

# Chapter 3

## Hatfield in context

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### HATFIELD IN CONTEXT

#### 3.1 LOCATION

The location of Hatfield in the urban context of Pretoria is graphically explained in fig 3.1

The far northern street in Hatfield is Church Street, which forms a natural boundary between the residential areas of Colbyn and the Presidency to the north and the offices and residential area to the south

The Western boundary is delineated along Hill Street and along Roper Street between Pretoria University and the student accommodation node

The Southern boundary comprises of Boundary Street and Lynnwood Road, including the residential area north of St Mary's Diocesan School for Girls.

The area between the University sport grounds (LC de Villiers) and the residential area of Hatfield Village make up the Eastern boundary of this suburb

The area consists of 2 districts namely North and South Hatfield that functions separately due too the division by the existing railway (figure 3.5)

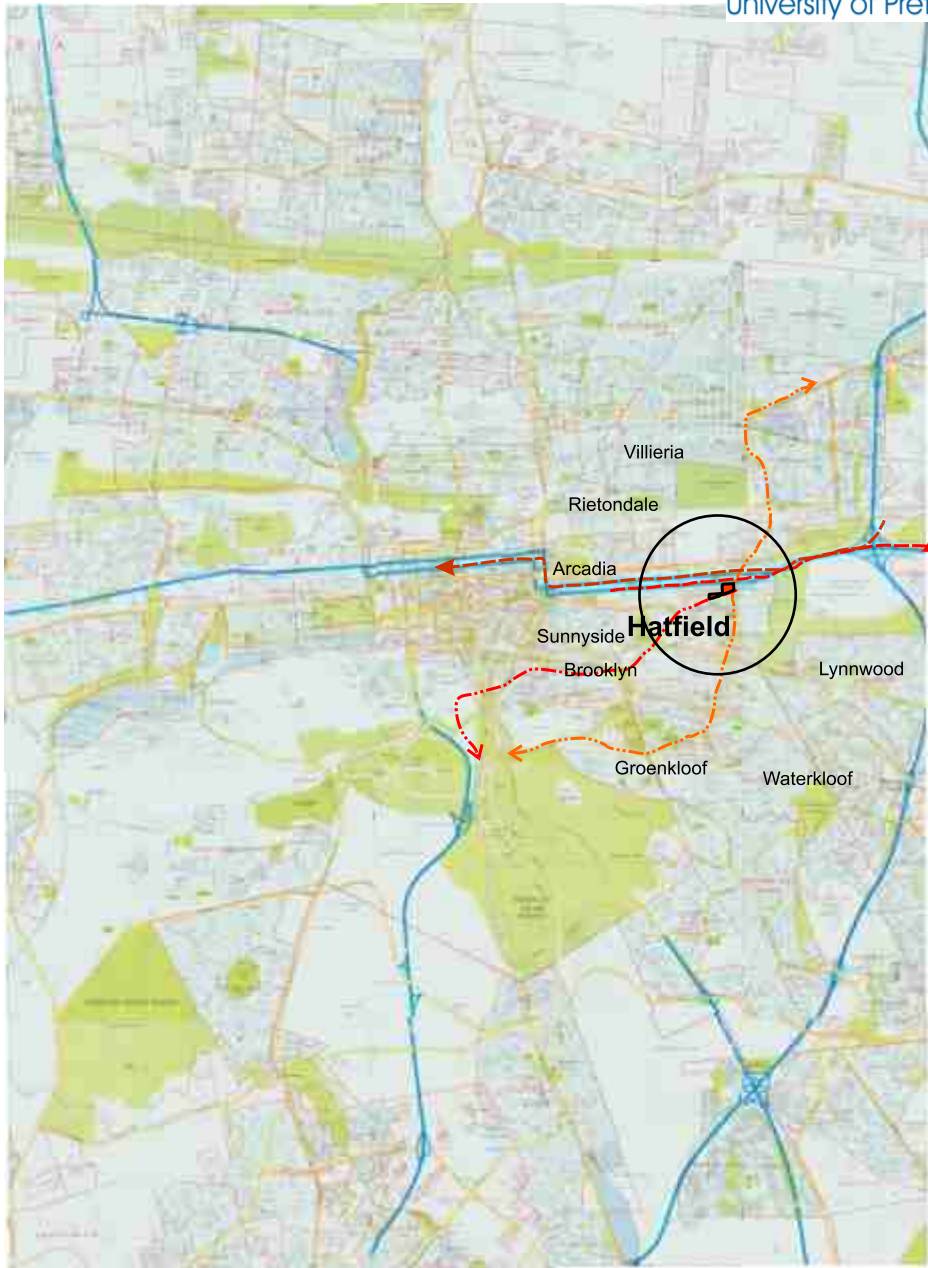


Figure 3.1  
Explanation of the location of Hatfield in the urban context of Pretoria.

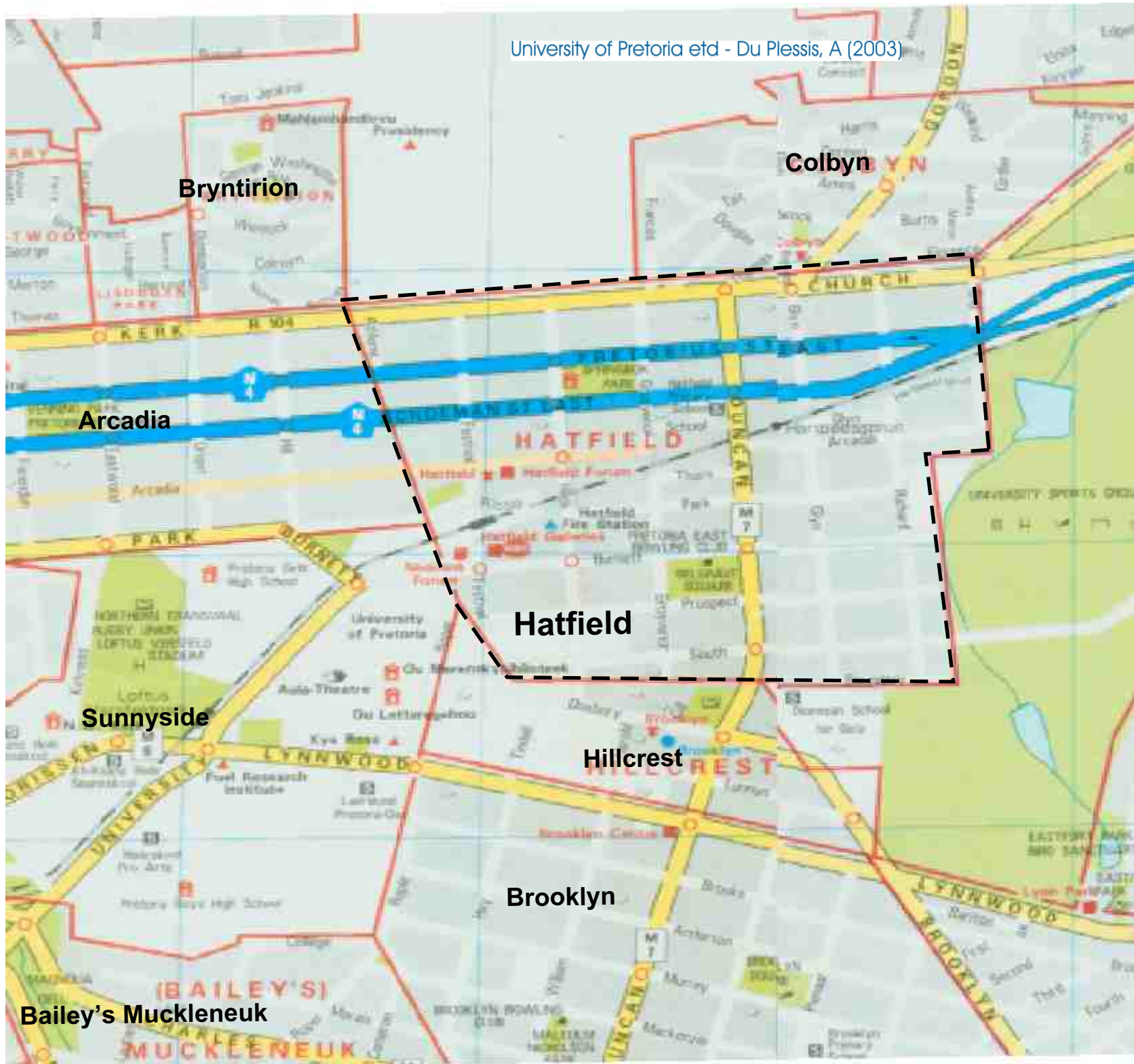


Figure 3.2  
Hatfield  
within its  
boundaries.

## 3.2 HATFIELD: NOW AND THEN

### 3.2.1 THE FOUNDATION OF A SUBURB

The suburb of Hatfield was first proclaimed on a portion of the farm "Koedoespoort".

In 1859 "Koedoespoort" was allocated to Lourens Cornelius Bronkhorst, whose heir sold the farm to the Wesleyan Methodist Society in 1885.

The church established a hospital camp on this land during the Anglo Boer War.

After the war in 1903, the Church sold the portion of land on which Hatfield would be established to the Colonial Secretary of Transvaal, Patrick Duncan.

At first, Hatfield was measured out on 240 morgen 160 square rood. The new suburb was named Hatfield, after an estate in Herfordshire, England that belonged to the Second Earl of Selbourne whom became Governor of Transvaal in 1905.

A flood hit Pretoria in 1909 and on 8 July 1911, the Supreme Court ruled that no erven would be measured out next to the Hartbeesspruit. The Court held the opinion that the erven next to the Hartbeesspruit held potential danger to prospective buyers since it fell within the boundaries of the 50 year flood line.

The suburb were completely occupied residentially in the mid thirties, but the location of Hatfield on the peripheries of the city isolated it from the CBD, resulting in its character staying the same until the erection of a multi-storey building at Hatfield Galleries with later buildings also assuming this scale.

The first business in Hatfield was Hatfield Bakery, founded by Sakkie Andrews in 1932.

The first block of shops in Hatfield was Rissik Station Stores, built north of the railway line.

Since the late eighties, the business district of Hatfield developed rapidly.

During 1990-2000 numerous office blocks and buildings for retail purposes sprang up in Hatfield.

Today this suburb is uniquely multi functional. (Laubscher 1992:1-3)

### 3.2.2 STREET NAMES.

The two main routes from north to south are Duncan- and Burnett streets.

Duncan Road was named after Patrick Duncan, the Colonial Secretary of Transvaal during 1905, when Hatfield was founded.

At first, only the piece of road between Church- and South Streets was called Duncan road. The part from South Street and Duxbury Road was known as Nixon street, and from Duxbury- and Lynwood Roads it was called Lunnon Road. South of Lynwood Road it was known as James Street.

In 1930 the City Council of Pretoria decided to name the entire road Duncan Road.

The main route from East to west, Burnett Street, was named after the Reverend Amos Burnet. The "tt" in the street name is a spelling mistake that was never corrected.

Amos Burnet was the second Wesleyan Reverend in Pretoria.

From the east, the first north to south road is End Street. This was, as the name explains, the last street in Pretoria at the time.

Secondly, Richard Street was called after Sir Richard Solomon, the Attorney-General of Transvaal at the time.

Glyn street was named after Lieutenant-Colonel Glyn, private secretary of Arthur Lawley

Next on the map is Duncan Road, that was already discussed. Grosvenor Street was first called Lawley Street, after Arthur Lawley, but was later called Grosvenor Street after his mother, Lady Elizabeth Grosvenor. This was done to prevent confusion with a street of the same name in Waterkloof.

Hilda street was named after a lay preacher of the Wesleyan Church, Hilda Caley.

Festival Street, originally Station Street, ends at Rissik Station and received its current name in 1930, during the 75 years anniversary of the Cities founding.

The last street in the west is Athlone Street, named after the Earl of Athlone, Governor-General of the Union of South Africa from 1924 to 1930.

Church Street is the most northern of the east-to-west routes in Hatfield and was named after the church that stood on Church Square

Pretorius Street is situated further south and was named after the founder of Pretoria, M.W. Pretorius.

Schoeman Street was named after Stephanus Schoeman, Commander of the “ Zuid-Afrikaansche Republiek”

School Street, previously Middle street, received its name in honour of the Hatfield Primary School situated here.

Arcadia Street was named after the suburb west of Hatfield.

Park Street originate at the Caledonian sport grounds.

Burnett Street was already discussed.

Prospect Street was named after the first hostel of the University of Pretoria.

South Street and Boundary Street are found on the southern border of Hatfield. (Laubscher1992:3-11)

### **3.2.3 CHURCHES**

Built in 1923, the Presbyterian Church was the first church in Hatfield and still exists today. Later in the same year, the Wesleyan Methodist Church was built on Grosvenor Street, also still in use today.

The Roman Catholic Church was built in 1925 on Duxbury Road. Today, it is used as a chapel by the University Of Pretoria.

The St Wilfred’s Anglican Church was built on Duxbury Road in 1925. Another Anglican chapel is found at St Mary’s Diocesan School for Girls, also on Duxbury Road.

In 1947 the Dutch Reformed Church of Hartbeesspruit was the first Afrikaans church to be built in Hatfield. Both the Dutch Reformed Church, Philadelphia on Lynwood Road and the Reformed Church, Brooklyn on Duxbury Road was built in 1951.

The Dutch Reformed Church, “Universiteitsoord” on Duxbury Road was built in 1967.

The Second Church of Christ is situated where Grosvenor Street ends in the south.

The Full Gospel of God had its Elim Christian Centre built in the eighties, also on Duxbury Road.(Laubscher1992:11-13)

### **3.2.4. EDUCATIONAL FACILITIES.**

The University of Pretoria was found on 17May 1910. At the time it was known as the “Transvaalse Universiteits Kollege” (TUK). In the early days the campus was situated on the area from Roper Street to University Road .

Over time it extended to cover the entire area from Prospect Street in the north, Lynwood Road in the south, University Road on the west and Harold Street in the east.

The experimental farm as well as the L.C. De Villiers sports grounds of the University of Pretoria are situated east of Hartbeesspruit.

St Mary's Diocesan School for Girls was founded by Bishop Henry Bousfield. In those days it was known as St Etheldreda's. When it was moved from the inner city to its current location it was renamed to St Mary's in honour of the Community of St Mary the Virgin that managed the education at this facility during the first 75 years. Today it is a private school under the auspices of the Anglican Church. Hatfield Primary School, since 1916, is situated on the corner of Duncan Road and Schoeman Street.

The Christian Brothers College and the Convent of Loreto were once situated in this area. Today these buildings are used by the University of Pretoria. (Laubscher 1992:13-14)

### **3.2.5. SPORT AND RECREATIONAL FACILITIES.**

The first sport club in the area was the Pretoria East Bowling club on Burnett Street. It was founded in 1923 and is still in use today.

The Belgrave tennis club is situated next to the bowling club.

The Hillcrest public swimming pool is situated on the corner of Duncan Road and South Street and is of olympic size. Four Squash courts are also situated on the pool grounds.

The L.C. De Villiers sports grounds, named after Professor L.C. De Villiers, is situated east of South Street. It was founded on 1 June 1959. Modern indoor sport facilities eight rugby fields, an athletics field, 18 tennis courts, a driving range, seven squash courts, a swimming pool and three cricket fields are available here.

At St Mary's Diocesan School for Girls, a swimming pool, two hockey fields, ten tennis courts, five netball courts and two squash courts are available. (Laubscher 1992:18-19)

### **3.2.6. PARKS.**

Three parks are situated in Hatfield namely Richard Street Park, Belgrave Square and Springbokpark.

Richard Street Park and Belgrave Square are both home to soccer teams. (Laubscher 1992: 19)

### 3.3 THE CURRENT SITUATION

#### 3.3.1 Density

A density analyses for 100ha around the proposed new Hatfield Station was done after being identified as the main area affected by this development (functional area) the results can be seen in table3.1.

LAND USE	STATUS QUO		
	Total area (m <sup>2</sup> )	Current mix (%)	Average height
<b>Residential</b>	94,337	17.7	2.4
<b>Offices</b>	267,130	50.3	4
<b>Retail</b>	50,817	9.6	1.7
<b>Industry</b>	0	0.0	-
<b>Community Fac</b>	17,876	3.4	1
<b>Recreation / Parks</b>	60,073	11.3	1
<b>Hotel / Conference</b>	11,616	2.2	1
<b>Transport / Parking</b>	3,142	0.6	1
<b>Vacant</b>	26,534	5.0	0
<b>TOTAL</b>	<b>531,525</b>	<b>100</b>	-

Hatfield is a low density area due to areas like motor vehicle showrooms, for instance Barlow World Delta (Figure3.3.) and large brownfield areas for instance the site for the proposed Hatfield Station .

Large parks for instance Springbokpark also contributes to the low densities in Hatfield



Figure3.3 Existing Barloworld Delta Showrooms and Workshops to the East of the proposed Site. Showrooms like these cause low densities in Hatfield (Field sketch done by the author)

Table 3.1 Shows the results of the density analyses for the functional area around the proposed Hatfield station.(Gautrain Rapid Rail Link, September 2002:9-3)



Figure3.4. Shows the location of landmarks in and around the site for the proposed station for instance Springbokpark. It also shows the railway cutting that divide Hatfield into a northern and southern district.(Gautrain Rapid Rail Link, September 2002:9-1)



### 3.3.2 Landuse

The land use in Hatfield are very diverse and comprises of the following:

Residential areas with the highest concentration east of Duncan Road, Hatfield Village and south of Prospect Street including the student accommodation.

The student accommodation comprises of high rise blocks as well as alone standing units

Hatfield Village are characterized by single dwellings per erf North of the railway line some residential areas exists, located between offices and other uses

Office blocks are found in high concentrations north of the railway line particularly around the proposed Hatfield Station for the Gautrain project

Newly developed office parks and blocks as well as homes and converted homes into offices make up this mixed-use area

Retail areas make up the centre of this area and include Hatfield Square and Hatfield Plaza and smaller retail areas along Burnett Street

This diverse mix of land use including commercial, residential educational an recreational activities makes Hatfield a highly effective core.(Gautrain Rapid Rail Link,September 2002:9-2)

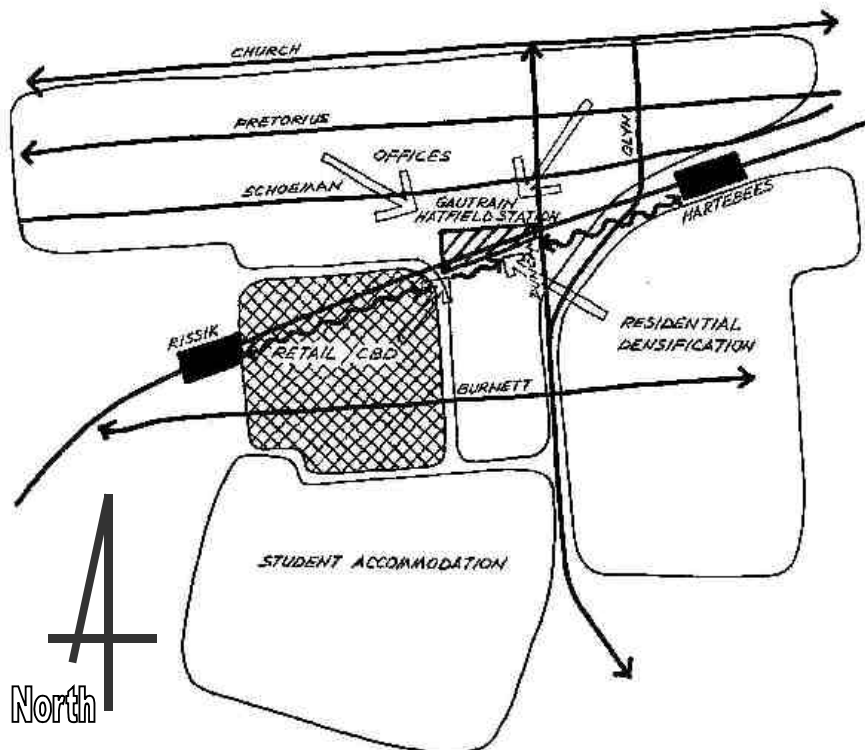


Figure 3.5. The current land use pattern in Hatfield. Gautrain Rapid Rail Link, September 2002:9-8)

### 3.3.3 ROAD LINKAGES AND TRANSPORTATION

#### 3.3.3.1 ROUTES

Only limited through routes exist in the proposed Hatfield Station area due to the location of the University of Pretoria. The major road network consists of:

East-west routes:

- Schoeman Street (one way eastbound). Pretorius and Schoeman Streets provide direct access to the Pretoria CBD from the N4 in the east in addition to serving Hatfield.
- Pretorius Street (one way westbound)
- Church Street (two way). This route fulfils an important network function, as it is the only direct route from Silverton area to the CBD. It links the CBD to Silverton and Mamelodi and carries large volumes of taxi traffic.
- Burnett Street, which is not continuous to the east or west beyond Hatfield, but fulfils an important function as it serves a large proportion of commercial use in Hatfield
- Lynnwood Road serves parts of the east of Pretoria to Sunnyside and the CBD

North-south routes

- Duncan Road is located to the east of the main commercial area, links the Brooklyn Node to the Hatfield Node and serves the area north of Hatfield via Gordon Street. Duncan Road thus provides a very important north-south mobility function due to the lack of other north-south routes due to the location of the University of Pretoria.

Other routes:

- Within Hatfield business area the South African Rail Commuters Corporation (SARCC) railway line forms a barrier with north-south links crossing the line at Duncan Road, Hilda Street and Festival Street. The only route without a north-south link in the business area is Grosvenor Road.
- A link is planned as part of a one-way system circulating through Hatfield.
- The north-south links across the railway line serve Hatfield area from the major east-west routes north of the business area.

The character of the streets directly adjacent to the proposed site is shown in figure 3.6. Note the abundance of adult Jacaranda trees, casting shadows over the entire street.



Figure 3.6 Arcadia Street as seen from the site.

### 3.3.3.2 TRANSPORTATION

The following roads accommodate municipal and private bus services and therefore accommodate bus stops:

- Park Street,
- Duncan Street,
- Lynnwood Road,
- Burnett Street.

Minibus taxis uses the following roads.

- Lynnwood Road,
- Hilda Street,
- Schoeman Street,
- Festival Street,
- Pretorius Street,
- Burnett Street,
- Church Street,

Other public transport facilities

- A modal transfer facility at Rissik station north of the SARCC railway line in Festival Street are served by mainly buses during the peak hours.

Hartbeesspruit station is located in the east of the study area adjacent to the Duncan Road / Glyn Street one-way couplet. Bus and taxi facilities are not available here. Commuters distribute from here on foot. The station serves the business area in the east along Schoeman, Pretorius and Church Streets.

Pedestrians

There is strong pedestrian demand:

- Between the retail area south of the railway line and the office area north of the SARCC railway lines
- Along Hilda and Burnett Streets
- The University of Pretoria campus and residences
- Rissik station along Burnett Street into the Hatfield business area
- Hartbeesspruit station into the commercial and business areas in Church, Pretorius and Schoeman Streets

- Concrete sidewalks are found on one side of the roads in Hatfield with the exception of minor streets and the residential area east of Duncan Road.

In Burnett Street pedestrian sidewalk exists on both sides of the road.

Bicycles

Bicycles generally share the road space with cars. No dedicated facilities are available.

Traffic Congestion.

There is a large east to west demand on traffic in the morning peak placing pressure on Pretorius- and Church Streets, Lynnwood- and Duxbury Roads and Gordon and Duncan streets.(Gautrain Rapid Rail Link, September 2002:9-3 - 9-6)

### 3.3.4. Social and cultural composition

Students make up a majority of the residents in the central part of Hatfield, where the student accommodation are situated.

The predominant group is white females in the age groups 15-19 and especially 20-25. This is due to the presence of educational institutions with boarding facilities for girls.

Boarding facilities for male students are mainly situated in Lynnwood Road, thus outside the boundaries of Hatfield. (Gauteng Department of Transport, Roads and Works, October 2002:10-10)

### **3.4. THE AFFECTED ENVIRONMENT**

A broad study of the affected environment over the whole area of the Gautrain project was done.

#### **3.4.1 TOPOGRAPHY**

The proposed Hatfield and Pretoria Stations will be at approximately 1340 m above sea level.

#### **3.4.2 CLIMATE**

The area has a warm and moderate climate.

The mean daily sunshine factor is approximately 8.7 hours per day. Temperature averages range from 11.8°C in June to 23°C in January (mean annual air temperature)

#### **3.4.3 RAINFALL**

The driest month is July with an average monthly total rainfall of 3mm.

The wettest month is January with an average monthly rainfall of 136 mm

The average annual rainfall is 674 mm

Occasional thunderstorms occur during the summer months

#### **3.4.4 WIND**

In Pretoria winds are mostly north-easterly with an average speed of 2 m/s

#### **3.4.5 REGIONAL GEOLOGY**

In Pretoria the proposed route is underlain by dolomite and chert, with a portion of the route traversing syenite. The dolomitic areas are prone to develop sinkholes.

The Pretoria Hatfield section of the Gautrain route passes over a diabase dyke near Pretoria station.

The Pretoria Group rocks and dolomites are intruded by a syenite dyke.

#### **3.4.6 VEGETATION**

Along the proposed Gautrain rail corridor the natural vegetation is described as Rocky Highveld Grassland or Bankenveld Central variation.

The character of Rocky Highveld Grassland may be described as bio-diverse, ascribed to many microhabitants formed by rocky slopes, streams, ridges and outcrops.

The site for the proposed Hatfield station is currently brownfield with the exotic Jacaranda trees scattered across the site as well as on the streetscapes surrounding the site

#### **4.3.7 AIR QUALITY**

The proposed Gautrain rail line crosses highly developed and urbanised areas and it may be assumed that the general air quality is poor. Pollutants emitted by vehicles include primarily nitric oxide (NO), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), carbon dioxide (CO<sub>2</sub>), hydrocarbons (HCs), sulphur dioxide (SO<sub>2</sub>) particulate matter and lead.

Secondary pollutants from vehicle emissions include nitrogen dioxide, photochemical oxidants (ozone) nitric or sulphuric acids and nitrate and sulphate aerosols.

(Gauteng Department of Transport, Roads and Works, October 2002:4-1 - 4-10)

Go to:  
Chapter 4: Hatfield station

