

edge

The predominant quality which defines the site on all three of the macro, meso and micro scales is the concept of the *edge, border* or *boundary*. The significance of the convergence of material and/or immaterial objects and concepts which are juxtaposed at the specific location emphasizes the "*between*". The *edge* or *border* is the place where the *cracks, tears and fissures* appear and forever defer perfection and wholeness.

This quality of the edge which the site possesses on the three scales stimulates a sense of *transition*, a veil through which one moves between *reality* and *fantasy, materiality* and *spirituality, life* and *death*. This interval which separates and indicates the difference

between constitutes the *boundary*

context

Macro scale:

Figure 013 indicates the relationship between existing activity centres and movement on a regional scale. The void between the well-established CBD to the West and Sunnyside to the East is illogical. The knots (areas where movement routes intersect and constitute activity centres) result from either movement patterns causing activity, or activity causing movement. The absence of knots developing at intersections along Nelson Mandela Drive indicates a spatial fragmentation which prevents the formation of activity plateaus.

Border Crossing

The site is located on the eastern edge of the long-established residential area of Berea to the west and the ill-defined Nelson Mandela Corridor to the east. The site is, therefore, the border of a border on the macro scale.

The visual contrast in scale, density and activity provides a sense of transition in which the incomplete and imperfect is emphasized.

Gateway

The site on the regional scale functions as a gateway into the proposed MDC and Pretoria. The Fountains Circle is the first signifier which suggests arrival, followed secondly by the UNISA buildings, and thirdly by the bridges which cross Nelson Mandela Drive. Yet, after one passes each of the above, an ill-defined scale, low-density suburban areas and prefabricated single-storey school classrooms disguise a sense of urbanness. The first encounter with urbanness occurs at the intersection of Rissik Street where the Drie Lelies buildings to the North-West and high-density residential blocks to the North-East break through the natural horizon of the Magaliesberg and define a new, artificial, skyline.

The regional connectivity of the site justifies the integration of a memorial facility with the urban cemetery since the site is an important gateway into the proposed Mandela Development Corridor (MDC) and Pretoria through the site's direct connection to the Fountains Circle via Nelson Mandela Drive



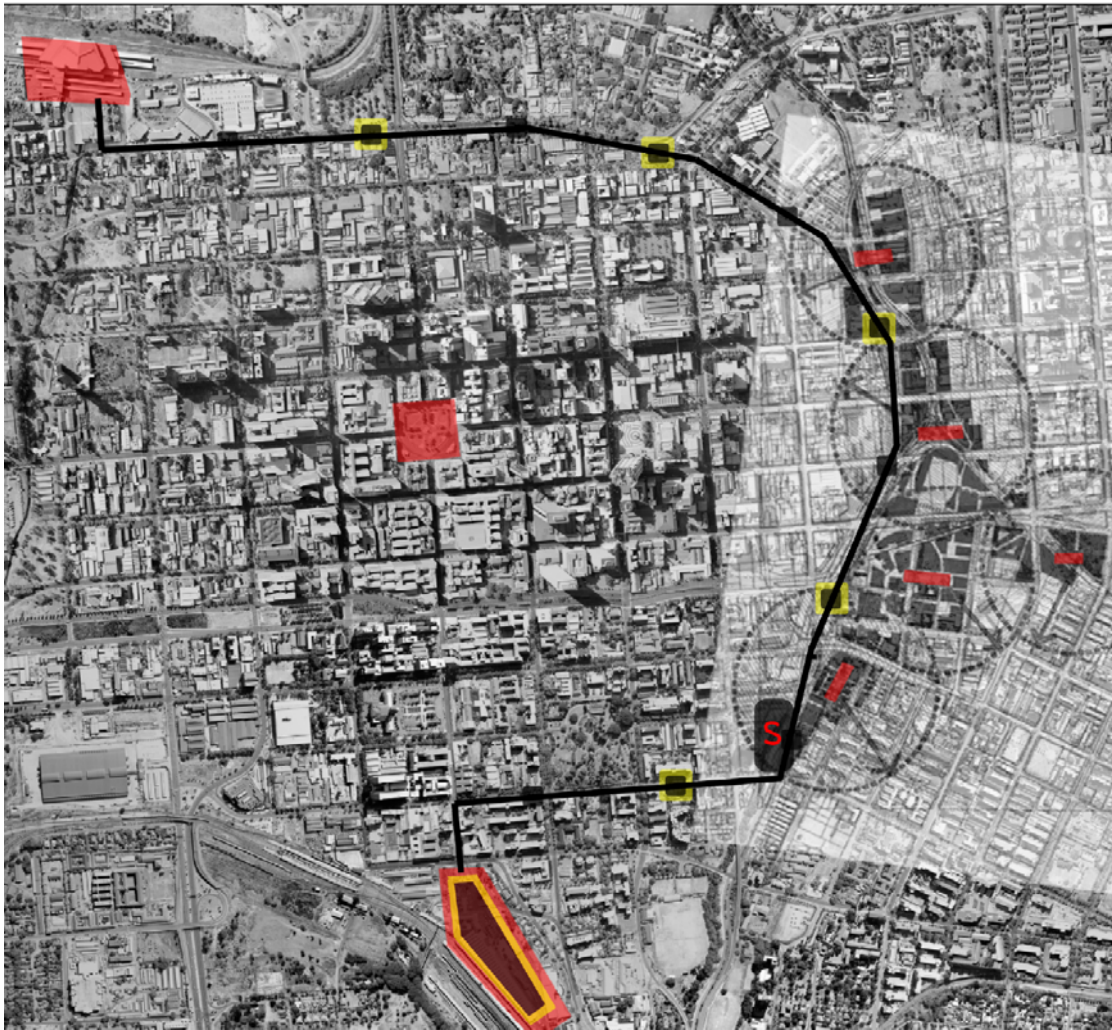


Figure 014:
Public
transport grid

Taxi-drop/Collect

Diagram 014 indicates the grid system upon which public transport functions to ensure pedestrian friendly environments. It is suggested that taxis function on a grid of four hundred meters, buses on one of eight hundred and trains on one of 1,6 kilometers. The existing taxi-drop and collection point will therefore be formalized and the provision of a bus waiting area will be integrated with this formalization. The bus waiting area will be utilized by taxis and buses that bring tourists, mourners or the general public to and from the premises..

-  Bus & Taxi Stop
-  Train, Bus & Taxi Stop
-  Activity center
-  Ringroad connecting stations

Meso scale

Comprehending the site in relation to the existing and forthcoming energies which surround it is essential, for it creates a greater understanding of the site's function within the larger urban system.

Figure 015 illustrates the relationship of the site to the surrounding activity centres by means of movement routes. The educational facilities which include Oost-eind Primary School, the Jerusalem High School and the UNISA Sunnyside Campus draw their energy from local and regional areas. The residential areas, such as Berea and Sunnyside, provide the necessary population to sustain the schools. The UNISA Sunnyside Campus, being a national institution, responds to the larger regional scale by means of Nelson Mandela Drive which is linked to the Fountain Circle.

The MDC proposal, once established, should result in an increase of regional and local energy. Currently the site is supposed to be utilized as a park, yet it seems to exist in the form of a thoroughfare only. (MDC, 2005)

The site is located approximately 1,2 km from the Pretoria Station and borders the southern edge of the MDC, which increases the possibility of pedestrian traffic moving through the site, to and from the station to the MDC, schools or the UNISA Sunnyside Campus.

The location of the site creates the opportunity to slow down pedestrian traffic, drawing it into and through the site, after which the traffic speeds up again, offering a change in motion, a place of revival, a place of refuge.

Heterotopic space

Michel Foucault [1] defines heterotopic space as comprising constructed utopias within real world frameworks, or those singular spaces to be found in some given social spaces whose functions are different from, even opposite to, others. The park, which does not function for its intended purpose, now defined as worthless, opens the opportunity for it to be transformed into a heterotopia. The site's current condition in combination with the surrounding activity provides the social space in which the intervention exists as a sort of unexpected place.

The common thread which connects Derrida's "*différance*" and the heterotopic space is the concept of the other, the refuse which has been abrogated or rejected by society as being abnormal or impure.

Through the process of denegation the negated returns to

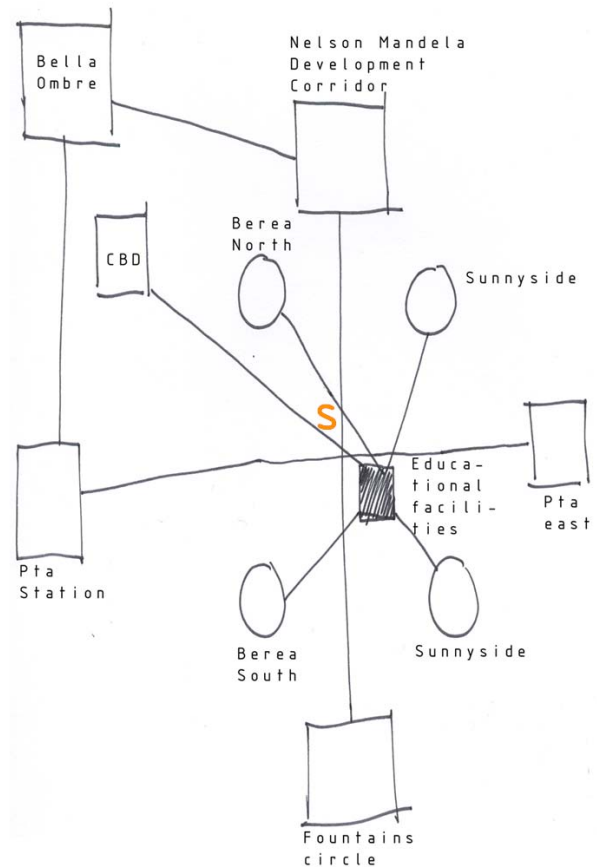


Figure 015: Site and surrounding links on the meso-scale

disrupt utopian dreams, stable systems and completeness.

On the meso-scale of analysis the inappropriate selection of the site (in terms of the isolated placement of cemeteries by conventional planning practice) is somehow appropriated through its return, the return of mortality, that which was negated by Modernism, as mentioned in the justification for the project.

[1] http://triptychresearch.typepad.com/thinking_about_things/2005/03/localive_media.html



Figure 016: Site and surrounding land uses at the meso-scale

MDC Impact.

The MDC development proposal suggests a landmark structure which should define a gateway into the Nelson Mandela Corridor. As proposed this landmark structure would occur to the north-east of the intersection. The Apies River culvert is allocated to the residents as a public recreational area. (MDC 2004, 15)

The most significant impact the MDC poses to this dissertation is the increase in activity, which results in the increase of pedestrian and vehicular movement through and around the site. The development of the urban cemetery as experiential space and urban folly or sculpture, will ironically give life to this left-over segment.



Figure 017: MDC proposal in relation to site