



Cheyne Walk Trust Newsletter



OCTOBER 2014

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National Army Museum (Front)

NATIONAL ARMY MUSEUM RENOVATION

The National Army Museum (NAM) received confirmation in April that it has been successful in its £11.5m Heritage Lottery Fund (HLF) bid. This signalled full steam ahead for the Building for the Future project, and the start of a new, exciting phase of work.

The support given to the project thus far has been inspiring to see, and everyone at the Museum looks forward to realising the plans to deliver a much-enhanced NAM for all. The Museum has less than £2m remaining to raise to complete the project, and is quickly closing in on the goal.

With a building that had seen no significant capital investment since the 1980s, the NAM was in desperate need of updating and rejuvenation.

As the building phase of the project begins, what can you look forward to from the revitalised Museum when it reopens in 2016? You will see a complete

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CHEYNE WALK TRUST ANNUAL GENERAL MEETING 2014

AT PETYT HALL, CHELSEA OLD CHURCH,
64 CHEYNE WALK, CHELSEA

The Cheyne Walk Trust AGM and Autumn Reception for 2014 will take place in Petyt Hall, Chelsea, by kind permission of the Vicar, The Rev. David Reindorp, on Monday 3rd November at 6.30 PM. The short AGM will be followed by a talk at 7 PM by the Leader of the Council for RBK&C, Councillor Nick Pagett-Brown. Nick will speak on matters of local interest including Crossrail 2, Basement Developments and Hospital Matters and will be happy to take questions. The traditional champagne reception will follow and invitations have been sent to members for whom the event is free. Members' guests are welcome to attend and make a £10 contribution at the door.

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WE NEED YOUR E-MAIL PLEASE!

From time to time we receive information or advice that would be of interest to members or wish to consult you on topical matters but the cost of postage precludes writing to all of you. We have some e-mail addresses for members but would very much like a more comprehensive and up to date record.

Please would you send to our Membership Secretary Ann Hawkes [Memsec@cheynwalktrust.org] an e-mail entitled 'CWT Member Contact' from your normal contact mail address and include your name and address in the body of the text. Your e-mail will be confidential and will not be passed to any commercial or other external bodies.

change at the Chelsea site, with large open vistas, centred on a bright core atrium space; something that has been brought to life in the latest illustrations created for the project.

New thematic galleries are beginning to take shape, and the curators continue to research the Collection to find the best and most inspiring objects with which to tell its stories. Staff are taking this opportunity to identify objects that have never before been on display, so the revitalised galleries will hold surprises for both new and returning visitors.

Key facilities, including learning spaces and educational resources, will also enjoy an overhaul.

When the Museum reopens, it will have dedicated learning spaces for the first time. The Learning team is visiting a range of other museums to understand how peers provide for learning audiences and take on board new ideas for the project's development.

Such ambitious plans take time, and with doors remaining shut until 2016, there are plenty of activities lined up to ensure you can still access the NAM and its Collection throughout the closure period.

The closure provides a wonderful opportunity for Museum staff to work with Regimental Museums across the country, some of whom will be hosting insightful First World War commemorative exhibitions featuring unique items from the Museum's Collection as well as their own. In 2015

a series of Waterloo-themed exhibitions will share some of the NAM's outstanding holdings related to that battle.

Closer to Chelsea, the Museum has reopened a limited version of its Templer Study Centre service at the London Metropolitan Archives, to give access to objects and learning resources even while the main site is shut. The Collection research enquires service is available again, and the invigorating Lunchtime Lecture and Celebrity Speaker programmes have just been re-launched at the Army & Navy Club. There is also work underway on a project to share Chelsea's military heritage with residents and visitors in the borough.

With doors closed and construction work now underway; it seems the Museum's exciting 'future' has well and truly arrived.

If you would like to know more about the plans or you are interested in joining the many people who have already supported the Museum, please visit www.nam.ac.uk or contact Ben Heller on 020 7881 2412 or bheller@nam.ac.uk.



CROSSRAIL 2

Crossrail 2 is a proposal for a major new rail link connecting southwest and northeast London intended to improve access for major London stations and reduce overcrowding on congested Tube lines. The idea for Crossrail 2 - or the Chelsea-Hackney Line as it has previously been called - has been around for many years and the Council of RBK&C has always been a supporter of the scheme.

The line would have a considerable local impact. It would pass deep, some 50 metres, under Chelsea and the potential station (currently the safeguarded site at Chelsea Fire Station/Dovehouse Green) on the King's Road would link residents to Clapham Junction, the West End and four of central London's busiest mainline stations.

Transport for London conducted a consultation exercise to review the safeguarded sites between 9 June and 25 July 2014, focused on three areas of the route:

- The location of a station in Chelsea
- An extension from Alexandra Palace to New Southgate
- The route alignment in Dalston and Hackney

The project team are now in the process of analysing the responses and TfL will publish a consultation report later this year and produce a 'response to issues' document in early 2015.

In preparation for the consultation, The Chelsea Society held a large meeting in Chelsea Town Hall

in November last year and the many Chelsea Society members who attended expressed the very clear view that they would prefer any potential station to be located in West Chelsea, ideally in the Lots Road area, since that area is the least well served by public transport and is also undergoing massive expansion in residential development with the Lots Rd Power Station, Imperial Wharf and other major projects in progress. Secondly, there was a strongly expressed view that a station in the central King's Road would materially damage the remaining and much valued village character of Chelsea and risk transforming it into a totally unwelcome Oxford Street retail clone and also impact adversely on the present relatively tranquil and residential nature of the streets adjacent to the King's Road. In any event central Chelsea is fairly close to the LUG stations at Sloane Square, South Kensington and Gloucester Road as well as having an excellent supply of bus routes.

The Council of RBK&C appeared to acknowledge this very strong preference expressed by residents for a station in west Chelsea and took the matter forward with TfL. Subsequently TfL proposed the possibility of the station being in the Cremorne Estate area with access from both the King's Road and Cheyne Walk, the latter in the vicinity of the junction with Lot's Road. This provoked very marked opposition from the shopkeepers of the World's End and residents of the Cremorne Estate. Subsequent consultation with locals on this option was not well handled by TfL, neither TfL engineers nor RBK&C officers were in attendance and thus many pertinent questions put by residents could not be addressed.

Without, it seems, any further consultation Councillor Tim Coleridge of the Council for RBK&C then wrote to the Mayor for London expressing strong support for a new station in Chelsea and the retention of the safeguarded site at Chelsea Fire Station/Dovehouse Green as its preferred option. This has surprised and appalled Chelsea residents, to the extent that many have suggested no station at all would be a better outcome. The Council says it was influenced both by objections from the Cremorne Estate and by the consideration that a station on Crossrail 2 in Chelsea would be in the long term interest of residents, since clearly existing alternative public transport services are becoming increasingly congested as usage has massively increased over recent years. However, the Council's preference for the Fire Station/Dovehouse Green site is highly controversial and at odds with the preference of many Chelsea residents. Clearly it will be incumbent on the Council to resist excessive compulsory site purchases by TfL and to protect

Chelsea's village character from despoliation through excessive retail development; this will require considerable vigilance by residents who do not wish to see Chelsea reduced to yet another overcrowded and characterless central London urban sprawl.

See Options Map at:

[<http://1267lm2nzpvy44li8s48uorode.wpengine.netdna-cdn.com/wp-content/uploads/2014/01/1.-Crossrail-Regional-Routeg-FINAL.pdf>]

or access it via the CWT website

THAMES TUNNEL SEWER

It was announced on 12 September that formal plans for the 16 mile long, £4.2billion, concrete tunnel have now been approved by the Government. The 25km tunnel will run underground from Acton storm tanks in West London, and travel roughly the line underneath the river to Abbey Mills Pumping Station in East London, where it will connect to the Lee Tunnel.

The sewage collected from the 34 most polluting discharge points along the tidal river in Central London, will then be taken via the Lee Tunnel to Beckton sewage works for treatment. The Thames Tideway Tunnel will take seven years to build, and main construction can now start in 2016 as planned.

The project has been given a Development Consent Order, or DCO, by the Government, to be built as proposed using 24 construction sites across London including two in Chelsea: at Cremorne Wharf in the Lots Rd and a second adjacent to the Bull Ring entrance to the Royal Hospital Chelsea on Chelsea Embankment. The Thames Tideway Tunnel will be financed and delivered by an independent specialist company, separate to Thames Water and with its own licence from Ofwat. Interested investors are currently preparing bids for this company, with the successful bidder expected to be announced next summer. The project will be paid for by Thames Water sewerage customers, who will see an increase of up to a maximum of £70-80 (in 2011 prices, excluding inflation), by the mid-2020s.

London councils, including that for RBK&C, have no further role in seeking to amend the scheme but will have the task of regulating the conditions attached to the consent. It is anticipated demolition at the Cremorne and Royal Hospital Chelsea sites will start in 2015 with construction following from 2017 to 2021.

DAVID WADDELL



Panorama of the Thames Project. www.panoramaofthames.com © 2014 John R Inglis

PANORAMA OF THE THAMES PROJECT

Creating a visual record of the Thames Riverside through London

After almost 200 years a rare artwork showing both banks of the Thames through London is online, restored and presented on a special website with contemporary photographic panoramas - recording how the capital's riverside is changing.

Digital restoration of the 60ft long 1829 panorama, depicting 15 miles of River from Richmond to Westminster, brings the historical Thames to light in great detail and clarity, in a way that could never have been imagined by the Georgians.

And panoramas of today's Thames, 26 miles from the Greater London boundary above Hampton Court to Tower Bridge at the City, use newly developed techniques to show the river banks moving past, like walking the Thames path. Just as with an informed guided tour, you can stop and find out about what you see. These contemporary, linear, panoramas are a celebration of the river, showing the Thames at its best.

Exploring the Thames across several centuries brings time travel to the internet, with panoramas dating back to C16th London. All incorporate insights into every interesting feature, available at a click.

Says John Inglis, project director: "Just as with the 1829 panorama and the earlier works, these contemporary panoramas will become increasingly valuable in years to come as a record of a rapidly changing riverscape. They have been made at high resolution for the future, but for now they are accessible to everyone everywhere on our special website. We have created new technology to make these panoramas accessible to all through the web.

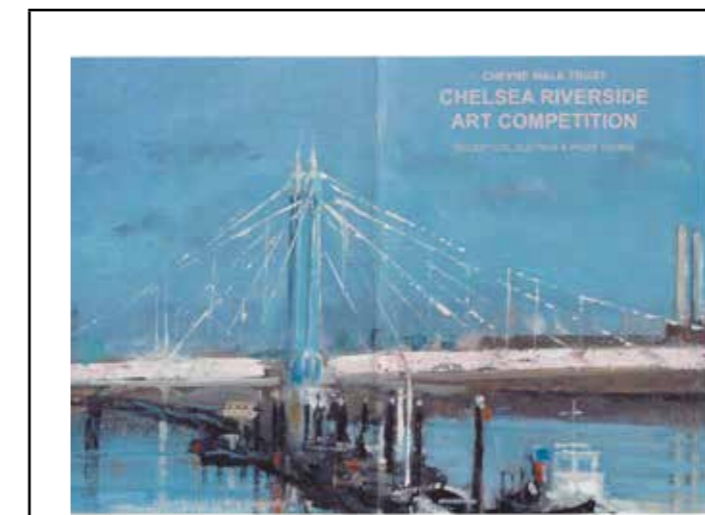
"Our belief is that the exercise should be repeated more frequently than every couple of centuries."

This first release is only part one of an ambitious project which will include 40 contemporary riverside panoramas covering the 52 miles of riverbank, plus details of the 33 bridges crossing

"Our belief is that the exercise should be repeated more frequently than every couple of centuries."

London's Thames and all the inhabited islands. How quickly this can be completed depends on funding, and finding corporate sponsors to back this important endeavour.

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CHEYNE WALK TRUST –

HEATHERLEY'S SCHOOL OF FINE ART
ART COMPETITION 2015

2015 will be the 170th year since the founding of Heatherley's and as part of the celebrations for that anniversary the Trust proposes to hold an Art Competition jointly with the School in 2015.

This event is intended to build on the successful competition and auction in 2010, which originated as a celebration of 35 years of the life of the Cheyne Walk Trust and fulfilled a charitable aim in raising funds to assist young artists under 26 to receive art education at Heatherley's that might not otherwise be possible for them.

The Prize Giving Reception evening, which included an auction, proved an enjoyable and successful affair raising over £26,000.00 and after costs, largely the share of proceeds passed to artists after sale and auction, donated £12,000.00 towards Bursaries for young artists to study at Heatherley's.

The Art Competition generated a lot of interest amongst artists, professional and amateur, with 93 works of a surprisingly high standard submitted.

At an excellent Prize Giving, kindly conducted by Professor Ken Howard RA, 7 prizes were awarded.

The successful Auction, conducted with skill and élan by Nick Bonham, with pictures from well-known artists, including Ken Howard RA, Fredrick Gore CBE RA, Julian Barrow NAEC, Jane Corsellis NEAC, Hazel Soan, Roy Connolly, Hugh Krall, Dennis Gilbert NEAC, Melissa Scott-Miller NEAC, William Packer and David Mynett and a few novelty items raised £16,930.00.

The subject of the 2010 art competition was Chelsea Riverside; for 2015 it will be Chelsea Life. This is intended to broaden the nature of subjects and provide scope for the inclusion of portrait related works reflecting the School's acknowledged eminence in that field.

We are very keen that this event should help to grow the name and reputation of the school and to that end will be seeking major sponsorship to provide a prize that will generate wide media interest with consequent benefit for Heatherleys. I would welcome support and proposals from any of you to that end.

We have formed a Committee for this undertaking and we would welcome further volunteers, do please contact me if this might interest you.

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PROPERTY MARKET REPORT

Annual house price growth in prime central London has changed little over the last 18 months. Prices rose 7.7% in the year to August 2014, compared to the 12-month average of 7.6%. Growth has moderated since the double-digit rises that followed the financial crash, when overseas buyers sought the safety of London property.

The current consistency is indicative of a market in a holding pattern ahead of next May's general election and uncertainty surrounding potential tax changes related to high-value residential property. Prices have risen for 46 consecutive months but we expect growth to moderate further as the general election and an interest rate rise approach. Demand has already cooled to some extent, with new buyer registrations down 11% and viewings falling 9% in the first eight months of the year versus 2013, but underlying demand remains strong. Exchanges are up 2% over the same period as asking prices have become more realistic, particularly in higher price brackets.

The result is that the average sale price in prime central London between June and August 2014 was £4.7 million, up from £3.7 million in the preceding three-month period as more sales were achieved in higher price brackets. There was a 17% increase in the number of sales above £5 million between January and August compared to the same period in 2013.

Neither has the 'safe haven' money gone away. A faltering economic recovery in the euro zone region has led to the re-emergence of inflows into prime central London this year. Italians were the biggest group of overseas buyers between January and August, accounting for 6% of the market, and favoured the Chelsea and Knightsbridge markets in particular.

In summary the outlook is still favourable, sellers have reacted to the moderation in growth and asking prices have become more realistic as we return for September, this has quickly engaged prospective buyers once again who have been increasingly apathetic in the summer. As mentioned a year ago the two super prime schemes in Chelsea at Henry Moore Court in Manresa Road and Cheyne Terrace on Chelsea Manor Street are now complete offering hotel style high-end services that have attracted a wider international audience closer in profile to that found in Knightsbridge.

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BASEMENT DEVELOPMENTS SPD

The Council of RBK&C has put much effort into seeking to control the explosion in subterranean developments in the Royal Borough through the introduction of a Supplementary Planning Document (SPD).

This has been conditioned by what is allowable in planning regulation terms and has largely focused on the extent of potential basements in terms of environmental impact; depth (limitation to a single storey) and percentage of extension under garden areas; exclusion of development under listed buildings; the degree and quality of visual impact; how best to control disturbance and impact of development works and the how to ensure more effective consultation and enforcement of

Construction and Transport management Plans (CTMPs). This last is viewed by many residents as the least satisfactory area.

Regrettably the main proposals put forward by the trust have not survived the 'correctness' scrutiny such procedures have to undergo. The Trust considered that a major element of public concern was the inadequate control over the manner in which such developments are carried out and the related nuisance and disturbance for neighbours and others in the vicinity as well as potential collateral damage. To that end we proposed two additional measures, which sadly have not been included:

1. Introducing a requirement as part of the CTMP that the applicant agree with the Council a fair

period in which the development is to be completed and hence limit the period of disruption and nuisance likely to arise.

2. To require the applicant to place in escrow a substantial prior deposit of 10% of the project value which may be subject to be drawn against as follows:

- To compensate adjoining neighbours for damage resulting directly from the development
- As a surety to provide for penalty payments that the Council should be able to demand on a monthly basis if the applicant/developer exceeds the agreed period of active development construction work that would be required as a condition of agreeing the CTMP.

An Inspector has been appointed to scrutinise the Council's proposed SPD for 'correctness' and this is due to conclude on 1 December 2014 when the Inspector is to send the Council his draft Report. Once the Council has checked it for factual matters, it can then be made public on 15 December and will be followed by a period in which all consultees have a further opportunity to consider the Inspector's Report. Needless to say the whole process has been dominated by the attempts of commercial planning consultants and contractors to water down the draft and reduce it to a cypher. How successful this has been will not be known until the Inspector's Report is made public.

DAVID WADDELL

Further information can be accessed on:

[<http://www.rbkc.gov.uk/planningandconservation/planningpolicy/corestrategy/basements.aspx>]

CHEYNE WALK TRUST COMMITTEE

The Committee seeks to represent members to best effect in the objectives of working to ensure that Chelsea riverside continues to be an attractive and enjoyable place in which to live and in seeking both to protect and enhance its many qualities as a residential area. We would welcome wider member representation on your committee, in particular if you are interested in planning issues and/or involvement with our newsletter. We meet informally every two months or so, hence it is not too onerous a commitment. If you are interested please contact David Waddell on 0207 352 9353 or by mail to [Chmn@cheynewalktrust.org].

HEATHROW 3RD RUNWAY THREAT

The decision announced in early September by the Government backed Davies Commission to exclude Boris Johnson's plans for a new four-runway airport in the Thames Estuary is bad news for Chelsea and all other parts of west London under the Heathrow flight-paths.

Mr Johnson's aviation adviser called into question the efficacy of the commission, led by Sir Howard Davies, as it became clear that "Boris Island" would be excluded for good from an inquiry into runway expansion in the south east of England. Despite the setback, Daniel Moylan, chief aviation adviser to London's Mayor, has suggested Mr Johnson would not surrender over a Thames Estuary airport, hinting that he would resurrect the battle next year if he gains a seat in Parliament. Mr Johnson has been selected to become the Conservative candidate for Uxbridge and South Ruislip at the next general election.

Heathrow and Gatwick are now in a two-horse race to persuade the commission that they offer the best location for Britain's next runway but Mr Johnson has condemned both schemes. Building a controversial third runway at Heathrow would be a "disaster" and "barbarically contemptuous", while he has also previously dismissed Gatwick's campaign for a second air strip as a "sham" and a "delusion".

Mr Johnson argues that only a hub airport, which allows airlines to take advantage of transfer passengers to fill flights, will deliver the connections to fast-growing economies abroad, which Britain will need to remain competitive. Gatwick is a "point to point" airport, where the majority of passengers fly direct to their destination. Mr Johnson claims that the Airports Commission, led by Sir Howard Davies, is a "gigantic smoke screen" for a U-turn on Heathrow and has suggested the West London airport may eventually have to be expanded to accommodate four runways. He threw the gauntlet to other politicians to state their position on runway expansion and sent a pointed reminder to David Cameron and other senior Tories that "all of us were elected on a pledge to stop a third runway. That was the right policy and we should stick to it"

Article continues page 8 column 1

In a separate interview with The Telegraph Lord Norman Foster, the celebrated architect who has designed a string of airports around the world, including Beijing and the terminal building at Stansted, criticises the UK for opting for “quick fix” solutions, rather than investing for the long-term, by ruling out a Thames Estuary airport.

Campaign group HACAN (which the Trust supports on behalf of its members) has welcomed London Mayor Boris Johnson’s pledge that he will “continue to fight against a 3rd runway” if elected as the next MP for Uxbridge. He made it clear when he was selected to fight the seat for the Conservatives that there was no chance he would change his stance on a third runway.

HACAN chair John Stewart has said; “If Boris becomes the next MP for Uxbridge, it will make it much harder for any Conservative Government to build a third runway. Boris will be put under huge pressure from a constituency within sight of Heathrow. His influence over Labour would obviously be less but a Labour Government could not afford to ignore him. Boris may yet have a decisive say in where a new runway is built”.

DAVID WADDELL

THE CHEYNE WALK NEWSLETTER is issued to Cheyne Walk Trust members. The Cheyne Walk Trust represents the interests of Chelsea Riverside residents in maintaining and enhancing the historic area in which they live.

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Mrs Ann Hawkes (Membership) 020 7352 6906

www.cheynewalktrust.org

OBITUARIES

Julian Barrow NEAC 28th August 1939 to 3rd September 2013

We were all much saddened by the passing of Julian Barrow last year, a wonderful artist, great Chelsea personality and a good friend of the Cheyne Walk Trust. St Luke’s Chelsea could never have contained more mourners than attended his funeral on 23rd September last year. In a wonderful service with many touching moments, his brother Simon Barrow gave a most engaging address that so aptly and memorably recounted Julian’s kindness, generous spirit and legendary sense of humour. Simon quoted the old saying ‘he never made an enemy and never lost a friend’ as the most defining epitaph of this much loved Chelsea gentleman.

Sir Philip Dowson CBE PRA RIBA 1924-2014

Many will recall Philip Dowson who memorably was our guest speaker some years ago and spoke most engagingly on the place of architecture in society and more specifically on plans for the Battersea Power Station redevelopment as Senior Partner of Ove Arup. He subsequently was most supportive attending many of our AGM’s, always engaging with our members and activities with great interest. Among numerous awards and honours, Sir Philip Dowson was made a CBE in 1969, and received a Knighthood in 1980. He was elected to the Royal Academy of Arts in 1979 and two years later was awarded the Royal Gold Medal for Architecture. He was President of the Royal Academy of Arts from 1993 to 1999.