

From : Peter Deakins <peter@deakins.co.uk>
Sent: Sat 23 October 2010, 9h 52min 35s
Subject: The Junction - Possible Web Inserts

The area surrounding Clapham Junction Railway Station could be a very interesting place. Unfortunately it is currently very, very ugly and contains many, many problems.

There is much that could form *the heartland* - the *Centre of Battersea*.

However, so much of what is available is *very much let-down* by current conditions. *Space* available to *Public-Buildings*, allows for *no individual dignity*; the *Station* is dowdy and seems quite inaccessible; *Buses* come-and-go with no-one able to see their destinations or where to wait in comfort; *Shops* have no space where potential customers can stand back to admire displays; *Narrow-Pavements* and bad '*Street Furniture*' create terrible congestion; the Falcon Road *Road-Tunnel* feels dangerous; the central Cross-Roads is mean - and actually *is dangerous*.

To make matters much worse *80% of all of traffic* going through *neither needs nor acknowledges anything local* - particularly perhaps the *pedestrians or businesses* that it passes.

There is *potential* to make the area much more attractive creating *much needed character*.

There could be a new and complete *Urban Square* whilst the geography presents a great opportunity to provide *buildings* appropriate to *function and importance*.



FALCON ROAD by Driestham's
AS IT SHOULD BE ARRANGED

The *old Centre* of what was the first '*Heart of Battersea*' near to the river was rescued from *decay and neglect* a while ago: buildings were upgraded and repaired. Unnecessary and *very ugly road-works* were *replaced*.

This should be a precedent to be done again at The Junction.

The space available at *the Junction* is more-or-less identical in shape to '*old Battersea Square*'. At *the Junction* however the *shape* has *much added interest* being on a slope and 'contained' within a *valley between two small hills* - old '*Wash-Walls*' that were at one-time used for drying clothes washed in the *Falcon-Brook*, at that time running above ground to the *Thames*. *Falcon-Brook* is now in a *closed culvert*, often acting as a *sewage storm-overflow*.

A symbol perhaps of much that is currently wrong at The Junction?

Peter Deakins friba cld.ucl - PDAPartnership London



At the Stages that the Station was Built (originally by different rail Companies) Access to Platforms was by a Bridge Built Over, or by a Tunnel Cut Through, the old 'Wash Walls'. The network of surrounding local roads is enhanced by road and pedestrian routes over, or above, the natural barrier formed by the Station as it was gradually constructed and expanded on top of the original wash-wall plateau



BATTERSEA'S NEW SQUARE

Limited Local Access Roads for pedestrians, buses, deliveries and bicycles only. Elsewhere, and using the natural topography, future upper level pedestrian links over 'through roads' can be made to the future Hotel and probable Lidl, Asda and Boots Development Sites, as well as over the Rail Tracks



Linking St John's Road, St John's Hill, Lavender Hill and upper Falcon Road



FROM THE LOCAL GREEN Looking towards Grant Road with new service access to upper levels plus the one or two new pedestrian routes across the Station. New 'low-rise' and 'high density' housing and a possible Health Centre.



FALCON ROAD towards GRANT ROAD



THE JUNCTION at the PRESENT DAY Actual and Probable Larger Building Sites

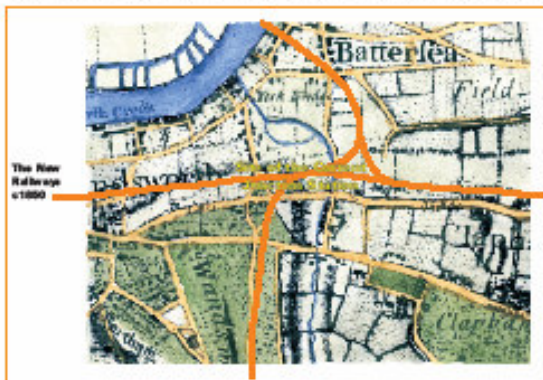
When the Railways came, about one hundred years after Rooque the Junction Station was built between Wandsworth and Clapham (above the flood plain of Battersea) upon the 'Wash Wall' Low Hills that flanked the Falconbrook. Because of the Station, Battersea greatly expanded Southwards.

BA Partnership London & Peter Deakins Architect

info@deakins.co.uk
www.deakins.co.uk

*Style Should Return to Battersea
An Opportunity of a Lifetime*

Rooque Map C1750 & the beginnings of New Battersea clearly then in the middle of no more than Green Fields



A better use of the existing network of roads could be very much enhanced by new Pedestrian Routes across 'built-in' major Traffic Routes and the natural barrier of the Station built upon the old 'Wash-Walls'.

THE JUNCTION As it Very Easily Could Be

