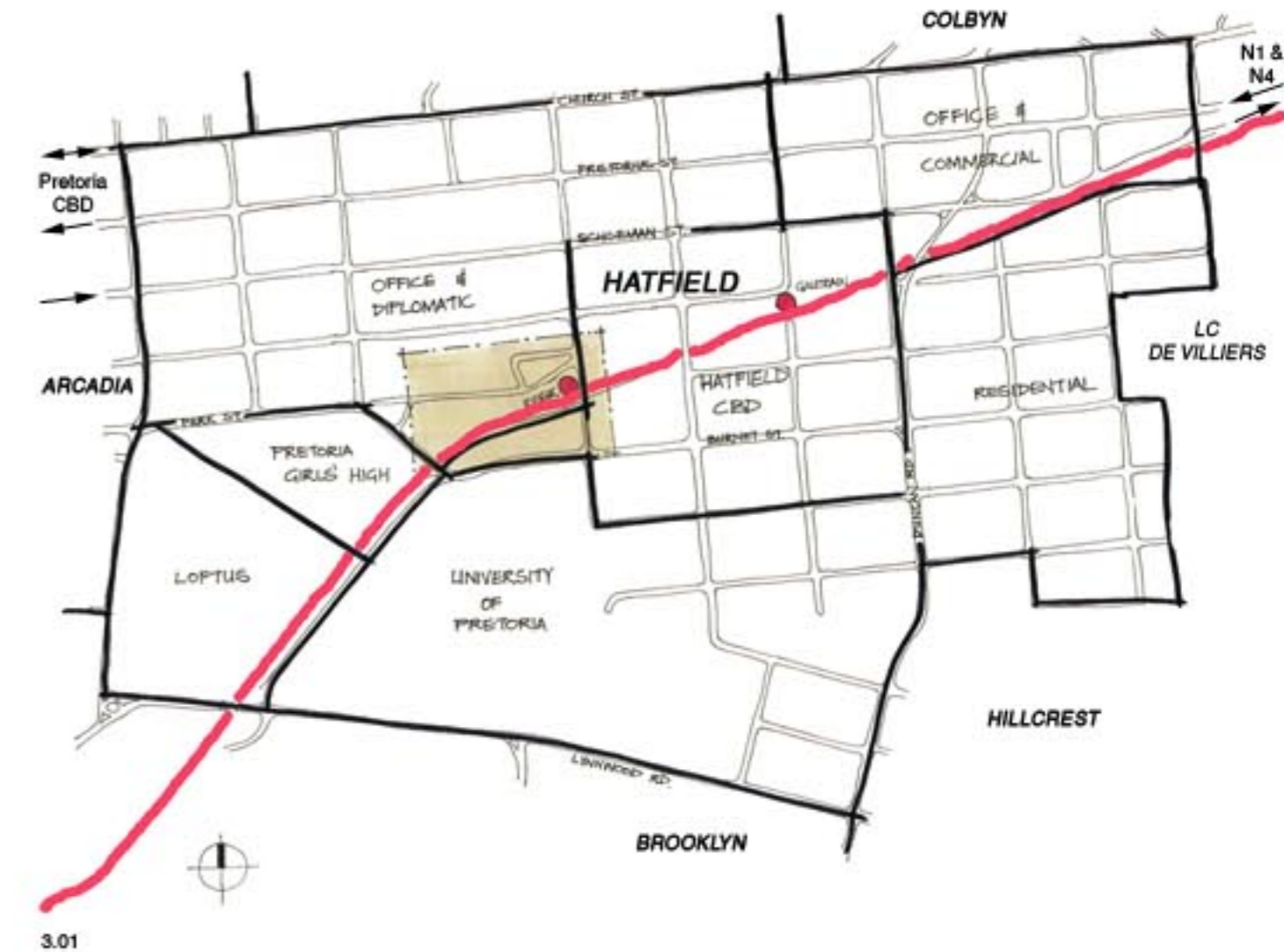


Hatfield in context

Hatfield is located approximately 3km east from Pretoria's CBD. Church Street forms the most northern border, and acts as a natural boundary with the residential areas of Colbyn and Rietondale. The western boundary is delineated from Athlone Street southwards down Roper Street, separating it from the high density residential areas of Sunnyside and Arcadia. Lynnwood Road comprises the southern border, while End Street between the University Sports Grounds (LC de Villiers) and the residential area of Hatfield Village demarcates the eastern border.

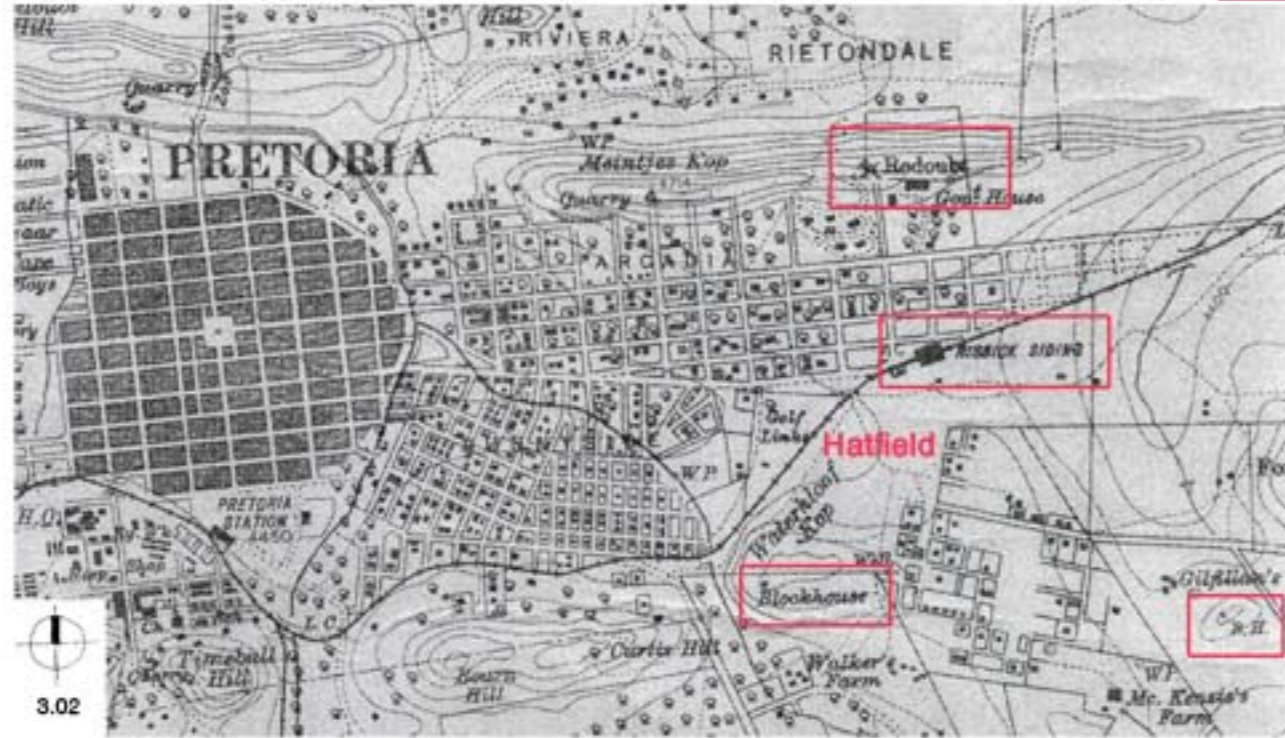
The area is easily accessible from both the N1 and N4 highways in the east and link up with Pretorius and Schoeman Streets. Hatfield is separated into two districts due to a division caused by the railway line running through the area.



3.01 Hatfield, its borders and areas

Beginnings of Hatfield

Hatfield is situated on a portion of the Farm Koedoespoort no. 299 (323JR). Lourens Cornelius Bronkhorst obtained ownership of the farm in 1859. His descendants later in 1885 sold the farm to the Wesleyan Methodist Society, who constructed a hospital on the site during the Anglo-Boer War of 1899-1902 (Laubscher 1992:1). In 1903 the Wesleyan Church sold the grounds to Patrick Duncan who was the then Colonial Secretary of the Transvaal for the purpose of establishing the neighbourhood of Hatfield. As a result, W.R. Lanham was commissioned in 1905 to start measurements of the area and there was decided on a north-south orientation. Hatfield officially became a neighbourhood of Pretoria in 1916 (Andrews & Ploeger 1989:34).



The name Hatfield was given in honour of the second Earl of Selbourne, William Waldegrave Palmer, who was appointed as the British Governor of the Transvaal in 1905 and became a High Commissioner in 1909. Hatfield was the name of his property in Hertfordshire, England (Laubscher 1992:3). The name Hatfield has its origin from an Old English heap field, meaning "heather-covered-field" (City of Tshwane 2008).



Following their occupation of Pretoria on 5 June 1900, the British built several blockhouses in and around Pretoria. Four blockhouses were constructed in Hatfield (Van Vollenhoven 1995:87). Johnston Redoubt, located on the grounds of the Presidency, is the only remaining one of the four. Fig 3.02 shows three of these blockhouses.



The first church to be constructed was the Presbyterian Church St. Columba in Hilda Street. The building dates back to 1923 with later additions to the structure undertaken in 1959 (Laubscher 1992:11). Pretoria East Bowling Club is the oldest sports club in the area and dates back to 1923.



Road linkages and transportation Routes

A number of through-routes exist in Hatfield, mainly those to the North (Church, Schoeman & Pretorius Streets) and the East (Duncan). The grounds covered by the University of Pretoria and the four major secondary schools to the west and south thereof form a natural barrier to the south-western parts.

Transportation

Transportation to and within Hatfield comprise largely of private vehicles and mini-bus taxis. Municipal bus services do serve the area with routes running along Church Street, Pretorius Street, Schoeman Street, parts of Duncan Road, Burnet Street and Lynnwood Road, but it is by no means a preferred mode of transport.

Metrorail also offers passenger railway services along the railway line to Rissik Station, Loftus Station and Hartbeesspruit Station. Peak hours for this mode of transportation are mainly during the mornings and afternoons.

Due to the fact that neither trains nor bus services are fully utilised as primary modes of transport to Hatfield, the area currently experiences heavy traffic congestion caused by a dependency on private vehicles and taxis.

In addition, pedestrian and cycling movement is not actively catered for as a mode of movement in the area. The matter may need to be addressed, since many students do cycle between the University and the residences.



3.02 A 1908 map of Pretoria and Hatfield with the blockhouses indicated (Van der Waal Collection, University of Pretoria).
3.03 A 1929 aerial photo of Hatfield with the Old Agriculture building of the University of Pretoria in the foreground (UP Archive, University of Pretoria)
3.04 St. Columba's Presbyterian Church dating 1923.
3.05 Pretoria East Bowling Club dating 1923.
3.06 Street scene in Burnet Street, Hatfield.
3.07 Forms of public transport.
3.08 Dominance of private transport.

Significance of the railway line

The construction of a railway line between Pretoria and Lourenço Marques (today Maputo) in Mozambique was the invention of George P. Moody, a land surveyor, who submitted his idea to the government of the Zuid-Afrikaansche Republiek (ZAR) in 1872 (De Jong, Van der Waal & Heydenrych 1988:26). Under Thomas François Burgers, who was then president and after whom Burgers Park is named, the ZAR granted Moodie a concession in 1873 for building a railway line linking the Lebombo mountains on the eastern border with Portuguese East Africa (today Mozambique) with Klipstapel on the Highveld near the present town of Ermelo. Due to financial constraints nothing came of Moodie's plans, and the following year in 1874 the concession lapsed without any progress being made to materialise this link (Van Winter 1937:9).

The story of the realisation of the Eastern Line is one of determination and struggle. Financing this railway line proved more difficult what was originally anticipated (Engelenburg 1987:15). If this wasn't enough, the ZAR was firstly forced into a war with the Pedi of Sekhukhune and finally with Britain during the First Anglo-Boer War (1877-1881) on 12 April 1877 when Sir Theophilus Shepstone annexed the ZAR for Britain (De Jong, Van der Waal & Heydenrych 1988:27).

In 1881 the Transvaal Boers regained their independence from Britain. In May 1883 Stephanus Johannes Paulus (Paul) Kruger was elected as president, and became the personification of the ZAR's drive to independence by establishing a railway link between Pretoria and Lourenço Marques (Engelenburg 1987:16). The discovery of gold on the Witwatersrand in July 1886 positively enabled the construction of the Eastern Line and many other railway lines in the ZAR (De Jong, Van der Waal & Heydenrych 1988:35). On 21 June 1887 the

Nederlansche Zuid-Afrikaansche Spoorweg-Maatschappij (NZASM) was founded in Amsterdam with the objective of developing the railway line to Lourenço Marques (Van Winter 1937:172).

Progress on the Eastern Line came to a halt in 1887 due to a crisis in the gold-mining industry, but by June 1890 things could continue (Van Winter 1937:209). Despite many a crisis a major achievement occurred on 14 May 1891 when the first locomotive steamed across the Komati-bridge (Engelenburg 1987:25). On 2 November 1894 the last screw was ceremoniously fastened by President Paul Kruger at Brugspruit Station. The official opening of the Eastern Line took place on 8 to 10 July 1895 (De Jong, Van der Waal & Heydenrych 1988:48).

The completed Eastern Line played a fundamental role in the economic development of the ZAR by providing fast and relatively affordable transportation (Greyling 2000:49). A total number of 3,526 white people were full-time employees of the NZASM in 1897 with the number of full-time black employees at the same period reaching 7,171 (De Jong, Van der Waal & Heydenrych 1988:59). The 1,050,598 passengers who made use of the train in 1895 more than doubled two years later in 1897 to reach 2,363,938.

It wasn't just white people who made use of this passenger service on the NZASM Eastern Line. During 1898 more than 64,379 black people made use of the train to leave the ZAR, while 87,799 used it to enter. This is mainly due to an influx of black people into the ZAR from Portuguese East Africa (De Jong, Van der Waal & Heydenrych 1988:66). The railways had thus significantly increased the mobility of all people, white as well as black.

Finally, the ZAR's gold deposits would result in conflict with Britain during the Second Anglo-Boer War (1899-1902). The Eastern

Line provided an escape route for President Paul Kruger on 29 May 1900 as he fled to Lourenço Marques (Greyling 2000:14). Boer forces fought two battles along the Eastern Line: on 11-12 June 1900 at Diamond Hill, and 27 August 1900 at Dalmanutha. Lord Roberts annexed the ZAR for Britain on 1 September 1900 (Greyling 2000:17).

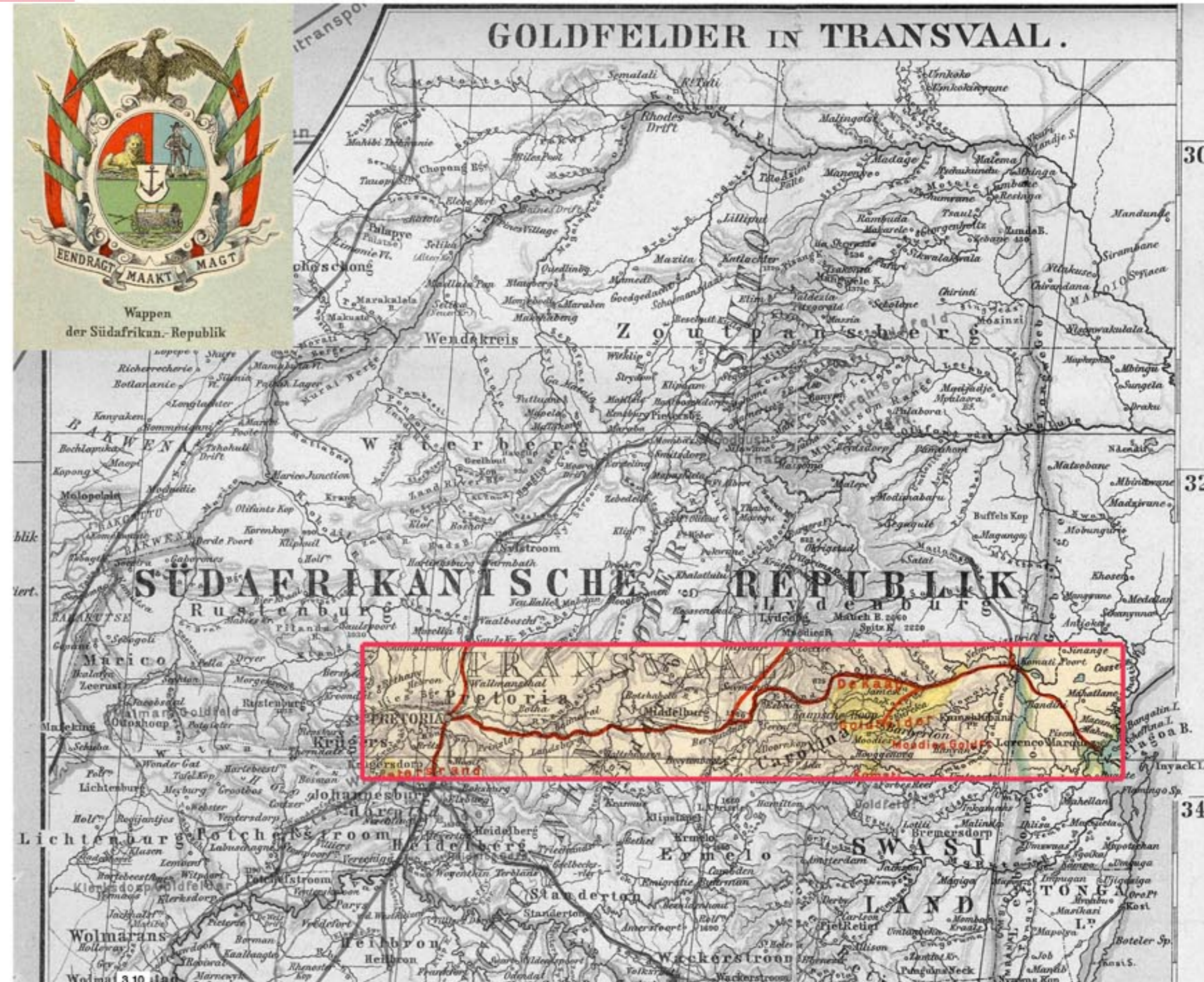
The Eastern Line would also provide an escape route for Sir Winston Churchill. At the time he worked as a war correspondent for the London Morning Post. He was taken captive by Boer forces in Natal and taken to Pretoria. Churchill, along with three other prisoners, escaped during the night of 12 December 1899 and made their escape along the Eastern Line (Greyling 2000:65).



3.09

3.09 First train at Pretoria Station in 1893 (Van der Waal Collection, University of Pretoria)

3.10 Map of ZAR showing the Eastern Line (in block) and the ZAR Crest in the top left corner (Van der Waal Collection, University of Pretoria)



Hatfield today

Density & land use

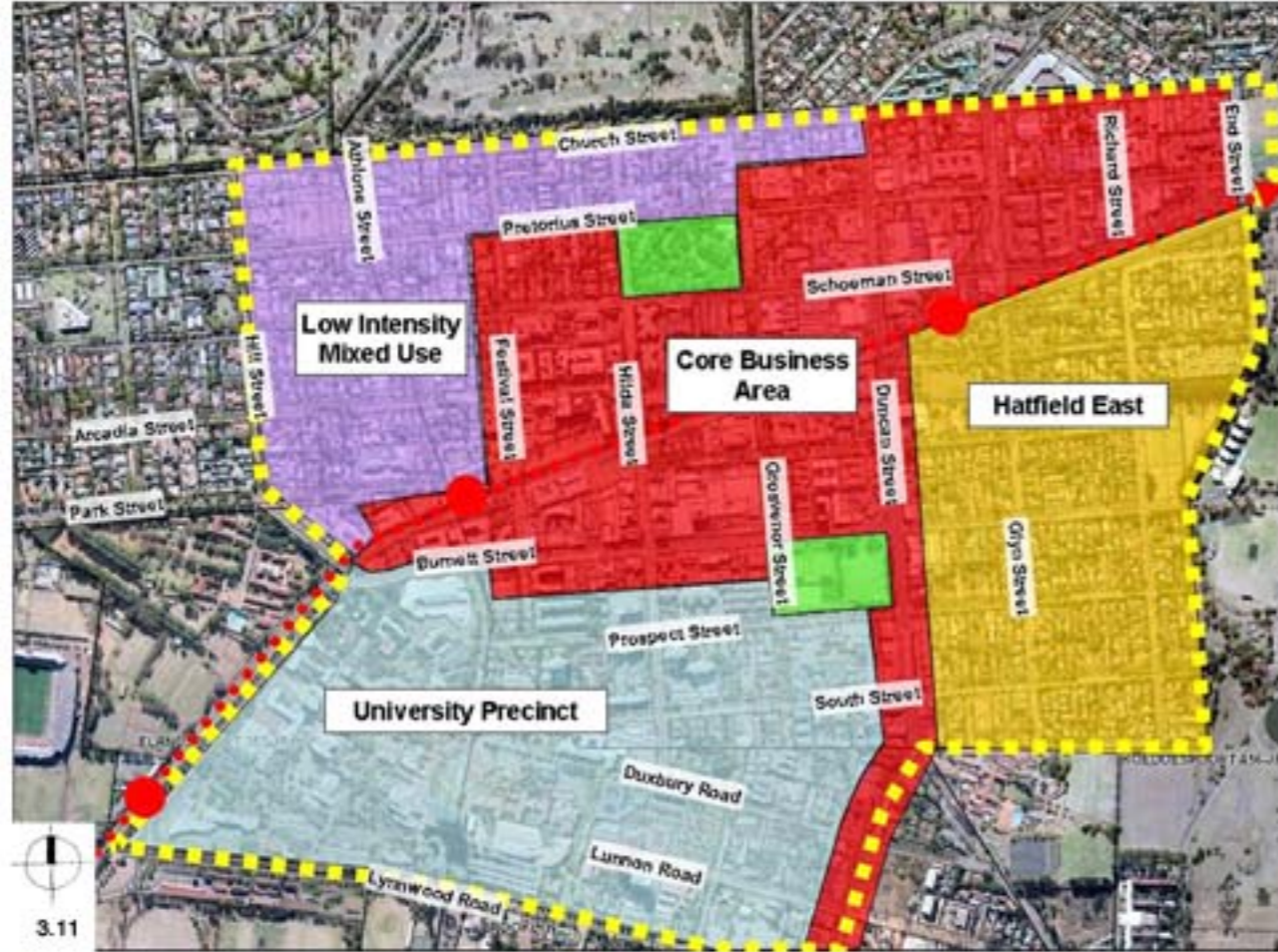
Hatfield can be roughly divided into four very diverse areas, each with its own unique density character (fig 3.11).

The Hatfield CBD (between Festival and Duncan Streets south of the railway line) has the highest density, owing to the multitude of retail, business and residential functions. Burnet Street is the spine around which this area functions, and houses the Hatfield Square Centre, the Hatfield Plaza Centre, the newly completed City Property's "The Fields" complex, and a large number of other retail amenities.

Hatfield East (or Hatfield Village) between Duncan Street and the University of Pretoria sports grounds (LC de Villiers). The area is characterised by single residential dwellings, though several medium rise flats have recently been constructed here. Many of the dwellings function as communal housing for university students. The sites along Duncan Street house a number of retail amenities.

The area west of Festival Street is home to a great number of house offices, guesthouses, dwelling houses and a sizeable amount of embassies. It is an area characterised by low densities. Along with Hatfield East, this part of Hatfield presents one of the best development opportunities.

The University of Pretoria dominates the area south of Burnet Street, along with student accommodation, hostels and flats.



- 3.11 The four distinctive areas of Hatfield (Hatfield Metropolitan Development Framework, August 2007)
- 3.12 Retail along Burnet Street
- 3.13 New mixed-use City Property development
- 3.14 Residential complex
- 3.15 Social activity in open green space
- 3.16 Demographics in Hatfield



Demographics

Students make up the majority of residents as this is the home of the University of Pretoria's main campus. Females between the ages of 19 and 25 form the predominant group since central Hatfield is home to the ladies residences. Residence facilities for male students are mainly located along Lynnwood Road and therefore outside the boundaries of Hatfield.

Over the last couple of years the number of black students has significantly increased.

Income

Statistically 48% of households in Hatfield are reported to have no annual income. This data is a direct result of the large number of full-time students residing in the area. Around 8.7% of household reported an annual income of up to R4,800 while only 0.5% reported an annual income of R2.4-million and more (City of Tshwane 2008).

Hatfield Metropolitan Core Urban Development Framework

The latest draft Urban Development Framework for Hatfield (August 2007) is a first attempt at creating a holistic and long-term strategic development framework for the area. Three previous frameworks ("Development Guidelines for Eastclyffe, Kilberry, Eastwood, Lisdogan Park, Brynterion, Blackmoor, Colbyn, Hatfield, Hillcrest and parts of Arcadia and Sunnyside: Cell 25, 1992"; "Hatfield East Spatial Development Framework, 2003" and "Development Framework for the Hatfield Station Functional Area, November 2005") failed to address the contextual needs of the area and did not aspire to make a significant contribution to the development of the public domain or a desired urban character (City of Tshwane Metropolitan Municipality 2007).

The way in which Hatfield is developing demands a renewed interest in the area for two reasons: (a) Hatfield has been identified as one of six Metropolitan Cores in terms of the Tshwane Metropolitan Spatial Development Framework (MSDF). The MSDF contains specific guidelines as to how a Metropolitan Core should develop; and (b) Hatfield is the location of one of the three Gautrain Stations that is to be constructed in Pretoria.

In addition, several other factors have an effect on the future development of Hatfield:

- The proposed Bus Rapid Transit (BRT) as part of Pretoria's preparations for the 2010 FIFA Soccer World Cup;
- The University of Pretoria which attracts around 32,000 students per year to its main campus in Hatfield;
- A National Sports Node due to the presence of Loftus Versfeld and the LC de Villiers Sports Ground; and
- An intricate network of highways, railways and arterial roads to and through Hatfield has made it one of the most accessible locations in Pretoria.

Hatfield is to be developed as a "Transit Oriented Development" (TOD). This implies the creation of compact, walkable communities centred around high quality train systems (City of Tshwane Metropolitan Municipality 2007). The following component form part of a TOD:

- Design with pedestrians as the highest priority;
- The train station as a prominent feature of the town centre;
- A regional node containing a mixture of uses in close proximity including office, residential, retail and civic uses;
- High density, high-quality development within a 10-minute walking radius surrounding the train station;
- Collector support transit systems including trolleys, streetcars, light rail and buses;
- Designed to include the easy use of bicycles, scooters and walking as daily support transportation systems; and
- Reduced and managed parking inside a 10-minute walking radius around the town centre or train station.

According to the latest draft framework, the vision stated for Hatfield is "to become a vibrant, safe, mixed-use, high quality urban area that renews investor confidence by promoting the development of an attractive, interesting flow of interlinking activities and public spaces that augment the pedestrian and public transport environment" (City of Tshwane Metropolitan Municipality 2007).

This framework thus envisions a more intensified land-use that contributes to Hatfield's civic identity and sense of place. It therefore follows that the area is thought to evolve into an accessible destination for people to dwell, meet, work, visit, walk and be entertained in (City of Tshwane Metropolitan Municipality 2007).



3.17



3.18



3.19

- 3.17 Hatfield Metropolitan Core (Hatfield Metropolitan Core Urban Development Framework August 2007).
3.18 Driving factors in Hatfield (Hatfield Metropolitan Core Urban Development Framework August 2007).
3.19 Photo montage of envisioned look for Hatfield (Hatfield Metropolitan Core Urban Development Framework August 2007).

Group Framework

Social Transition through Activation of Regenerative Techniques (START)

The vision for Hatfield is to see it grow into a bustling, vibrant, destination node in Pretoria. With the new Gautrain station at its heart, Hatfield becomes an area of high accessibility, making it a favourable place to live. The proposal therefore initiates certain strategies to enhance public transportation routes, density residential backup and commercial activities, and provide high quality public space as the canvas for social interactions and expression.

The group framework envisions the creation of a pedestrian link from the Gautrain Station to Rissik Station, and again from the latter to the University of Pretoria. It envisions the creation of public space and mixed-use activities surrounding this spine that facilitates an urban living environment.

This spine starts at the corner of Hilda and Park Streets, south of the Gautrain site, with a proposed African Diplomatic Facilities. From here it crosses over Hilda Street to facilities aimed at promoting civil participation in the issues concerning the area. North of the railway line the spine is proposed to house the Arts Precinct with a fashion school, design school as well as a visual performance facilities. Finally the spine terminates at the Rissik Station precinct, which is proposed in this thesis (fig. 3.22 & 3.23).



- 3.20 Identified gateways, paths and thresholds
- 3.21 Proposed two precincts
- 3.22 Spatial framework for the Hatfield Precinct and START Framework
- 3.23 Proposed spaces & buildings

