Chapter 3
Meso scale

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 Randpark. The eastern boundary is delineated from Aikens Street southwards down Rooipont Street, separating it from the high density residential areas of Sunnyside and Arcadia. Lynwood 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 Schoemar Streets. Hatfield is separated into two districts due to a division caused by the railway line running through the area.
Beginnings of Hatfield

Hatfield is situated on a portion of the Farm Kooldoospoort no 209 (32°37’). Lourens Cornelius Breesthoorn obtained ownership of the farm in 1659. 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 (Lusibcher 1980). In 1903 the Wesleyan Church sold the grounds to Patrick Duncan who was then Colonial Secretary of the Transvaal for the purpose of establishing the neighbourhood of Hatfield. As a result, W.R. Leim 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 1915 (Andrews & Poesker 1983).

The name Hatfield was given in honour of the second Earl of Salisbury, William Walsingham, who was appointed as the British Governor of the Transvaal in 1906 and became a High Commissioner in 1909. Hatfield was the name of his property in Hertfordshire, England (Lusibcher 1992:3). The name Hatfield has its origins from an Old English heap field, meaning “heather-covered field” (City of Tshwane 2008).

Following the occupation of Pretoria on 5 June 1900, the British built several blockhouses in and around Pretoria. Four blockhouses were constructed in Hatfield (Vos Wollenboeren 1990:7), Johnson, Resolut, 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 Hilde Street. The building dates back to 1923 with later additions to the structure undertaken in 1959 (Lusibcher 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 Street, Pretorius Street and the East (Dunstan)). 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 minibus 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 Lyndwood 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 Hatfield 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 residence.
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 Walt & Haydenrych 1986:25). Under Thomas Francois Burgurch, who was then president and after whom Burgers Park is named, the ZAR granted Moody a concession in 1872 for building a railway line linking the Lebombo mountains on the eastern border with Portuguese East Africa (today Mozambique) with Kapstadpolder on the Highveld near the present town of Empisani. Due to financial constraints coming from Moody's plans, and the following year in 1874 the concession lapsed without any progress being made to materialise this line (Van Winter 1537:9).

The story of the realisation of the Eastern Line is one of determination and struggle. Financing this railway line proved more difficult than was originally anticipated (Engelbrecht 1987:15). If this wasn't enough, the ZAR was finally 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 Shapstone annexed the ZAR for Britain (De Jong, Van der Walt & Haydenrych 1886:37).

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 ZAP's drive for independence by establishing a railway link between Pretoria and Lourenço Marques (Engelbrecht 1987:15). 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 Walt & Haydenrych 1986:83). On 21 June 1887 the Nederlandse 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 1907:206). Despite many crises a major achievement occurred on 14 May 1891 when the first locomotive steamed across the Komatibridge (Engelbrecht 1987:25). On 12 November 1891 the last screw was ceremonially fastened by President Paul Kruger at Buhlspruit Station. The official opening of the Eastern Line took place on 8 to 10 July 1896 (De Jong, Van der Walt & Haydenrych 1986:43).

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 5,526 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 Walt & Haydenrych 1886:55). The 1,855,598 passengers who made use of the train from 1896 more than doubled two years later in 1898 to reach 2,263,508.

It wasn't just white people who made use of this passenger service on the NZASM Eastern Line. During 1888 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 Walt & Haydenrych 1886:66). 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 on 17 April 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).
Hatfield today

Density & land use

Hatfield can be roughly divided into four very distinct 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. Burnett Street is the spine around which all these functions revolve, 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 (UC 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 Burnett Street, along with student accommodation, hostels and flats.

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 16 and 30 form the predominant group since central Hatfield is home to the ladies residences. Residence facilities for male students are mainly located along Lynwood Road and therefore outside the boundaries of Hatfield.

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

Income

Statistically 46% 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 households reported an annual income of up to R4,000 while only 0.9% reported an annual income of R2,4-million and more (City of Tshwane 2020).
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 Easdyeldje, Kilberry, Eastern, Ledegan Park, Brynvelton, Blackmoor, Colloys, Hatfield, Hilcrest and parts of Arcadia and Sunnyside; Call 28, 1999"; "Hatfield East Spatial Development Framework, 2000" and "Development Framework for the Hatfield Station Functional Area, November 2004") 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).

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 forms 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 trams, streetscar, light rail and busnet;
- Designed to include the easy use of bicycles, scooters and walking as daily support transport 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 renewal 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 interlinked 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).

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

- The proposed Bus Rapid Transit (BRT) as part of Pretorians preparations for the 2010 FIFA Soccer World Cup;
- The University of Pretoria which attracts around 30,000 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.

3.17 Hatfield Metropolitan Core consolidation framework (August 2007)
3.18 Diving button in Hatfield (Hatfield Metropolitan Core Urban Development Framework, August 2007)
3.19 Ensemble of watermarks 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 favourite place to live. The proposal therefore initiates several 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 endorses the creation of a pedestrian link from the Gautrain Station to Risikos Station, and again from the latter to the University of Pretoria. It envisages 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 Hilde and Park Streets, south of the Gautrain site, with a proposed African Diplomatic Facilites. From here it crosses over Hilde Street to facilitate and promote 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 Risikos Station precinct, which is proposed in this thesis (Figs. 3.22 & 3.23).