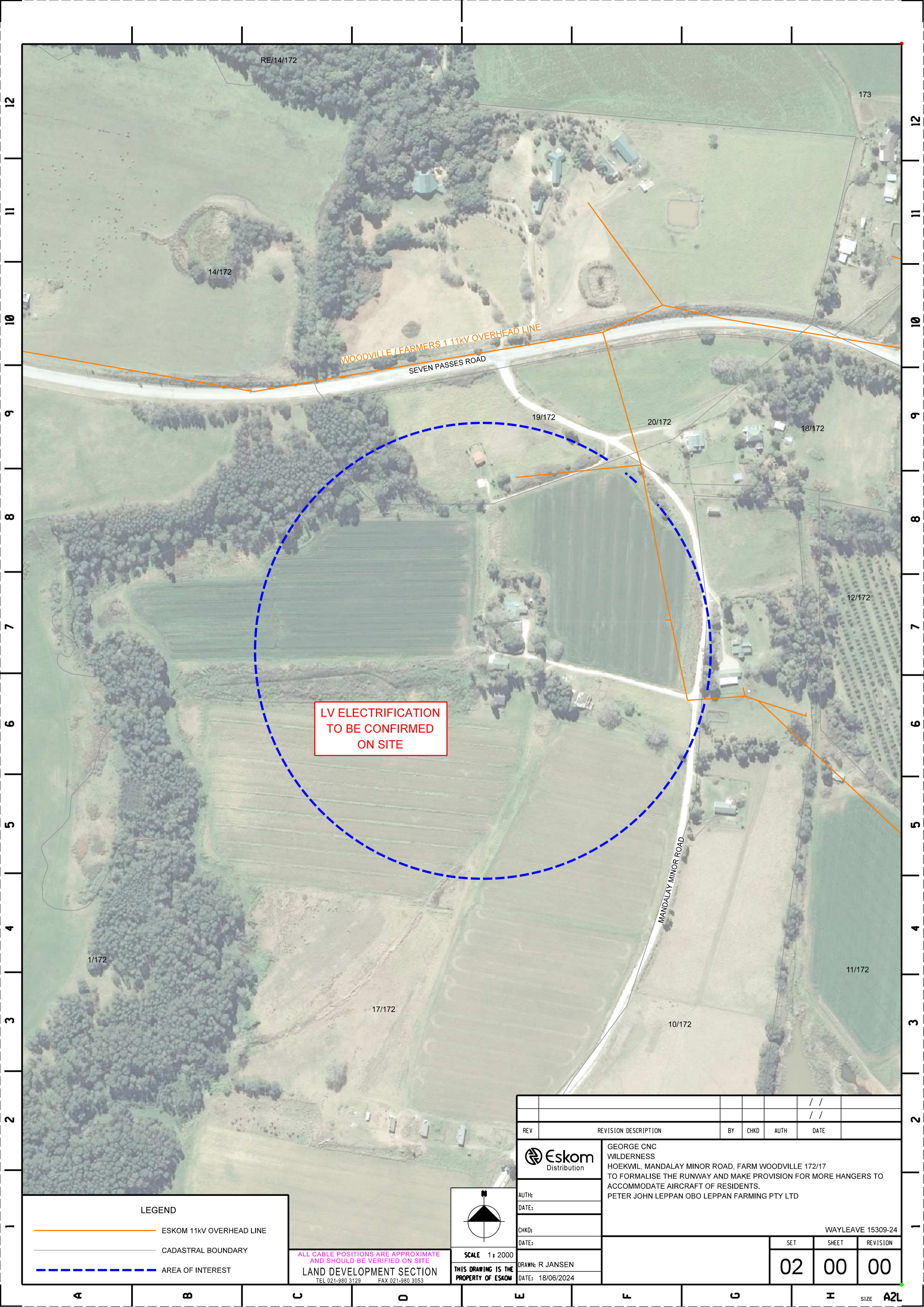
- f) That existing Eskom power lines and infrastructure are acknowledged as established infrastructure on the properties and any rerouting or relocation would be for the cost of the applicant/developer.
- g) That Eskom rights or servitudes, including agreements with any of the landowners, obtained for the operation and maintenance of these existing power lines and infrastructure be acknowledged and honoured throughout its lifecycle which include, but are not limited to:
 - i. Having 24 hour access to its infrastructure according to the rights mentioned in (a) above,
 - ii. To perform maintenance (structural as well as servitude – vegetation management) on its infrastructure according to its maintenance programmes and schedules,
 - iii. To upgrade or refurbish its existing power lines and infrastructure as determined by Eskom,
 - iv. To perform any other activity not listed above to ensure the safe operation and maintenance of the Eskom power lines or infrastructure.
- h) Eskom must have at least a 10m obstruction free zone around all pylons (not just a 10m radius from the centre).
- i) Eskom shall not be liable for the death or injury of any person, or for loss of or damage to any property, whether as a result of the encroachment or use of the area where Eskom has its services, by the applicant, his/her agent, contractors, employees, successors in title and assignee.
- j) The applicant indemnifies Eskom against loss, claims or damages, including claims pertaining to interference with Eskom services, apparatus or otherwise.
- k) Eskom shall at all times have unobstructed access to and egress from its services.
- l) Any development which necessitates the relocation of Eskom's services will be to the account of the developer.
- m) Lungile Motsisi MotsisiL@eskom.co.za, Eskom: Transmission must be contacted on 011 800 5734 to comment on behalf of the 400 kV OVERHEAD POWERLINES. NO WORK WITHIN THIS SERVITUDE OR UNDERNEATH POWERLINES IS ALLOWED until comment from Eskom Transmission has been obtained.

4. **NOTE**

Wayleaves, Indemnity form (working permit) and all as-built drawings issued by Eskom to be kept on site at all times during construction period.

Yours faithfully

LAND DEVELOPMENT (BRACKENFELL)



LEGEND

	ESKOM 11KV OVERHEAD LINE
	CADASTRAL BOUNDARY
	AREA OF INTEREST

ALL CABLE POSITIONS ARE APPROXIMATE AND SHOULD BE VERIFIED ON SITE

LAND DEVELOPMENT SECTION
 TEL 021-980 3129 FAX 021-980 3053

SCALE 1 : 2000

THIS DRAWING IS THE PROPERTY OF ESKOM

REV	REVISION DESCRIPTION	BY	CHKD	AUTH	DATE				
		GEORGE CNC WILDERNESS HOEKWIL, MANDALAY MINOR ROAD, FARM WOODVILLE 172/17 TO FORMALISE THE RUNWAY AND MAKE PROVISION FOR MORE HANGERS TO ACCOMMODATE AIRCRAFT OF RESIDENTS. PETER JOHN LEPPAN OBO LEPPAN FARMING PTY LTD							
AUTH:		WAYLEAVE 15309-24							
DATE:		SET		SHEET		REVISION			
CHKD:		02		00		00			
DATE:									
DRAWN: R JANSEN									
DATE: 18/06/2024									