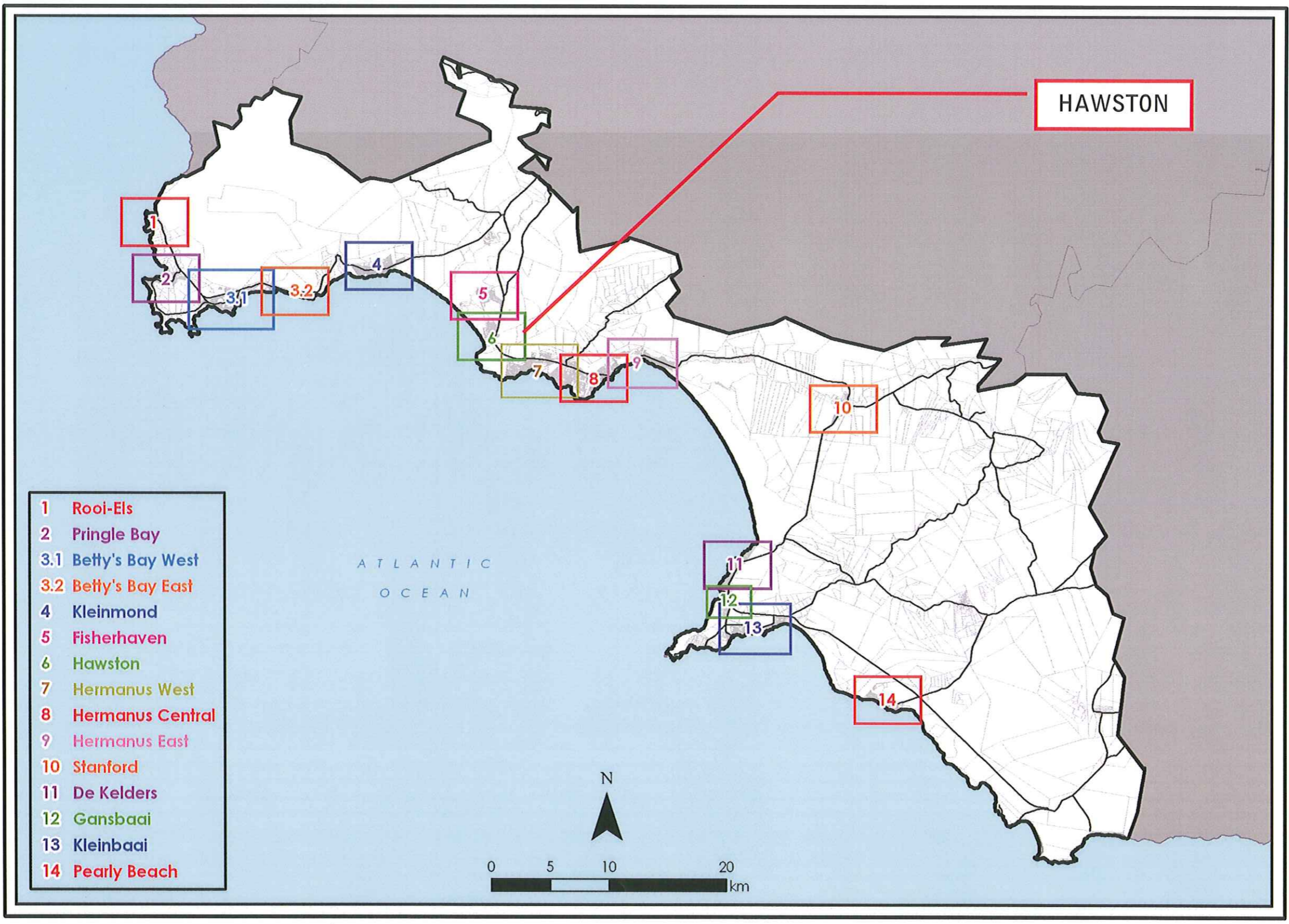


HAWSTON



7.4.6 HAWSTON

A: Contextual Overview



Figure 41: Locality

(i) Location and function (refer to Locality Plan: Sheet A)

Hawston is located approximately 11km west of Hermanus and predominantly fulfils a dormitory town function.

(ii) Current Urban Structure and Form (refer to Current Urban Structure and Form Plan: Sheet A)

The urban structuring features of the existing Hawston village are currently determined by the R43 Provincial Route, the Paddasvlei, and several sand dune systems and the coastal edge. The Onrustberge forms the eastern boundary of the town.

(iii) Population Composition: Age distribution (Source: Statistics South Africa, 2001)

Hawston's population age distribution mainly falls within the age cohorts of 40 and younger, as indicated in the table below.

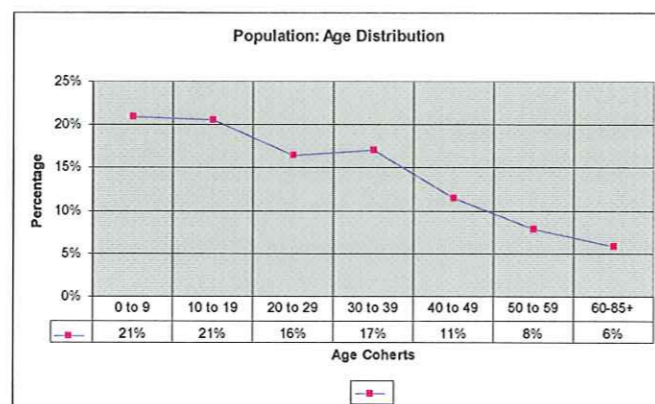


Figure 42: Age Analysis for the Hawston population

(iv) Historical Growth Pattern (refer to Historical Township Establishment Pattern Plan: Sheet A)

Hawston is one of the older Overstrand towns which was established before 1900. Approximately 12% of the town (209 erven) was established before 1900, 7% or 120 erven between 1900 and 1939, and 18% (302 erven) between 1940 and 1969. During the period 1970 to 1999, the largest extension of Hawston took place, when more than 1000 erven (62%) were established.

(v) Landscape Setting

This coastal village is strung out in a north-south direction on either side of a river and vlei system which links Fisherhaven to Vermont.

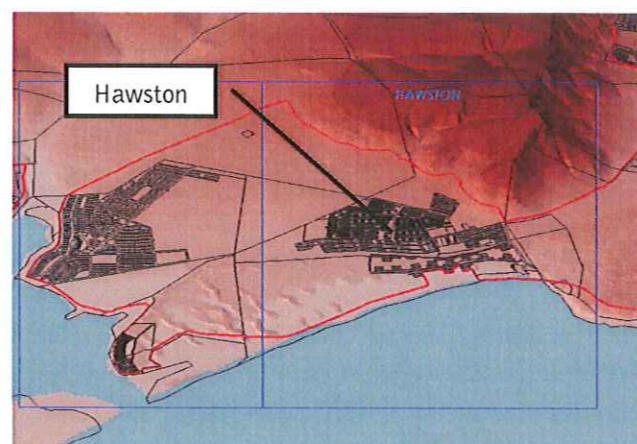


Figure 43: Landscape Setting

The natural elements which contain the village and contribute to its form and structure include the following:

- The strong north south banding of natural elements which include the coastal zone and dynamic coastal due system to the west, the natural green ridge line, the river and vlei system and associated milkwood forests and the higher coastal plain area at the foot of the Onrustberge.
- The milkwood forest area and associated cemeteries which are located in the heart of the village.
- The historical fishing harbour is located to the south-west at Harry's Bay.

(vi) Land Ownership (refer to Land Ownership Plan: Sheet A)

The majority of the erven in the town are privately owned. Large portions of vacant municipal and state owned land are located on the northern coastal edge and southern and eastern sides of the town. Large vacant portions of privately owned land are also located on the north eastern (east and west of the R43) as well as on the southern side of the town (Hoek van die Berg).

B: Local Area Character and Density Analysis

(i) Land use pattern (refer to Land Use Plan: Sheet B)

Hawston's dormitory type land use pattern is mostly residential. High density subsidised low cost housing has been developed between the R43 Provincial Road and Church Street running from north to south through the town. Scattered business and community related land uses have been established along this route which is beginning to function as a mixed use lower order activity street. The intersection of George Viljoen Street, which is the town's main access road from the R43 Provincial Road, with Church Street, has evolved into a mixed use lower order local commercial node which forms the town centre.

Approximately 16% of the established residential erven are currently vacant.

(ii) Zoning (refer to Zoning Plan: Sheet B)

The zoning of Hawston is mostly consistent with the land use of the town.

An area of industrial zoned land is located on the northern side of the town in close proximity to the existing sewerage works.

(iii) Community Facilities (refer to Community Facility Plan: Sheet B)

Based on guidelines for the provision of community facilities set out in Annexure B, the town is relative well provided with community facilities. In terms of the abovementioned standards, there is a shortfall of 4 Worship facilities and a taxi rank.

It should be noted that the community facilities in general are not centrally located, resulting in relatively long walking distances for residents.

(iv) Civil Services Capacity (refer to Civil Services Plan: Sheet C)

The primary collector route (Church Street), as well as the local roads operate at acceptable levels of service.

Access to and from the R43 at the intersection with George Viljoen Street remains a safety concern. Pedestrian conflict along the R43 provincial road is a further concern, which requires measures to improve safety.

The bulk water source for Hawston is currently sufficient to provide for the needs of the existing town, but has limited reservoir storage capacity to accommodate further extensions to the town. The current water network requires upgrading.

The existing water treatment work is currently at capacity and any further development will require upgrading of this infrastructure.

The town operates on a septic tank system which is regarded as a constraint to further development due to high maintenance costs and environmental risks.

Eskom services and maintain the supply and network of Hawston. The existing Eskom supply and the network is sufficient to service Hawston.

The solid waste capacity to service the town is currently sufficient.

C: Synthesis: Status Quo Density and Character Assessment (refer to Density and Character Plan: Sheet D, Contextual Overview Plan: Sheet E, and the opportunities and Constraints Plan: Sheet F)

Constraints to densification are related to the need to respect the sensitive interfaces with the mountainside, the R43 scenic route, the vlei system and associated wetlands which bisect the village and the coastal interface with its dynamic dune system.

Opportunities for nodal development are evident at the intersection of George Viljoen Street which provides the main point of access from the R43 and Church Street, in and around the civic node off Church Street to the south, and around the fishing harbour and adjacent recreational park.

Corridor opportunities are evident along Church Street and for the proposed extension of this route northwards to link with Fisherhaven in the medium to long term.

Given the heritage area, sensitive environmental areas and the dynamic dune system, limited new development opportunities exist within the current town.

However, significant opportunities exist for urban growth in an outward direction to the north towards Fisherhaven, the north-west, north-east as well as southwards. In terms of the Overstrand SDF (2006), an area to the north of Hawston is proposed for service industrial use. In order for Hawston to grow as a sustainable town it is of vital importance that employment opportunities be created within close proximity of this town, given the large areas of potential developable land. Development proposals for these developable areas should not further perpetuate the existing "dormitory town" development node.

An integrated settlement based on providing a balance of mixed land-uses and a range of housing types must underpin the future development of the areas.

D: Proposed Densification Interventions

(i) Densification Strategy

The following general densification strategy principles are proposed for the Hawston Planning Area:

- To integrate the various disparate residential precincts evident in the village into an integrated whole.
- To provide increased thresholds for a greater range of land uses at points of opportunities such as intersections and along major movement routes.
- To provide a legible structural framework to channel development to areas which can accommodate further growth and to protect natural features such as the ridge line and vlei systems.

- To enhance the public amenity value of points of major potential recreational and tourism opportunity such as the harbour and the coastal edges.

(ii) Proposed Interventions (refer Strategic Growth Management Interventions Plan: Sheet G)

The following specific interventions have been proposed for the Hawston Planning Area:

- The promotion of an activity spine along George Viljoen Street linking the R43 to the Church Street and its extension southwards to the existing civic node.
- The promotion of a secondary mixed use corridor along Church Street and its extension northwards to link to Fisherhaven.
- The development of a recreational tourism node at the fishing harbour and its integration with the existing adjacent recreational area.

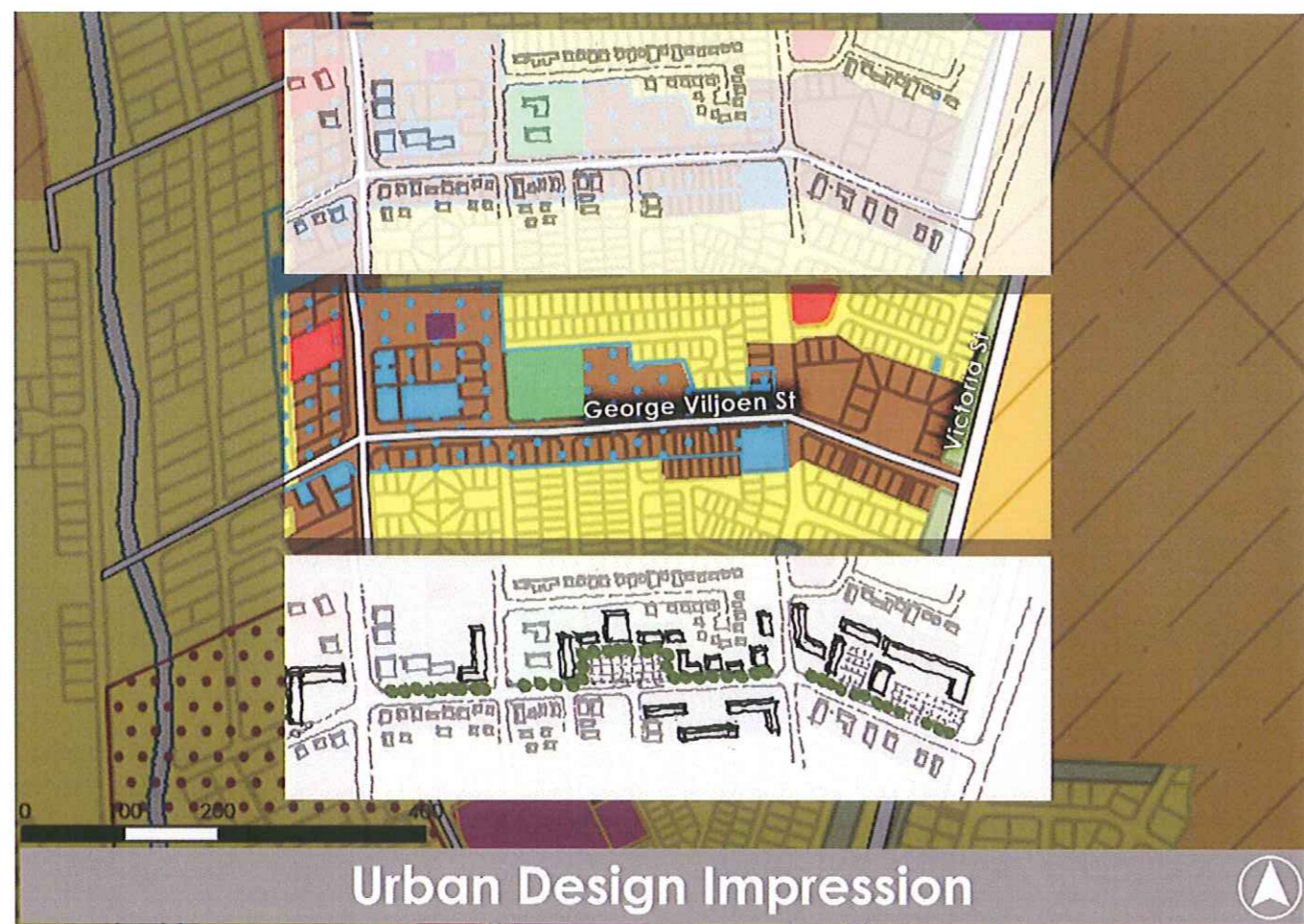


Figure 44: George Viljoen Street activity spine

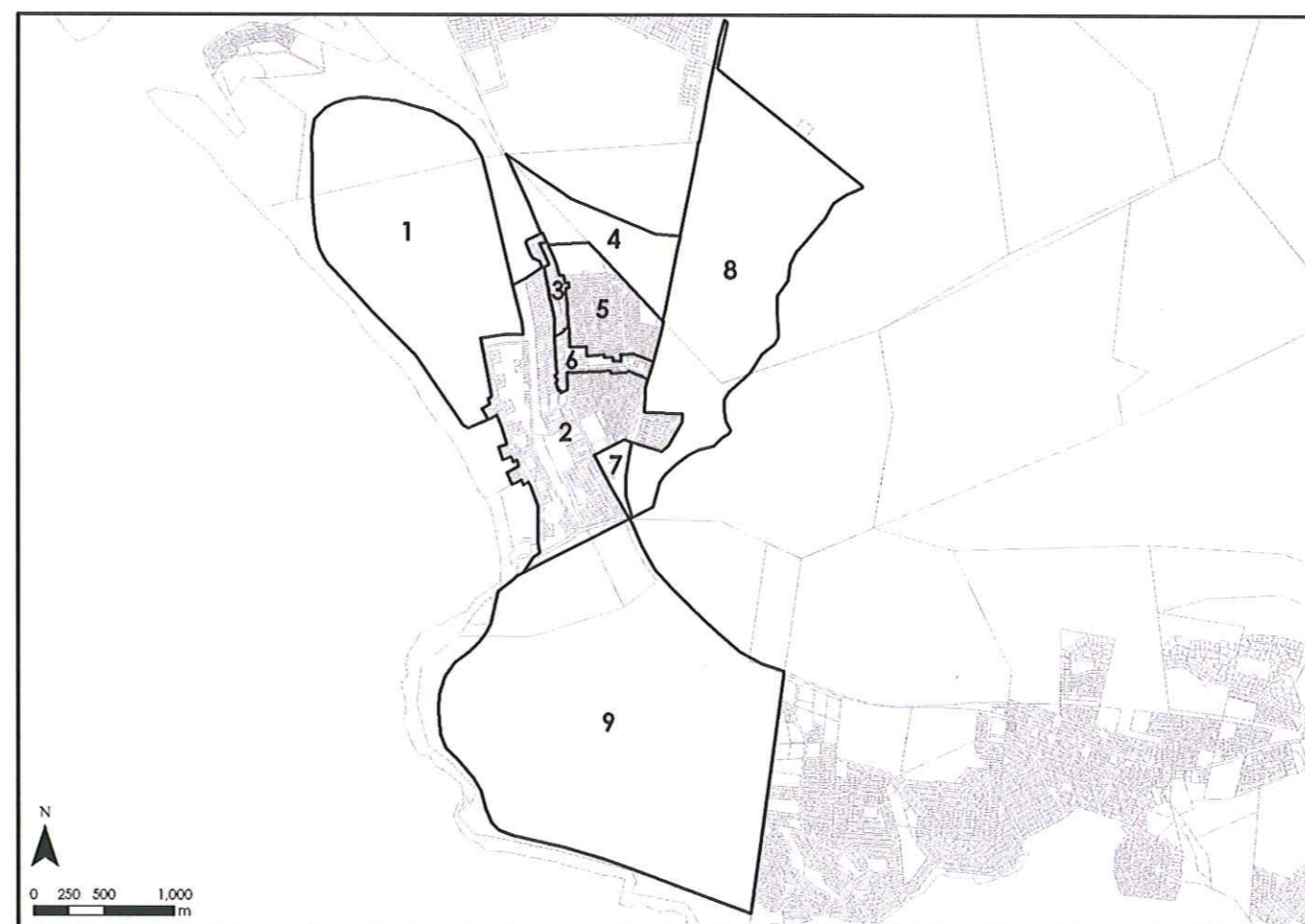


Figure 45: Hawston Planning Units

(iii) Urban Design Guidelines

Within the Hawston Planning Area the proposed activity spine along George Viljoen Street linking the R43 with Church Street at the existing local node has been identified as an area where urban design guidelines will be required. In Figure 44 an urban design impression of the George Viljoen Street activity spine is illustrated.

(iv) Densification proposals per identified Planning Unit (refer to Proposal Plan: Sheet H)

Nine Planning Units have been identified for the Hawston Planning Area. The proposals made for this area can potentially contribute to an increase of approximately 4700 additional dwelling units.

The interventions proposed respond to the need to protect the natural environment but also to create economic opportunities at local as well as municipal level in the medium to long term.

It should however be noted that prior to material densification taking place, the upgrading of the water treatment plant will have to commence. Local investigations will also be required in general in terms of the other civil services in order to determine the feasibility of accommodating the proposed densification proposals.

This substantial increase will subsequently require that sufficient community facility be secured within easy threshold distances of the allocated residential areas.

The residential densification proposals made for Hawston are the following as per Planning Unit:

• Planning Unit 1

This planning unit, 215ha in extent, is located north-east of Hawston.

▪ Residential densification

Within this planning unit, block development in the format of freestanding simplex and duplex as well as row duplex housing (housing typologies E1, E2 and E3) is proposed. Given the sites extended coastal edge the potential exists for appropriate tourism-related uses. The conservative assumption, based on available information, is that only 50% of the area is considered developable, given the existing dune systems in the area and other potential environmental constraints. Based on this assumption, it is estimated that approximately 1100 potential residential units at an average density of 5.1 dwelling units per hectare could potentially be accommodated in this area.

▪ Community facilities

On the basis of the abovementioned assumptions, provision for the following community facilities is proposed for this Planning Unit:

- 2 Pre-Primary schools,
- 1 Primary School,
- 1 Secondary School,
- 3 Worship facilities, and
- 5.9ha of public / private open space.

▪ Civil Services

In order to facilitate any densification in this Planning Unit, the following civil services provision and/or upgrade will be required:

- The investigation of the water network system,
- The upgrade of the potable water treatment works,
- The provision of a sewerage network system,
- The upgrade of the waste water treatment works (sewerage),
- An investigation to determine if the storm water runoff can satisfactorily be dealt with following the proposed densification,
- A local investigation in order to determine if the existing local electrical network can be extended to this Planning Unit,
- An investigation in order to determine if the existing collector road system will be able to accommodate the additional traffic resulting from this proposal,

- An investigation into the local collector road system determines its capacity to accommodate the additional traffic generated by this proposed densification proposal.

• Planning Unit 2

No densification proposals are made for Planning Unit 2 which currently accommodates almost 800 dwelling units at a density of 6 dwelling units per hectare.

▪ Community facilities

No additional community facilities are proposed for this planning unit.

▪ Civil Services

Although no densification is proposed for this Planning Unit, the following civil services provision and/or upgrade will be required should any form of development however take place:

- The upgrade of the water network system,
- The upgrade of the potable water treatment works,
- The provision of a sewerage network system,
- The upgrade of the waste water treatment works (sewerage),
- An investigation to determine if the storm water runoff can satisfactorily be dealt with following the proposed densification,
- A local investigation in order to determine if the existing local electrical network can be extended to this Planning Unit.

• Planning Unit 3

This planning unit primarily consists of the secondary corridor linking Hawston with Fisherhaven.

▪ Residential densification

A variety of densification proposals are made for this planning unit consisting of incremental densification in the form of freestanding simplex and duplex as well as row duplex housing (housing typologies B1, B2 and B3). This proposal can potentially contribute to 63 additional dwelling units, potentially increasing the existing gross density from 9.7 to 20.1 dwelling units per hectare.

▪ Community facilities

No additional community facilities are proposed for this planning unit.

▪ Civil Services

The following civil services provision and/or upgrade will be required for this Planning Unit::

- The investigation of the water network system,
- The upgrade of the potable water treatment works,
- The provision of a sewerage network system,
- The upgrade of the waste water treatment works (sewerage),
- An investigation to determine if the storm water runoff can satisfactorily be dealt with following the proposed densification,
- A local investigation in order to determine if the existing local electrical network can be extended to this Planning Unit,

• Planning Unit 4

Planning Unit 4 is located north of the existing Hawston built-up area and is earmarked for Industrial purposes.

▪ Community facilities

No community facilities are proposed for this planning unit.

▪ Civil Services

As per Planning Unit 1.

• Planning Unit 5

Planning Unit 5 is also an established area where no residential densification is proposed. The area has a relatively high gross density of almost 16 dwelling units per hectare and accommodates ± 700 dwelling units.

▪ Community facilities

No additional community facilities are proposed for this planning unit.

▪ Civil Services

Should any development however take place the following upgrade / investigation will be required:

- As per Planning Unit 3.

• Planning Unit 6

This densification area is located within the existing activity spine along the main access road from the R43 provincial road to the centre of the town.

▪ Residential densification

In this Planning Unit, densification through site consolidation is proposed for approximately 50% of the area. The typology housing proposed is 2 storey simplex row housing (housing typology D4). This proposal can potentially result to an increase of approximately 300 dwelling units and increasing the density from 5.8 to 33.8 dwelling units per hectare.

▪ Community facilities

No additional community facilities are proposed for this planning unit.

▪ Civil Services

In order to facilitate any densification in this Planning Unit, the following civil services provision and/or upgrade will be required:

- The upgrade of the water network system,
- The upgrade of the potable water treatment works,
- The provision of a sewerage network system,
- The upgrade of the waste water treatment works (sewerage),
- An investigation to determine if the storm water runoff can satisfactorily be dealt with following the proposed densification,
- A local investigation in order to determine if the existing local electrical network can be extended to this Planning Unit,

• Planning Unit 7

Planning Unit 7 consists of a relatively small triangular portion of land abutting the R43 on the southern side of the town.

▪ Residential densification

In this Planning Unit, densification is proposed by virtue of site consolidation for approximately 50% of the area. The housing proposed is 2 storey simplex row housing (housing typology D4). This proposal can potentially result to an increase of approximately 200 additional dwelling units and bringing about a density of 28.1 dwelling units per hectare.

▪ Community facilities

The following community facility is proposed for this Planning Unit:

- 1 Worship facility.

▪ Civil Services

As per Planning Unit 3.

• Planning Unit 8

Planning Unit 8 is a relatively large predominantly vacant area on the eastern side of the R43 provincial road. Large portions of this site were utilised for sand mining. In this regard, the site is considered as most suited for urban development given its "brown field" status.

▪ Residential densification

The development form proposed for this planning unit is for block development in the form of freestanding simplex and duplex as well as row duplex housing (housing typologies B1, B2 and B3) on approximately 50% of the area. This assumption implies that this site could potentially contribute 1261 additional dwelling units at a gross density of 6.1 dwelling units per hectare.

▪ Community facilities

Community facilities proposed for this area consists of:

- 2 Pre-primary schools,
- 2 Primary schools,
- 1 Secondary school,
- 1 Library,
- 4 Worship facilities, and
- 6.8ha of open space.

▪ Civil Services

As per Planning Unit 1.

• Planning Unit 9

The "Hoek van die Berg" Planning Unit represents the largest vacant land portion in the Hawston area (±429ha).

▪ Residential densification

In this Planning Unit, clustered appropriately located development in the form of freestanding simplex and duplex housing forms (housing typologies B1, B2 and B3), based on the assumption that a maximum of 20% of the gross site area is potentially developable is proposed. This assumption is considered conservative, but will be clarified by the detailed mandatory planning accesses required for Greenfield development. Based on this assumption, approximately 1754 additional dwelling units at a gross density of 4,1 dwelling units per hectare can potentially be established on this portion of land.

▪ Community facilities

Based on the above assumption, the Community facilities proposed for this area consists of:

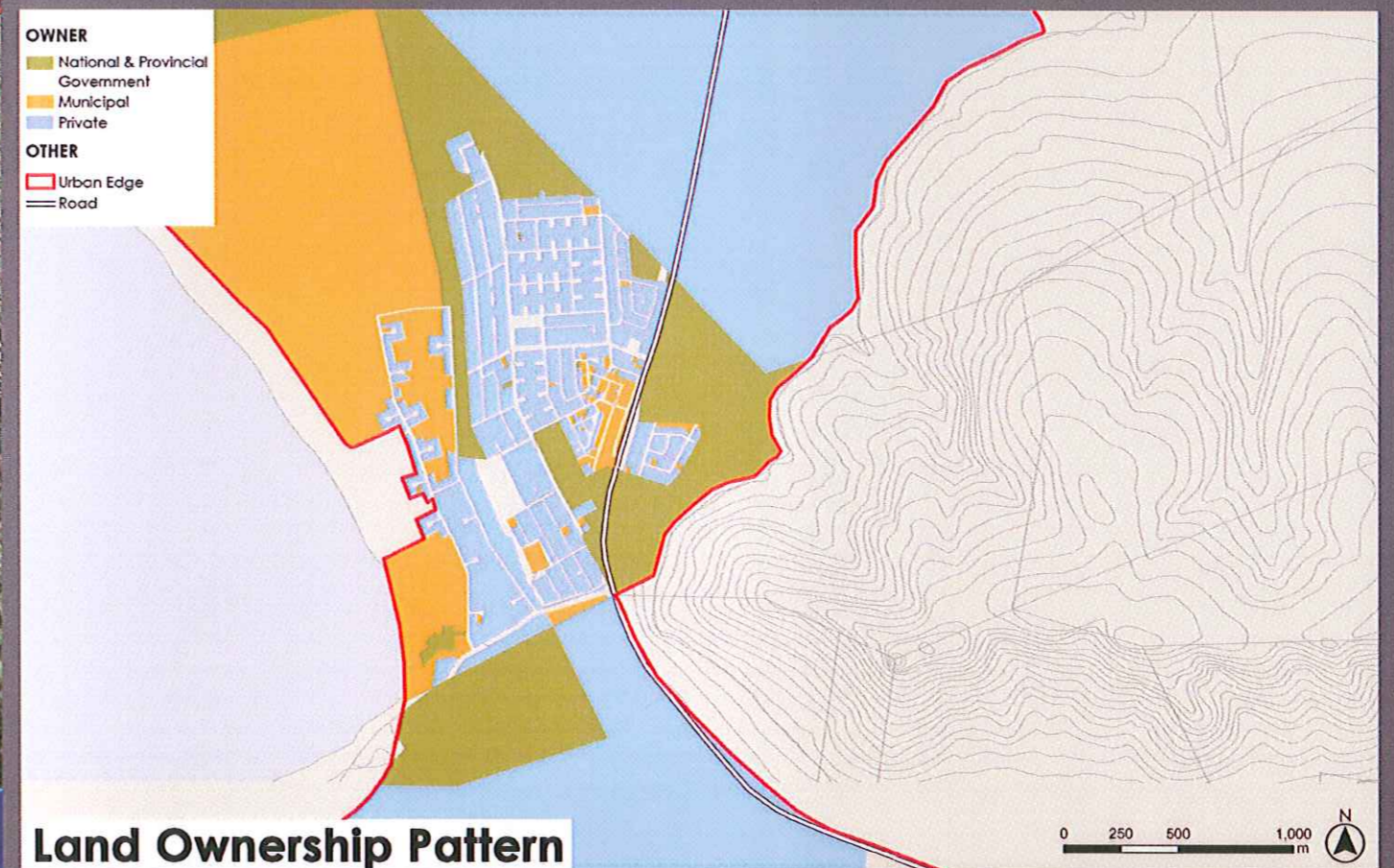
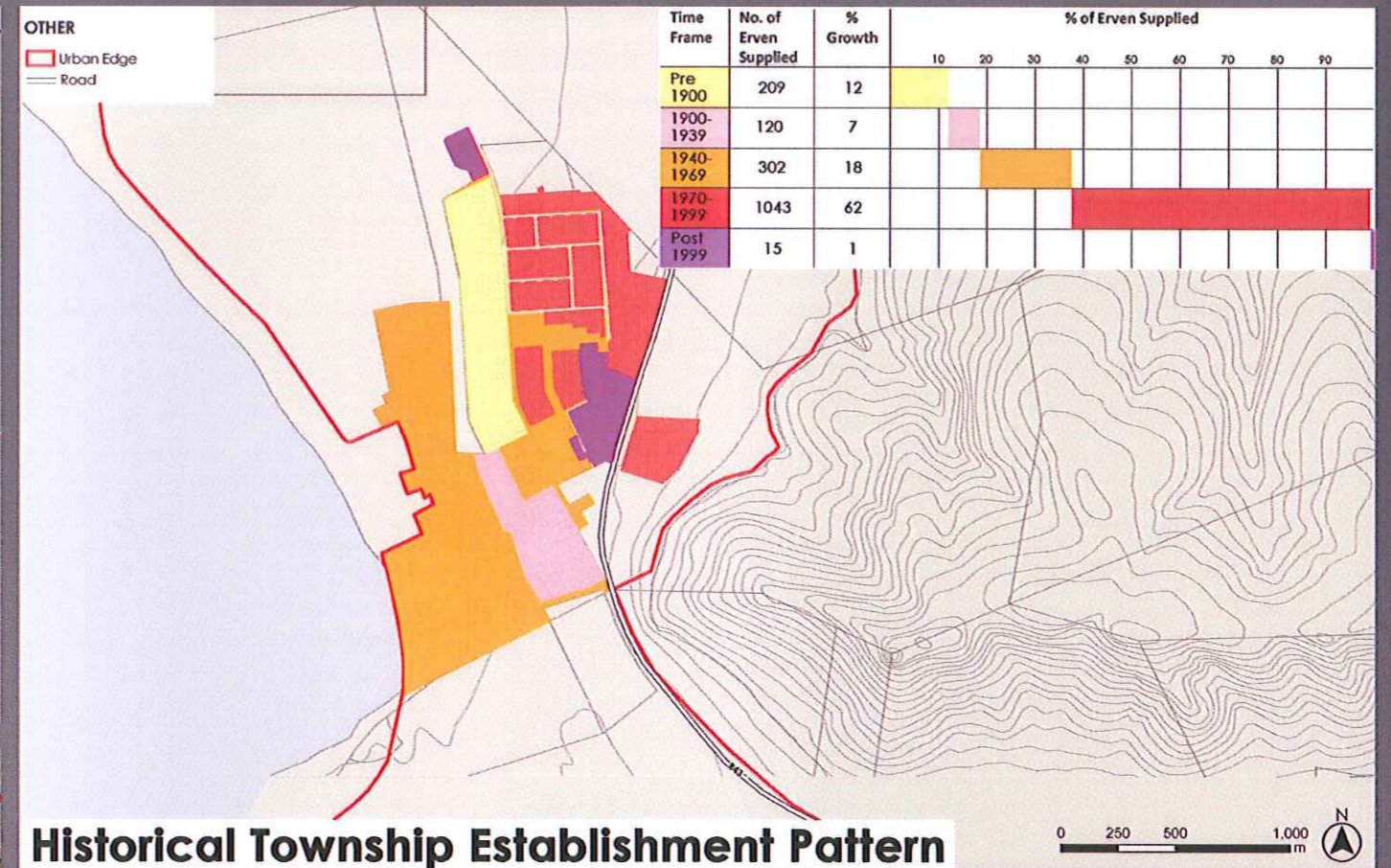
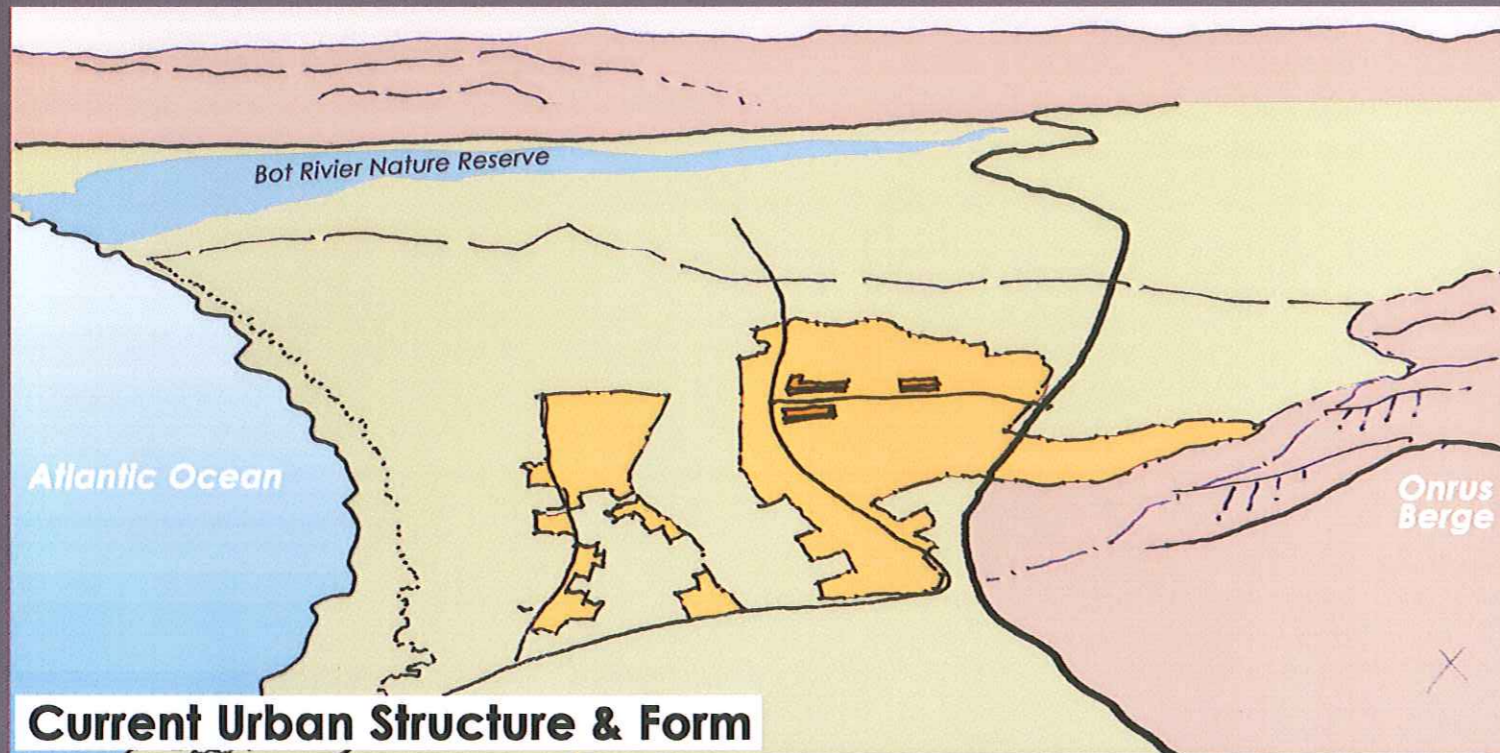
- 3 Pre-Primary Schools,
- 2 Primary Schools,
- 1 Secondary School,
- 5 Worship facilities, and
- 9.5ha of Open Space.

▪ Civil Services

As per Planning Unit 1.

• Conclusion

Significant opportunities exist for urban growth in an outward direction to the north towards Fisherhaven, the north-west, north-east as well as southwards in accordance with the Overstrand SDF (2006) including areas for service industrial use. In order for Hawston to grow as a sustainable town it is of vital importance that employment opportunities be created within close proximity of this town, given the large areas of potential developable land. Integrated settlement development providing a balance of mixed land-uses and a range of housing types must underpin the future development of the areas.





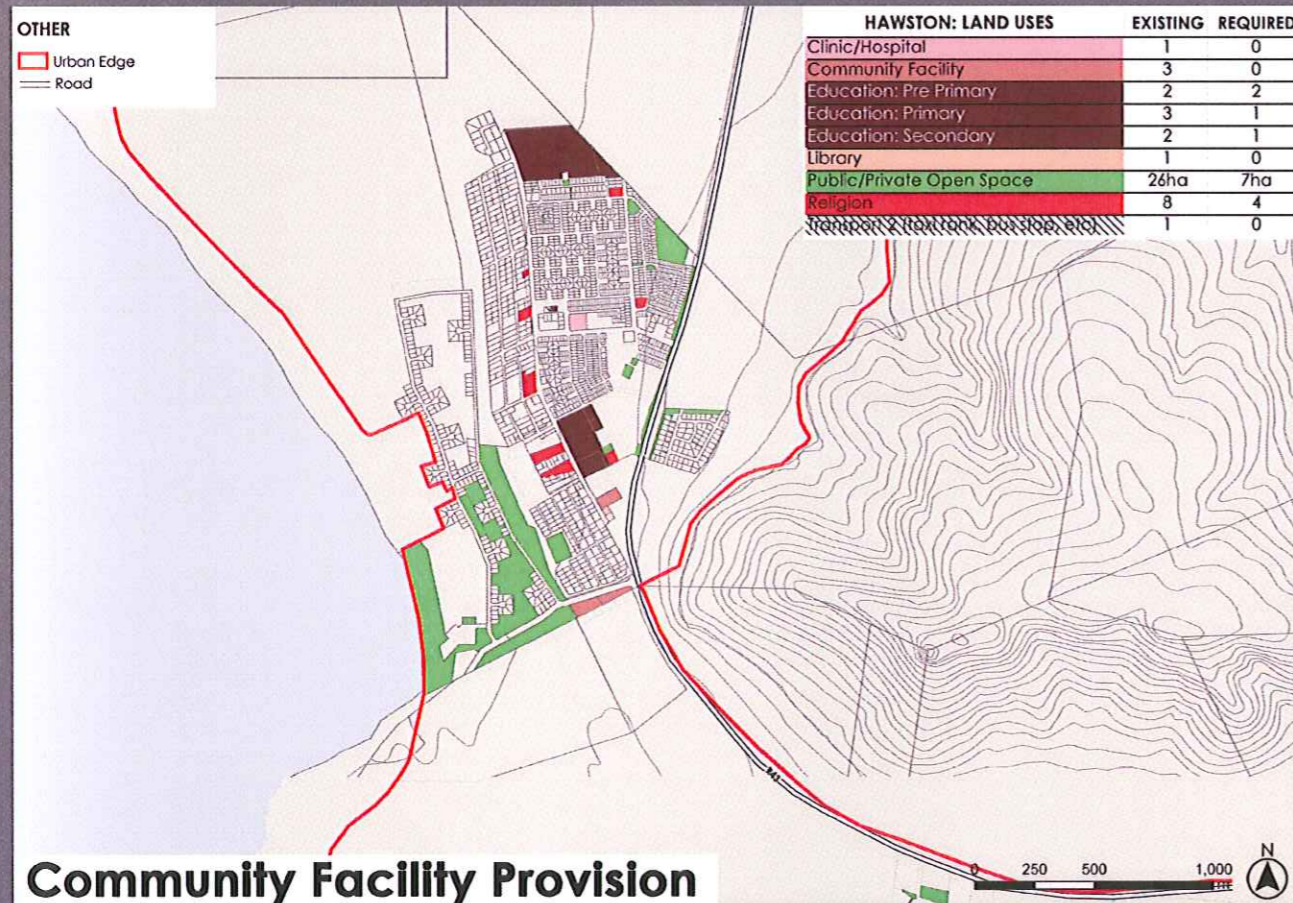
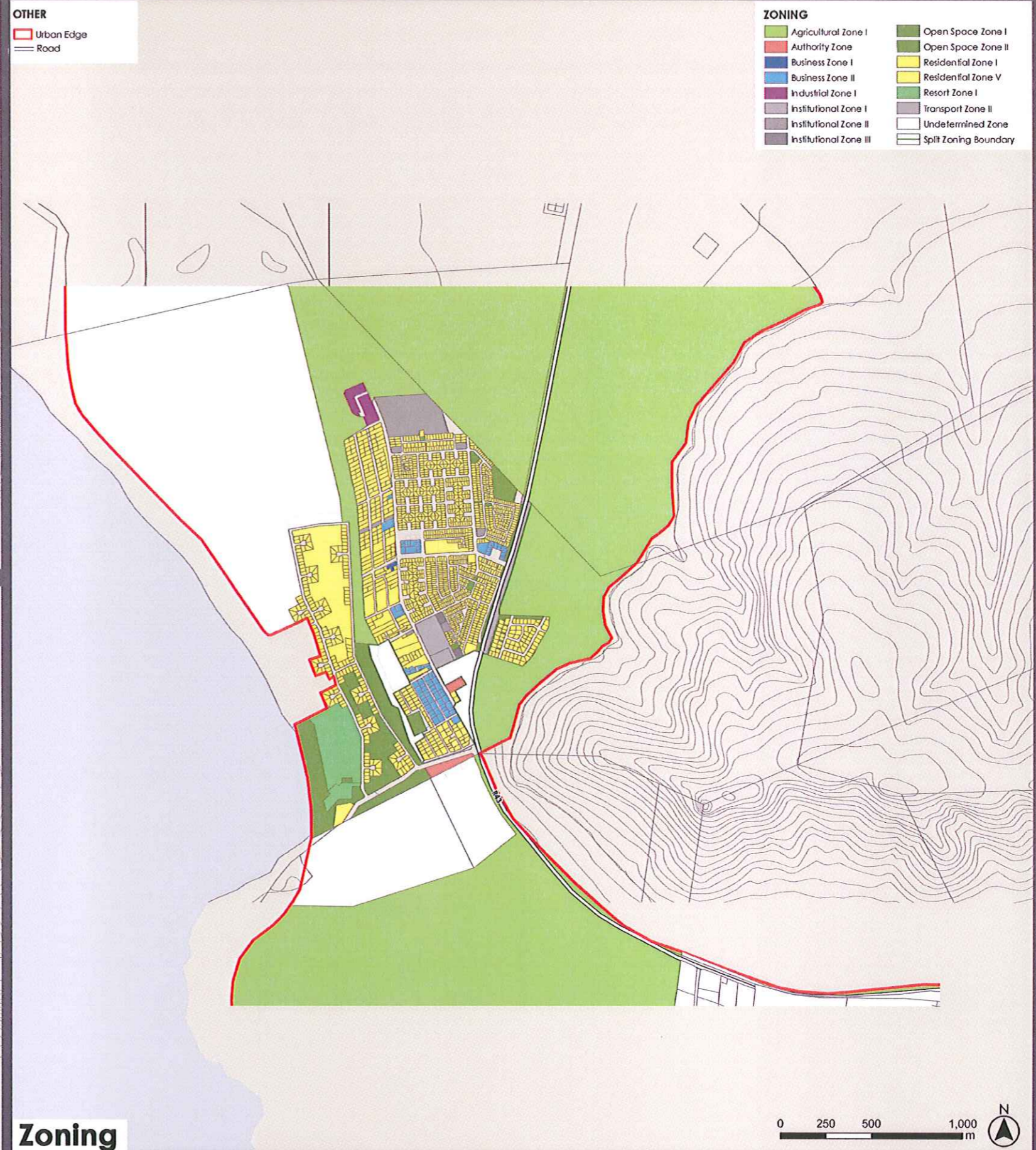
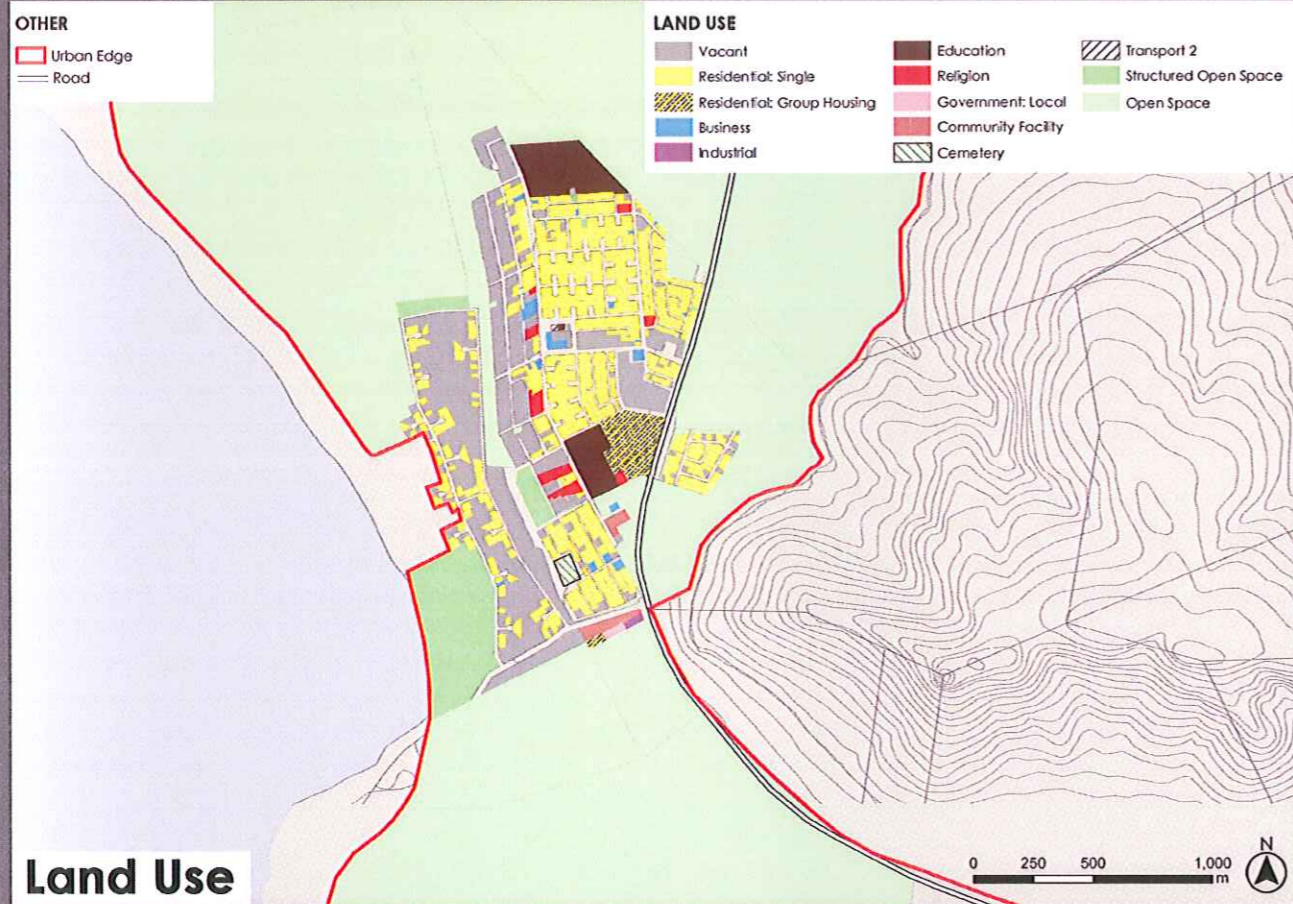
GROWTH
MANAGEMENT
STRATEGY

HAWSTON

AI. AERIAL VIEW OF PLANNING AREA
(MAY 2010)



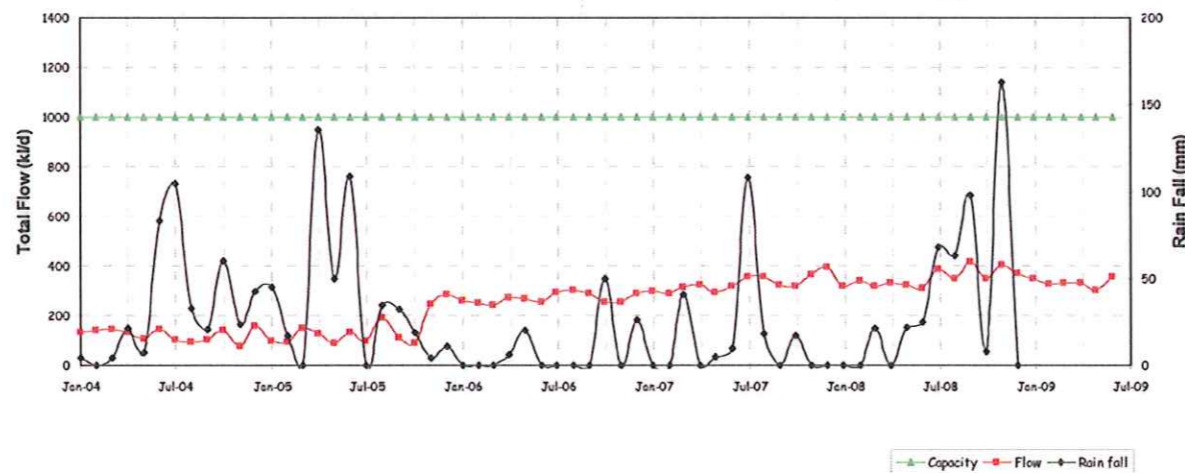
NICOLAS
BAUMANN
URBAN
CONSERVATION
& PLANNING



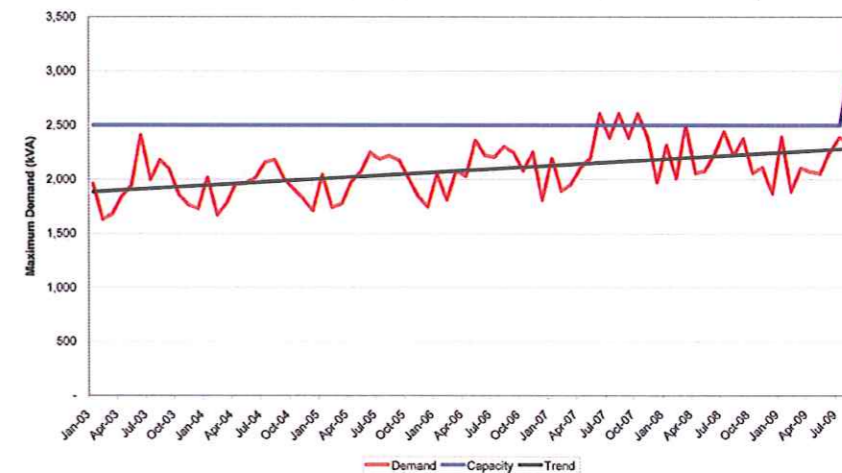
Preekstoel WTWs (KI/d) - Potable Water Treatment Works



Hawston WWTWs - Waste Water Treatment Works (Sewerage)



Overstrand Municipality Hawston Electricity Demand



Civil Services Provision

- ROADS**
 - Provincial Routes
 - Local Collector Road
- WATER**
 - Main Supply Line
 - Local Supply Line
 - ⊛ Reservoir
- SEWERAGE**
 - Local Network
 - Main Collector Line
 - ⊛ Pump Station
- ELECTRICITY**
 - High Voltage Transmission Line
 - Medium Voltage Transmission Line
 - ⊛ High Voltage Node
- SOLID WASTE**
 - ⊛ Drop-Off Site
- OPPORTUNITIES**
 - Sufficient water source capacity
 - Sufficient solid waste capacity
- CONSTRAINTS**
 - New development will over extend capacity
 - Peak period water pressure limitations
 - Area mainly reliant on septic tanks
- OTHER**
 - ⊞ Urban Edge



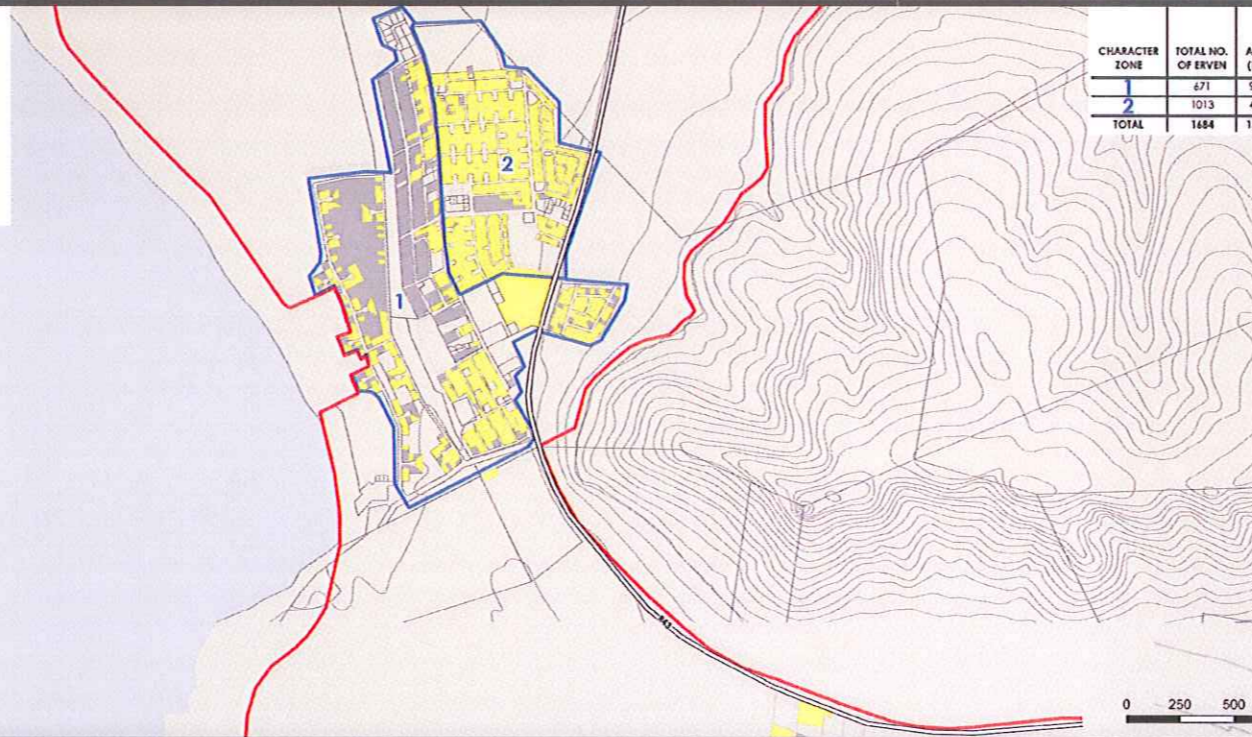
AREA 2 (Landscaped courts serving housing clusters)

The consistent use of a single building typology in this area is mitigated in the planning layout through the extensive use of semi-public crescents off the distributor routes around which approximately ten units are clustered. Positive defensible spaces are created which individual families have landscaped to varying degrees of success. The semi-public crescents contribute to the urban character of the greater public realm. Densification could be considered at points of natural opportunity such as the intersections of major access routes and around the retail and civic nodes.

Density & Area Character

LAND USE
 Residential Erven
 Vacant Erven

OTHER
 Character Zone
 Urban Edge
 Rode



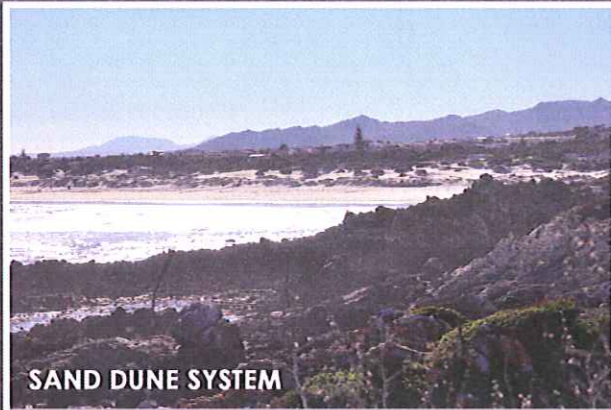
CHARACTER ZONE	TOTAL NO. OF ERVEN	AREA (HA)	VACANT ERVEN				RESIDENTIAL ERVEN								GROSS DENSITY	NET DENSITY	PROPERTY VALUE			
			NO.	AREA (HA)	NO. (%)	AREA (%)	DEVELOPED				VACANT									
							NO.	RES UNITS	AREA (HA)	NO. (%)	AREA (%)	NO.	AREA (HA)	NO. (%)				AREA (%)		
1	671	90.1	274	47.5	40.5	52.7	59.3	60.7	354	373	29.9	59.7	49.3	239	30.8	40.3	50.7	6.8	10.1	Low
2	1013	47.4	41	7.1	4.0	15.0	970	32.3	954	940	30.4	98.4	94.1	16	1.9	1.6	5.9	20.6	30.2	Low
TOTAL	1684	137.5	315	54.6	18.7	39.7	1563	93.0	1308	1333	60.3	83.7	64.8	255	32.7	16.3	35.2	11.5	17.1	

* Refer to explanatory txt in document

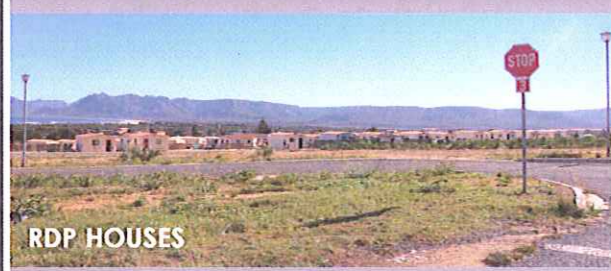


AREA 1 (Incomplete houses in west precinct)

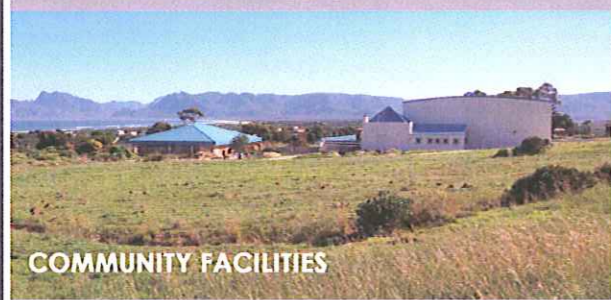
The older urban fabric which flanks the vlei system is more suburban character with larger plots and a wide variety of built form responses. The older precinct around the head of the vlei and the cemeteries has more distinctive qualities and accommodates some of the oldest houses in the village. Protective measures are required to conserve its heritage status. While limited densification could occur in these areas it should not be to the detriment of existing environmental quality.



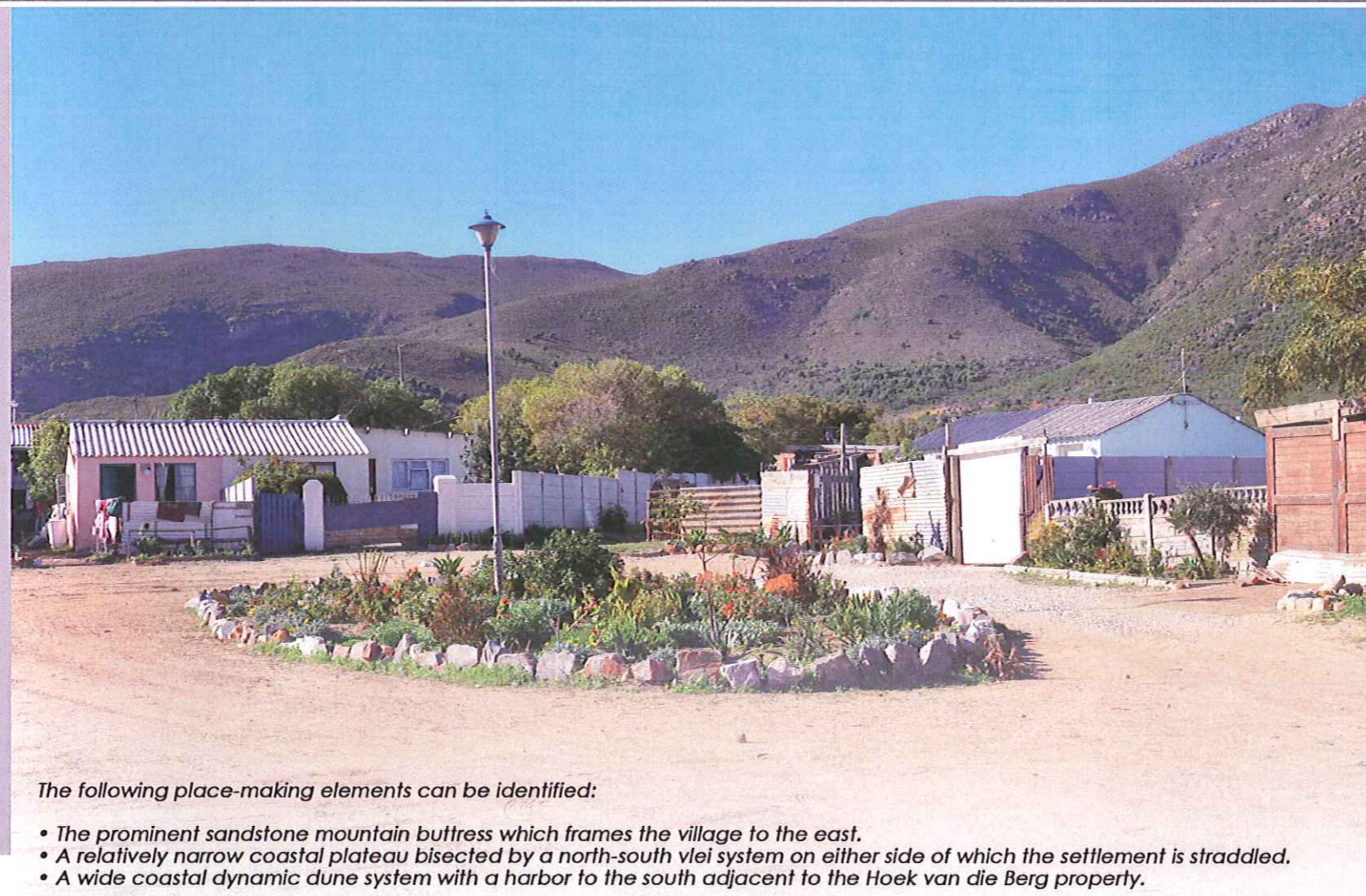
SAND DUNE SYSTEM



RDP HOUSES

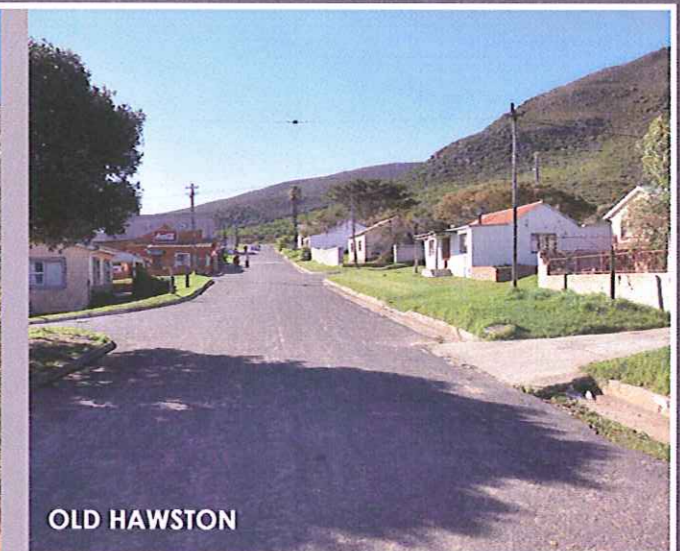


COMMUNITY FACILITIES

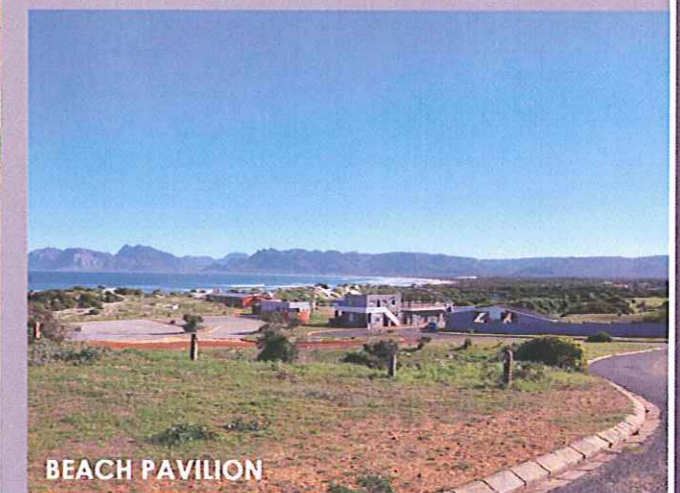


The following place-making elements can be identified:

- The prominent sandstone mountain butress which frames the village to the east.
- A relatively narrow coastal plateau bisected by a north-south vlei system on either side of which the settlement is straddled.
- A wide coastal dynamic dune system with a harbor to the south adjacent to the Hoek van die Berg property.



OLD HAWSTON



BEACH PAVILION

Place Making Qualities



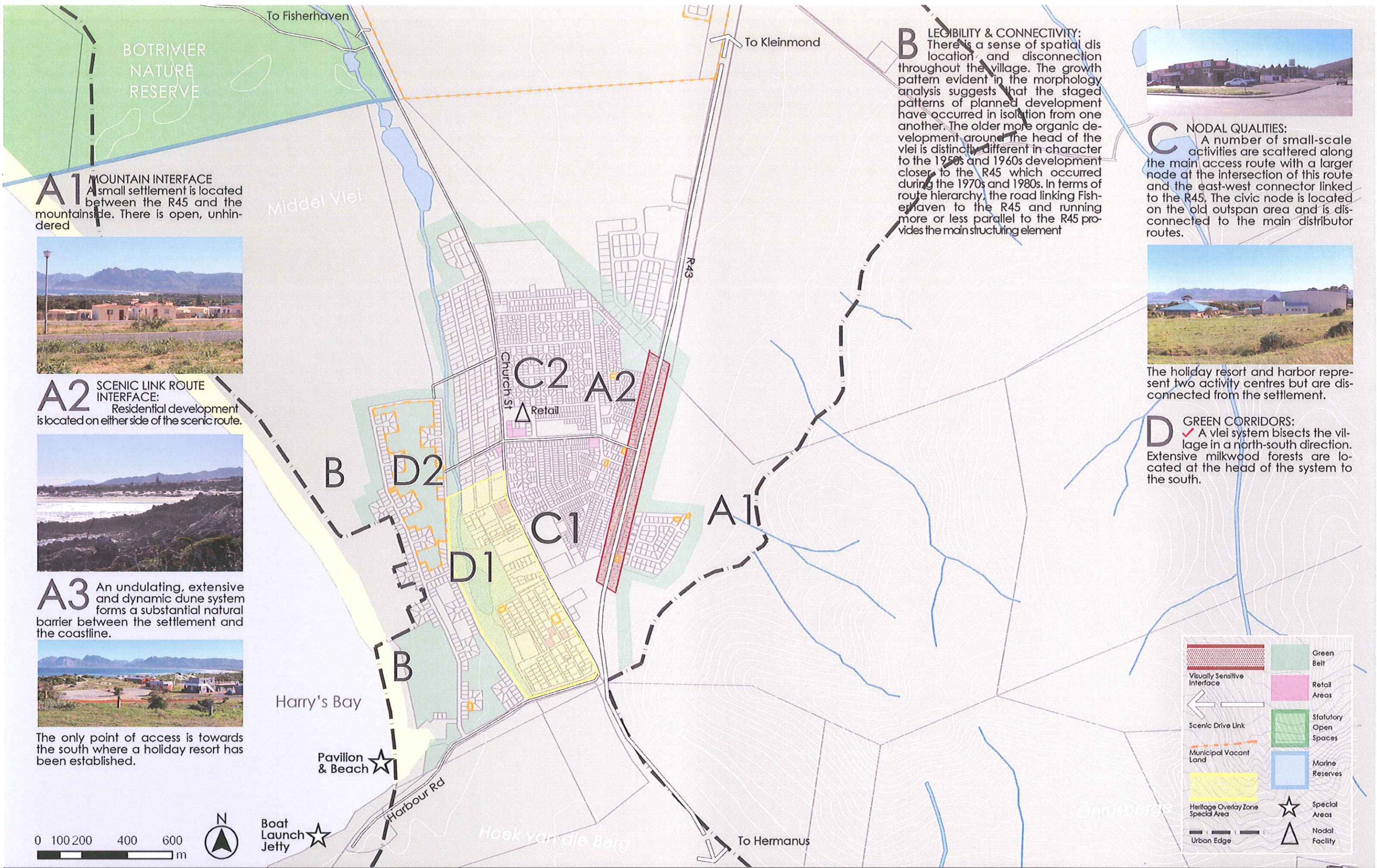
GROWTH
MANAGEMENT
STRATEGY

HAWSTON

D. DENSITY & AREA CHARACTER (MAY 2010)



NICOLAS
BAUMANN
URBAN
CONSERVATION
& PLANNING



A1 MOUNTAIN INTERFACE
A small settlement is located between the R45 and the mountainside. There is open, unhindered



A2 SCENIC LINK ROUTE INTERFACE:
Residential development is located on either side of the scenic route.



A3 An undulating, extensive and dynamic dune system forms a substantial natural barrier between the settlement and the coastline.



The only point of access is towards the south where a holiday resort has been established.

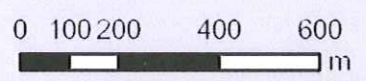
B LEGIBILITY & CONNECTIVITY:
There is a sense of spatial dislocation and disconnection throughout the village. The growth pattern evident in the morphology analysis suggests that the staged patterns of planned development have occurred in isolation from one another. The older more organic development around the head of the vlei is distinctly different in character to the 1950s and 1960s development closer to the R45 which occurred during the 1970s and 1980s. In terms of route hierarchy, the road linking Fisherhaven to the R45 and running more or less parallel to the R45 provides the main structuring element

C NODAL QUALITIES:
A number of small-scale activities are scattered along the main access route with a larger node at the intersection of this route and the east-west connector linked to the R45. The civic node is located on the old outspan area and is disconnected to the main distributor routes.



The holiday resort and harbor represent two activity centres but are disconnected from the settlement.

D GREEN CORRIDORS:
A vlei system bisects the village in a north-south direction. Extensive milkwood forests are located at the head of the system to the south.



Boat Launch Jetty

Pavilion & Beach

Harbour Rd

Hoek van die Berg

To Hermanus



GROWTH MANAGEMENT STRATEGY

HAWSTON

E. CONTEXTUAL OVERVIEW (MAY 2010)



NICOLAS BAUMANN URBAN CONSERVATION & PLANNING

A1 MOUNTAIN INTERFACE:
Controls are required to ensure no further expansion up the mountain slope. Limited opportunities for densification exist in this area.

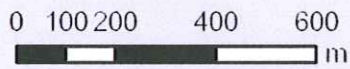
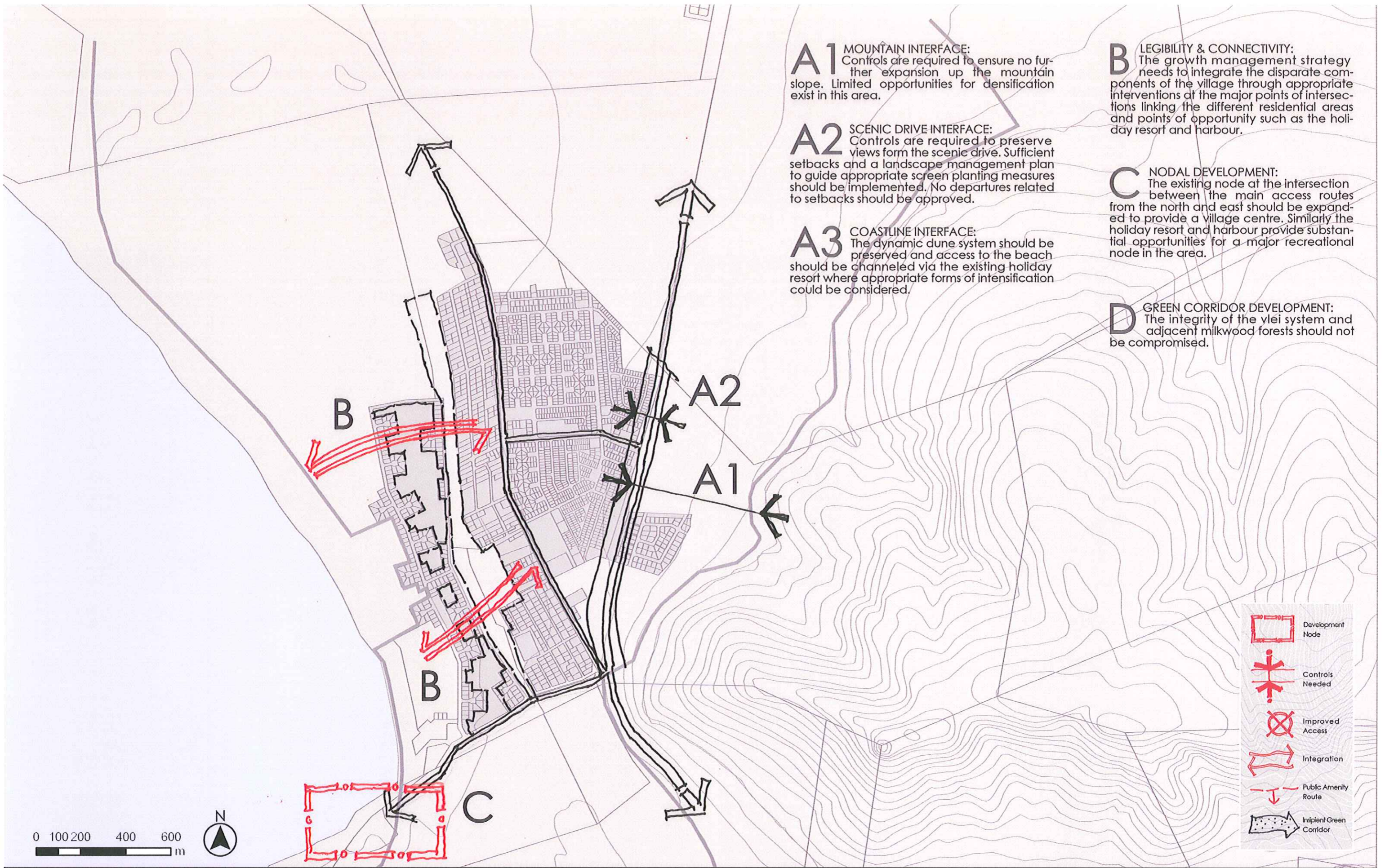
A2 SCENIC DRIVE INTERFACE:
Controls are required to preserve views from the scenic drive. Sufficient setbacks and a landscape management plan to guide appropriate screen planting measures should be implemented. No departures related to setbacks should be approved.

A3 COASTLINE INTERFACE:
The dynamic dune system should be preserved and access to the beach should be channeled via the existing holiday resort where appropriate forms of intensification could be considered.

B LEGIBILITY & CONNECTIVITY:
The growth management strategy needs to integrate the disparate components of the village through appropriate interventions at the major points of intersections linking the different residential areas and points of opportunity such as the holiday resort and harbour.

C NODAL DEVELOPMENT:
The existing node at the intersection between the main access routes from the north and east should be expanded to provide a village centre. Similarly the holiday resort and harbour provide substantial opportunities for a major recreational node in the area.

D GREEN CORRIDOR DEVELOPMENT:
The integrity of the vlei system and adjacent milkwood forests should not be compromised.



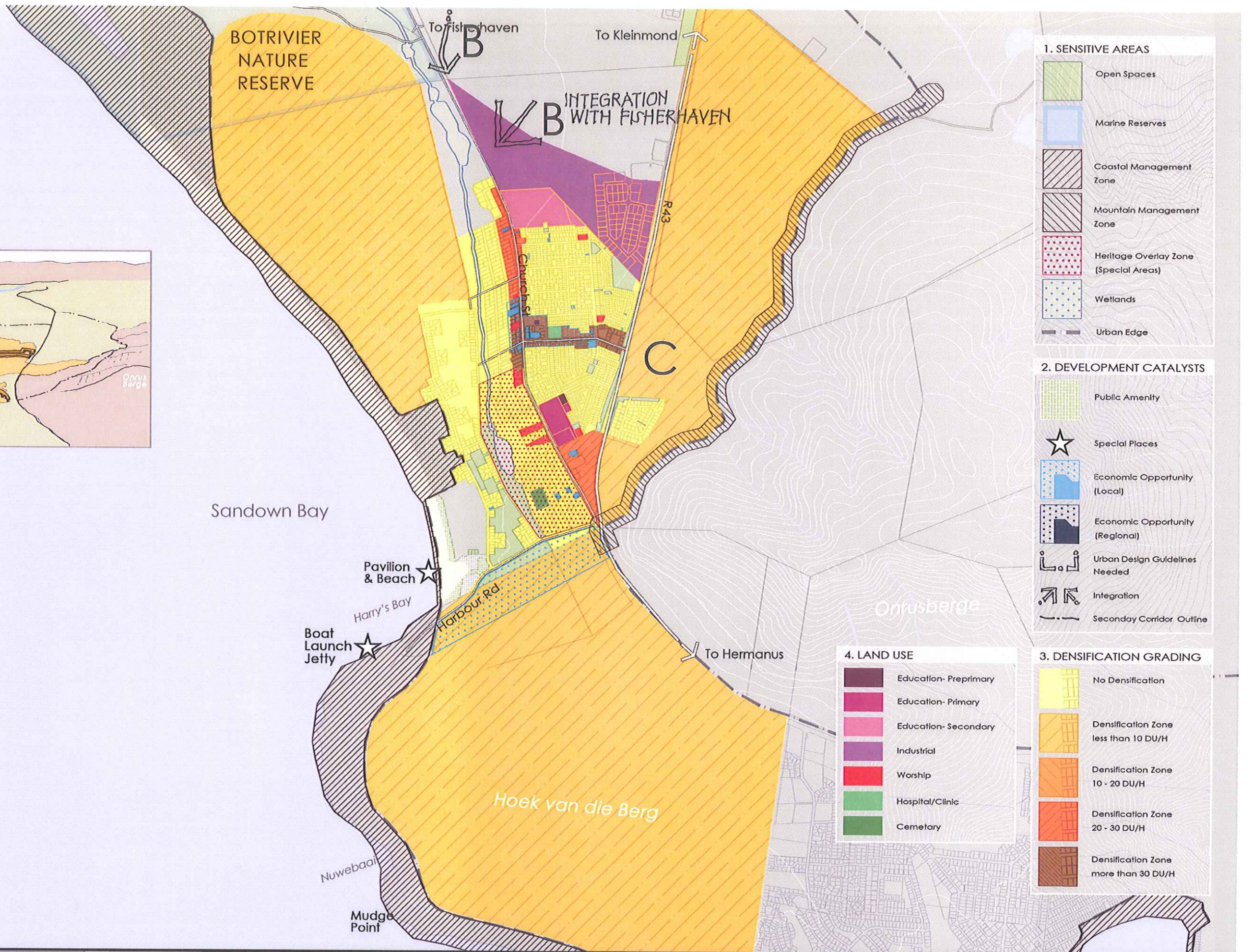
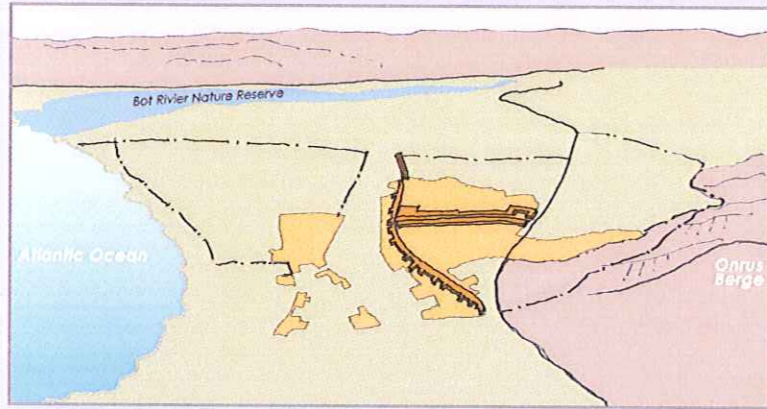
GROWTH
MANAGEMENT
STRATEGY

HAWSTON

F. OPPORTUNITIES & CONSTRAINTS (MAY 2010)



NICOLAS
BAUMANN
URBAN
CONSERVATION
& PLANNING

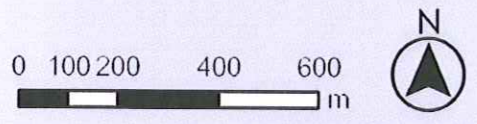


- 1. SENSITIVE AREAS**
- Open Spaces
 - Marine Reserves
 - Coastal Management Zone
 - Mountain Management Zone
 - Heritage Overlay Zone (Special Areas)
 - Wetlands
 - Urban Edge

- 2. DEVELOPMENT CATALYSTS**
- Public Amenity
 - Special Places
 - Economic Opportunity (Local)
 - Economic Opportunity (Regional)
 - Urban Design Guidelines Needed
 - Integration
 - Secondary Corridor Outline

- 4. LAND USE**
- Education- Preprimary
 - Education- Primary
 - Education- Secondary
 - Industrial
 - Worship
 - Hospital/Clinic
 - Cemetery

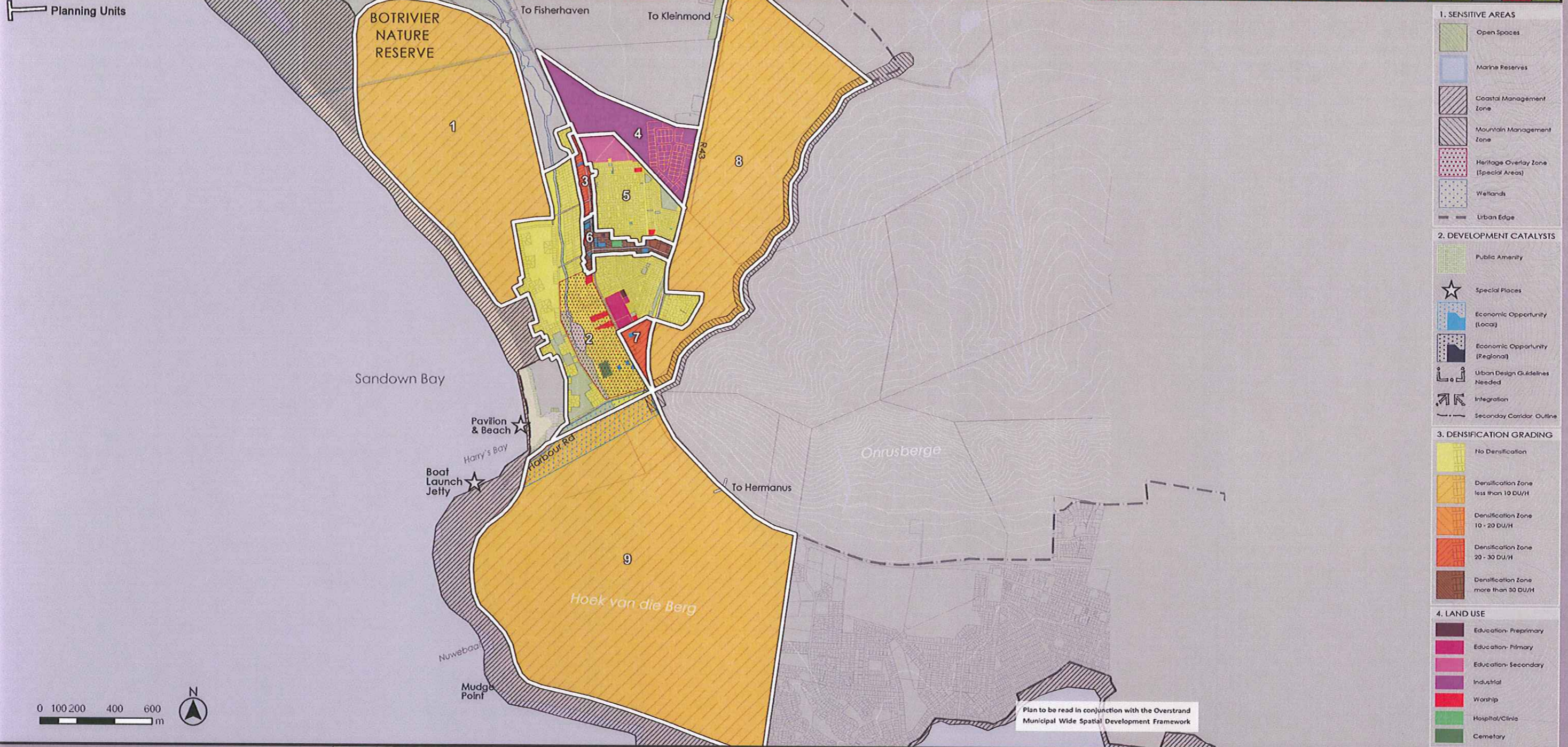
- 3. DENSIFICATION GRADING**
- No Densification
 - Densification Zone less than 10 DU/H
 - Densification Zone 10 - 20 DU/H
 - Densification Zone 20 - 30 DU/H
 - Densification Zone more than 30 DU/H



Legend

- Sufficient spare capacity
- ? Further investigations required
- X No Spare Capacity Available
- S Water Source
- N Network
- TW Treatment Works
- EI Eskom Input
- C Collector Roads
- L Local Roads
- E Existing
- R Required
- P Proposed

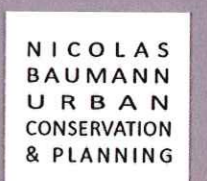
Planning Unit	Density						Impact on Civil Services Capacity						Impact on Community Facilities																																						
	Total Area of Planning Unit (ha)	Existing Number of Residential Units	Existing Gross Density	Densification Considerations (Refer to text for interpretation)	Height Restriction Proposal (Storeys)	Assumed Residential Developable Area (%)	Proposed increased gross residential density	Potential Total Number of Residential Units	Potential Number of Additional Residential Units	Water		Sewerage		Storm Water		Electricity		Roads		Solid Waste		Clinic / Hospital (C)			Community Hall (Ch)			Pre Primary School (PPs)			Primary School (Ps)			Secondary School (Ss)			Library (L)			Worship Sites (W)			Taxi Rank / Bus stop (T)			Public / Private Open Space (ha)					
										S	N	TW	N	TW	EI	N	C	L	E	R	P	E	R	P	E	R	P	E	R	P	E	R	P	E	R	P	E	R	P	E	R	P	E	R	P	E	R	P	E	R	P
1	215.5	0	0.0	E1,30% / E2,30% / E3,30%	2	20	3.1	1099	1099	X	X	X	X	X	X	X	X	X	X	X	X	0	0.2	0	0	0.2	0	0	1.8	2	0	1.1	1	0	0.5	1	0	0.3	0	0	3.7	3	0	0.2	0	0	5.9	5.9			
2	128.5	773	6.0	SQ	n.a.	n.a.	6.0	773	0	X	X	X	X	X	X	X	X	X	X	X	X	0	0.2	0	2	0.2	2	1	1.3	1	1	0.8	1	0	0.4	0	0	0.2	0	4	2.6	4	0	0.2	0	15.9	4.2	15.9			
3	6.0	58	9.7	B1,30% / B2,30% / B3,30%	2	20	20.1	121	63	X	X	X	X	X	X	X	X	X	X	X	X	0	0.0	0	0	0.0	0	0	0.2	0	0	0.1	0	0	0.1	0	0	0.0	0	0	0.4	1	0	0.0	0	0	0.7	0.0			
4	32.8	0	0.0	Local Economic Area	n.a.	n.a.	0.0	0	0	X	X	X	X	X	X	X	X	X	X	X	X	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0.0			
5	50.2	690	13.7	SQ	n.a.	n.a.	13.7	690	0	X	X	X	X	X	X	X	X	X	X	X	X	0	0.0	0	0	0.1	0	0	1.2	1	0	0.7	0	1	0.3	1	0	0.2	0	2	2.3	2	0	0.1	0	2.8	3.0				
6	11.4	66	5.8	D4	2	50	33.8	385	319	X	X	X	X	X	X	X	X	X	X	X	X	0	0.1	0	0	0.1	0	0	0.7	0	0	0.1	0	0	0.1	0	0	0.2	0	0	0.1	0	1	1.3	1	1	0.1	1	0.2	2.1	0.2
7	6.9	1	0.1	D4, 2 storeys - 50%	2	50	28.1	194	193	X	X	X	X	X	X	X	X	X	X	X	X	0	0.0	0	1	0.0	1	0	0.3	0	0	0.2	0	0	0.1	0	1	0.1	0	1	0.6	1	0	0.0	0	0	0.0	0	0	1.0	0.0
8	206.1	0	0.0	B1,30% / B2,30% / B3,30%	2	30	6.1	1261	1261	X	X	X	X	X	X	X	X	X	X	X	X	0	0.3	0	0	0.3	0	0	2.1	2	0	1.3	2	0	0.6	1	0	0.4	1	0	4.2	4	0	0.3	0	0.2	6.8	6.8			
9	429.7	8	0.0	B1,30% / B2,30% / B3,30%	2	20	4.1	1762	1754	X	X	X	X	X	X	X	X	X	X	X	X	0	0.4	0	0	0.4	0	0	2.9	3	0	1.8	2	0	0.9	1	0	0.5	0	0	5.9	5	0	0.4	0	0	9.5	9.5			
Total	1087.1	1596	1.5				5.8	6285	4689													1	1.3	1	3	1.3	3	2	10.5	10	1	6.3	6	1	3.1	4	1	1.9	2	8	21.0	21	1	1.3	1	19.1	33.9	41.1			



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H. PROPOSAL PLAN (MAY 2010)



Plan to be read in conjunction with the Overstrand Municipal Wide Spatial Development Framework