



Cartoon courtesy The Independent

Update

HEATHROW THIRD RUNWAY

The long running arguments for and against a third runway at Heathrow continue without clear resolution following the Howard Davies led Airport Commission Final Report delivered on the 1st July 2015 recommending a third runway at Heathrow.

The Cheyne Walk Trust is concerned by the potential impact with massive increase in overflying and the consequent noise disturbance and of course the potential underlying hazard of flight paths over our metropolis. The CWT therefore supports HACAN, the major campaign group dedicated to minimising and reducing the adverse impact of increased activity at Heathrow.

After the 2018 Cabinet decision to endorse a third Heathrow runway and

subsequent parliamentary vote in favour on 25 June 2018, there are two large hurdles: the legal challenge and the planning process.

A judicial review is being brought by the boroughs of Wandsworth, Richmond, Hillingdon, Windsor & Maidenhead and Hammersmith & Fulham, plus the Mayor of London and Greenpeace. Other parties may join, The Trust notes that the Council for RBK&C has not done so though it states that it is opposed to Heathrow expansion. The case could be heard as early as this autumn; hearings could stretch well into 2019 with appeals to higher courts. Arguments are likely to centre on air pollution, climate change, surface access and failures of process.

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Cheyne Walk Trust



ANNUAL GENERAL MEETING 2018



This year CWT is delighted to have Andy Buchanan, a Director of John D. Wood and a lifetime Chelsea resident as our AGM guest speaker

The Cheyne Walk Trust AGM and Autumn Reception will take place Thursday 8th November in Petyt Hall, Chelsea, by kind permission of the Vicar, The Rev. Canon David Reindorp TD, DL, starting at 6.30pm. Entry to Petyt Hall is from the Cheyne Walk (rear) entrance to the Old Church.

The short AGM will be followed by a talk at 7pm by Andy Buchanan, Director of John D. Wood in Chelsea. Andy has lived in Chelsea for the last half century and is an expert on the neighbourhood. 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. ●



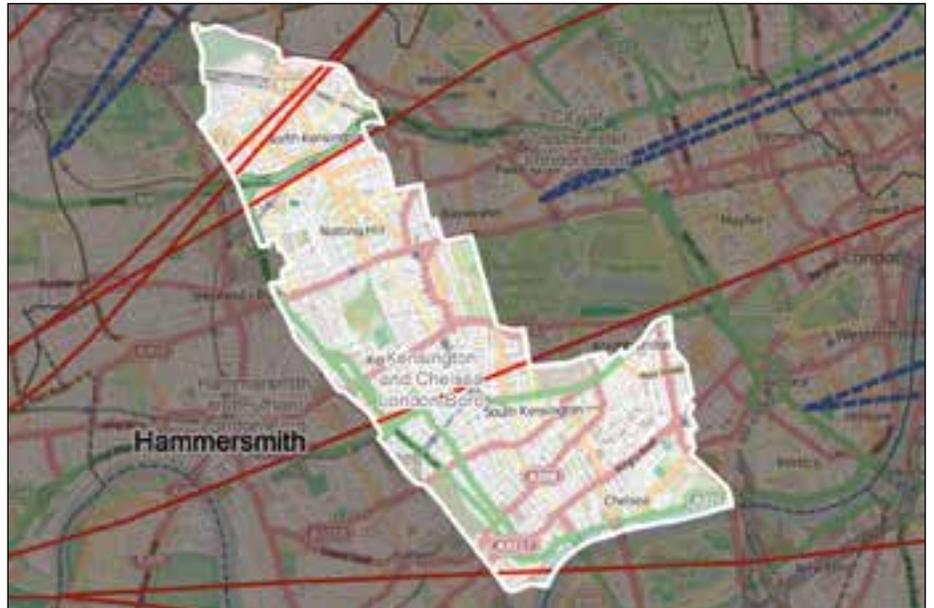
Entrance to Petyt Hall is through the Cadogan Gate at 64 Cheyne Walk beside the River Thames

In parallel Heathrow's planning application will be developed over the next year or so, and is unlikely to be submitted before 2020 at the earliest.

On current projections, the airports in the South East will be full by 2030. Only tough fiscal measures which severely restrict the growth in demand would stop that happening. The Government argues that "aviation expansion is important for the UK both in boosting our economy and jobs and promoting us on the world stage". It believes Heathrow is best placed to do that, arguing it will bring a £61 billion boost to the UK economy over 60 years.

HACAN says that it has not engaged much in the debate about whether a new runway is required as members have a variety of views. Some argue that no new runway can be justified on climate change grounds. Others accept the need for a new runway or even a new airport in the South East. And some would prefer to see the development of regional airports. HACAN's focus has been to argue that, if a new runway is required, it should not be at Heathrow because the downsides are considerable. HACAN also notes that the economic benefits of a Heathrow runway (£60B to the UK economy over 60 years) have been scaled down significantly from the £211B first talked of in the Airports Commission's report and on which Heathrow based its promises to the regions of increased jobs and prosperity.

According to the European Commission, at least 725,000 people live under the Heathrow flight paths; that is, 28% of all people impacted by aircraft noise across Europe. A new runway would bring a considerable number of new people under a flight path for the first time. Moreover, those communities which currently enjoy a half day's break from the noise are likely to find that reduced to a third of a day (in order to ensure people under the new runway also get respite). A third runway is expected to increase the number of planes using Heathrow by around 250,000 a year. Quieter planes and improved operation practices cannot wish that number away.



Possible new flight paths over RBK&C

The Government's National Policy Statement (NPS) does not indicate where flight paths will be. More will be known in 2018/19 when Heathrow publishes its detailed plans. Air Pollution levels already exceed the official safe levels in areas around Heathrow. With another quarter of a million or so planes using the airport if a third runway is built, is it really feasible that air pollution levels will fall even with quieter and cleaner planes coming on-stream? Vehicle traffic is the big problem. It is probable that the only way that air pollution levels will not exceed the legal limits is by restricting the number of planes permitted to use the third runway in its early years. The NPS admits that in 2025, the year a new runway would expect to open, air pollution would be a big problem as there would still be a lot of dirty vehicles on the roads. By 2030, when it expects there to be many more cleaner vehicles, the NPS argues that air pollution levels around Heathrow will be below the legal limits.

HEATHROW WILL BE REQUIRED TO:

- ensure it delivers its promise to provide six more domestic routes across the UK by 2030 - Belfast International, Liverpool, Newquay, Humberside, Prestwick and Durham Tees Valley;
- provide a 'world-class' package of support for communities affected by

expansion including noise insulation for homes and schools;

- put in place measures to mitigate the impacts of noise including legally binding noise targets, periods of predictable respite and a ban of six and a half hours on scheduled night flights;
- implement measures to deliver on its commitment of no increase in airport related road traffic, with more than half of passengers using public transport;
- honour its commitment of paying home owners 25 percent above market value rate plus costs for the compulsory purchase of their homes if needed to make way for the new runway.

HACAN COMMENT:

These conditions will be challenging for the airport. In effect, the DfT is requiring Heathrow to find ways of honouring the pledges it has made.

- Ensuring routes are provided to these six domestic destinations will not be easy. Most of them will bring a low return for airlines in comparison to much more profitable international routes. How will Heathrow persuade the airlines to operate these domestic routes?
- Providing a 'world class' package of support for affected communities will be expensive. Heathrow has set aside £750 million to do so but is this enough to provide quality insulation for all the homes, schools, hospitals impacted within the contour Heathrow

has promised to cover (the 55Lden contour which, on its London side, stretches as far as Clapham)?

- In principle legal binding noise targets and predicable periods of respite are welcome. But the devil will be in the detail which we haven't seen. A night flight ban of six and a half hours, while an improvement on the current situation, is still too short. The average adult sleeps for 7 hours. A 7-hour night ban should be the very minimum.
- Heathrow's long-standing commitment to no increase in airport related traffic if a third runway is built would be welcome but is it deliverable? The onus is on Heathrow to prove that it is.

HACAN link: hacan.org.uk ●

Article by David Waddell

Cheyne Walk does its bit for WW1

It's a little-known fact that during WW1 model trenches were set up in Cheyne Walk by the Ministry of Defence to boost recruitment and inform the public about trench warfare. Images courtesy of the RBK&C Archives. ●



A demonstration of trench mining activity



Examples of life in the trenches including shelter for nurses, field communications and defences manned by the Holborn Battalion of the Volunteer Training Cops. Note the Chelsea Pensioners (middle image)



Image courtesy Cheyne Walk Trust

Cautious Optimism

CHELSEA PROPERTY UPDATE

The prime central London property market has largely adjusted for a series of tax changes that have curbed trading activity and price growth since 2015.

Average prices have declined by 10% over the last three years, which more than compensates for higher rates of stamp duty introduced during the same period. However, sales volumes are merely stable and there are few signs of a fully-fledged recovery, which suggests other factors are having an impact on activity.

The political backdrop is certainly a big influence on the market as Brexit negotiations move towards their conclusion. Although there have been rising levels of pragmatism on all sides in recent months, questions still surround the stability of the UK government and the final shape of any deal.

Sentiment has therefore become a more important driver of demand, which makes the future trajectory of pricing and trading volumes less predictable. That said, the price correction that has taken place suggests there is an underlying propensity to transact and pent-up demand may be released as political uncertainty recedes.

Higher levels of supply in recent months has also put downwards pressure on pricing. The cause is a rising number of landlords who have attempted a sale in response to recent tax changes that have affected the buy-to-let sector. This increase underlines how demand will remain price-sensitive.

Demand is also increasingly linked to needs-driven buyers. Those buying for reasons that include schooling or downsizing are, for now, a more significant force than investors or pied-a-terre purchasers.

The Chelsea property market has benefited from some of the above trends. First, prices in Chelsea underwent the largest peak-to-trough decline in prime central London, so there is a perception of relative value. Second, its traditional buyer-base of needs-driven buyers has helped underpin demand.

As a result, Knight Frank completed 17% more transactions in Chelsea in the year to August 2018 compared to the previous 12-month period and in terms of new sales that have been agreed since, we have had the busiest summer for five years. *Things are looking up.* ●

Article by James Pace, Partner & Office Head at Knight Frank in Chelsea



Ranelagh Gardens by the Royal Hospital with the Rotunda in background, by Thomas Bowles 1750.
Image courtesy Museum of London



Nocturne in black and gold, falling rocket, by James A.M. Whistler, 1875, inspired by the fireworks at Cremorne Gardens

Chelsea's Historic

RIVERSIDE GARDENS

Chelsea has always attracted bohemians in search of a good time. In the Georgian and early Victorian times, it was renowned for two of the era's finest pleasure gardens, situated along the river on either end of Cheyne Walk.

Ranelagh Gardens (on the grounds of the Royal Hospital, just down from Cheyne Walk off the Embankment at Royal Hospital Road), was opened on 5 April, 1742 by Sir William Robinson and John Lacy of the Theatre Royal Drury Lane. For the next 65 years, the gardens were a must-see for visitors and much-loved by Londoners. On special nights it attracted huge crowds: 5,000 were admitted to the firework display of June 1790. Ranelagh's earliest entertainments were musical concerts. An eight-year-old Mozart played there in June 1764. (He was living with his family at Ebury Street at the time.) But the real fun began around midnight, when the fashionable crowd arrived flush from various soirees, dinners, and theatre outings to continue the party, often until 3 am.

The gardens attracted many of the most celebrated people of the day. In 1744 Horace Walpole went nearly every night, writing, "It has totally beat Vauxhall... You can't set foot without treading on

a Prince, or Duke of Cumberland." The Prince of Wales and his sidekick Beau Brummel, along with his set, were frequent visitors in the 1790s, along with the cream of high society.

The gardens were lavishly landscaped, with canals, groves, bowers, statues, temples, follies, and picturesque nooks. Architecturally, the highlight of the gardens was the exquisite rococo Rotunda, designed by William Jones, a surveyor to the East India Company. It was bigger than the Roman Coliseum, and at night, lit by a thousand lamps, it glittered like a jewel box. Considered one of the great wonders of Europe, it was painted by the great Italian artist Canaletto in 1754.

Over the following decades, the fashion changed, and beset by financial problems, Ranelagh closed in 1803. Sadly, the Rotunda went with it, and was dismantled the same year. The current gardens, laid out in 1860 by the eminent Victorian landscape architect John Gibson, feature shaded walkways beside the site of the annual Chelsea Flower Show.

Chelsea's other great pleasure garden was Cremorne Gardens, located on Cheyne Walk, stretching all the way from the river to the King's Road on



The Dancing Platform at Cremorne Gardens, by Phoebus Levin, 1864. Image courtesy RBK&C archives

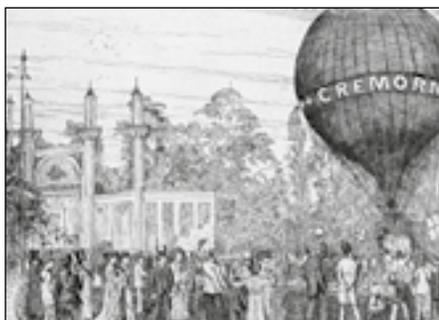


The Rotunda at Ranelagh by Canaletto, 1754. Image courtesy National Gallery



A masked ball at Ranelagh, with the Chinese bridge and Rotunda @ 1750. Image courtesy Museum of London

the site of the present-day World's End Estate. The land was originally the site of Cremorne House, built in 1620, named after Thomas Dawson, Lord Cremorne. Local historian Thomas Faulkner wrote in 1726, 'I was present at a stag hunt in Chelsea. The animal swam across from Battersea and made for Lord Cremorne's grounds'. Lord Cremorne's mansion, known as Chelsea Farm, was often visited by George III, Queen Charlotte, and the Prince of Wales, and was owned between 1813 and 1824 by Philadelphia Hannah, Lady Cremorne, the great-great granddaughter of William Penn who founded the State of Pennsylvania.



The new sport of Ballooning captivated audiences who flocked to see the greatest performers of the era. Etching by Walter Greaves, 1872. Image courtesy RBK&C archives

By 1845, the grounds had been sold off, and the enterprising new owners transformed them into a spectacular pleasure garden. Along with dancing and dining, the new attraction boasted daredevil entertainments such as circus acrobats and ballooning, which was all the rage. The gardens were a stunning success, and during the warmer months easily 2,000 revellers partied nightly on the 12-acre grounds, coming to Chelsea by hansom cab or penny steamer to alight on Cremorne pier.



Cremorne Gardens No 2, James A.M. Whistler, 1877 Image courtesy The Metropolitan Museum of Art

According to an account from *Chelsea: Cremorne Gardens, Old and New London*: Volume 5, 1878, 'At night during the summer months the grounds are illuminated with numberless coloured lamps; and there are various ornamental buildings, grottoes, &c., together with a theatre, concert-room, and dining-hall'.

An amusing anecdote about the gardens appears in Edmund Yates' *Recollections and Experiences*, 1885: 'There were plenty of amusements - a circular dancing platform, with a capital band in a large kiosk in the middle; a lot of *jeux innocens*, such as you find at a French fair; once a week a balloon ascent, and a very good firework display. Beer flowed freely, and it was about this time, I think, and at Cremorne, that the insidious "long" drinks - soda and "something" - now so popular, first made their appearance. Occasionally there were big banquets organized by certain "swells," and held there, when there would be heavy drinking, and sometimes a row - on Derby night, once, when there was a free fight, which lasted for hours, involving the complete smash of everything smashable...'

The Cremorne fireworks displays were legendary. The renowned painter Whistler, who lived on Cheyne Walk near Cremorne Gardens, was deeply influenced by the vision of its exploding lights reflected in the Thames, as seen in his 'Nocturnes' of Cremorne Gardens between 1872 and 1877. His unfinished painting *Cremorne Gardens No 2* gives us an insight to what it was like to be part of the scene:

According to an article from *The Metropolitan Museum of Art Bulletin*,

Volume 7, by Bryson Burroughs, "the chief interest of this painting is in the people, the frequenters of the gardens, who here stroll and chat so delightfully in the cool of the evening by the light of the lamps which, strung from tree to tree, twinkle among the leaves. It is an unfinished work of great promise..."

Alas, as the prim Victorian values of the age asserted themselves, the bohemians were soon to be banished. To the regret of many pleasure-seekers, the gardens were finally closed down by the Vestry in 1877 for 'disreputability'. All that remains is a small, quite respectable park whose gates, the originals from Cremorne House, hint at the gardens' former glory. ●

Article by Hallie Swanson



The original gates of Cremorne House now serve as the entrance to a small park that is all that remains of the former pleasure gardens. Image courtesy Wikimedia Commons





Christmas Fair

November 24-25th 2018.
 10-5 Saturday, 10-4 Sunday
 66 Royal Hospital Road, Chelsea,
 London, SW3 4HS
chelseaphysicgarden.co.uk





Mega-houseboat 'Flagship', moored at Cadogan Pier, currently obscures the riverside view for residents

An Update on **CHELSEA MOORINGS SAGA**

CADOGAN PIER

Last year in early May 2017, the Council for RBK&C advised that Cadogan Pier Ltd had submitted an application for a Certificate of Lawful Established Use (CLEUD) in respect of Cadogan Pier that sought to have Cadogan Pier recognised as one single planning unit with a mix of uses including residential purposes. This last use would include Houseboats and might therefore displace many of the existing leisure vessels.

The Cadogan Pier Moorings have always been licensed for leisure boats only. With two exceptions, Office Boat Enterprise and Houseboat Kaipaa for a resident pier master, RBK&C has only ever given mooring consent for leisure boats, as opposed to residential houseboats. The Cadogan Pier moorings therefore provide specifically for mooring leisure vessels, normally kept at those moorings and sailed for leisure purposes, or passing vessels and working boats that may moor there on an occasional basis at the only moorings in Chelsea accessible on a 24hour basis regardless of tides.

The CLEUD application raised very considerable concern in the community and more than 500 written objections were submitted by residents, residents' associations and local bodies including: the Chelsea Society, Battersea Society, Cheyne Walk Trust, West London Rivers Group, Royal Hospital Chelsea, Chelsea Physic Garden and Chelsea Reach Boat Owners' Association. All six councillors of the Royal Hospital and Chelsea

Riverside Wards also submitted objections to the application.

There was wide concern that if granted the CLEUD might effectively destroy the much loved, established and traditional character of the Chelsea Thames moorings community by eroding leisure vessel moorings and introducing overlarge floating hulks to be used as residential homes. This is exemplified by the large vessel called Flagship, now without an engine and recently converted for residential use and moored at Cadogan Pier; at high tide effectively blocking off both riverside views and the vista of the Grade 11* Albert Bridge.

There was great relief in late October 2017, when in response to the many objections raised, the pier owners decided to withdraw the CLEUD application. Since then the owners of CPL have actively sought to engage more productively with the local community, including opening a dialogue with the principal residents' associations as to what design and planning parameters they would prefer for Thames moorings for the future.

This has included proposing to the Chelsea Society the possibility of entering into a legal agreement that might seek to define a suitable planning regime in the context of size, appearance and decoration of moored vessels at Cadogan Pier. This might provide a welcome means to establish mutually agreed guidelines and Michael Stephen, Vice Chairman and Chairman of Planning of

the Chelsea Society, is presently engaged in seeking an agreement on a possible way forward.

There remain concerns that Cadogan Pier Ltd has proposals to introduce boats even larger than Flagship and, potentially, seek to extend the pier further east towards Chelsea Bridge. Residents believe the result would be catastrophic and create irrevocable damage to the oft-painted and much-loved heritage Thames river-side.

CHELSEA REACH

The Chelsea Reach moorings operated by the Chelsea Yacht & Boat Company (CYBC) (purchased in 2016 by the owners of Cadogan Pier Ltd.) have for many years been for residential houseboats, a maximum of 60. That community is represented by the Chelsea Reach Boat Owners Association (CRBA). Generally, permanently moored vessels, leisure boats at Cadogan Pier and houseboats at Chelsea Reach, are subject to the planning controls exercised by the Council of RBK&C. All of Chelsea riverside is embraced by the requirements of the Local Development Framework (LDF), including the UDP extant policies that provide guidance as to what is acceptable in planning terms along Chelsea Riverside. The whole of the riverside is covered by the Thames Conservation Area designated in 1981. Specific planning guidance for permanently moored vessels is further set out in the endorsed Thames Conservation Area Proposals Statement 1983. This requires that they be 'boat-like' in character, comply with the traditional nature and scale of moored vessels and the riverside environment. Further guidance is also contained in the London Plan, specifically to protect the open character of the Blue Ribbon Network.



The threatened community of Chelsea Reach houseboat dwellers has strong support from local preservation groups like The Chelsea Society and Cheyne Walk Trust

The present planning guidelines are arguably somewhat dated and in 2017 the six councillors of the Royal Hospital and Chelsea Riverside Wards proposed to the Council of RBK&C, which agreed, that the Council should engage in a Conservation Area Review for Chelsea Riverside. This proposal was warmly welcomed by the key residents' associations (Chelsea Society, Cheyne Walk Trust and KRACR) who engaged in dialogue with Councillors and Council Officers to take this forward commencing in October 2017. The Appraisal is set to resume this autumn.

Meanwhile, at the Chelsea Reach moorings operated by Chelsea Yacht and Boat Company the Boatowners' campaign to protect their homes continues.

In March 2018, CYBC purported to terminate the mooring licences of 15 of the 60 boats at Cheyne Walk on alleged health and safety grounds. CYBC claimed that these boats had not dry docked sufficiently frequently, despite all boats holding valid marine insurance and one of CYBC's own boats not having been into dry dock in living memory. The majority have since been able to dry dock and have returned having had their river worthiness confirmed by a surveyor. To date, however, CYBC has not reinstated their licences.

Boatowners filed a claim at the High Court in May 2017 and after several delays they had their first day in court in May this year. The Boatowners won that hearing; the judge rejected CYBC's application to split the issues into separate trials. Progress was delayed again after that hearing while CYBC changed solicitors and the next hearing was not until 31st August 2018. At that hearing Boatowners were again successful and persuaded the judge that the trial should be fixed for the earliest window that the High Court could accommodate which is between 1st May and 31st July 2019. The precise dates within that window should be known soon.

The Boatowners have an active media campaign which has recently seen coverage on BBC, ITV and Channel 4 News. Their informative website www.chelseaboats.org contains more information. ●

Update by CWT Chairman David Waddell

A CWT Member Describes

LIFE ABOARD A HOUSEBOAT



The picturesque Chelsea Houseboats have been part of the community since 1935. Image: The Telegraph

Sky watching is one the joys of riverside living. The vast expanse stretches from the Shard in the east to Chelsea Harbour in the west.

Cloud formations are stunning and extraordinary when tinged with colour. The sunrise in winter sometimes is aflame with intense reds, oranges and yellows. Sunsets from behind the Worlds End provide fire-coloured reflections in the glass buildings on the south side. The expanse of river and sky provide fabulous ever changing views.

Night on the river is quiet and calm. The water glistens alive with reflected lights. Yellow ones



Sunrise over Chelsea Reach

marking the riverside paths cast their light in striped patterns on the water. Fashionable blue floodlights shine on the smart Wandsworth blocks and red dots in the sky mark out the cranes at the power stations. Moonlight on the water produces beautiful silver and diamond sparkling patterns. The river is mesmerising and such a joy to watch.

Nature seems close by on the river. Bird life is varied and plentiful with a large contingent of geese. Spring is exciting with eggs laid in flower tubs and boxes on the boats and pontoons. Mother ducks and geese sit patiently for four weeks awaiting the arrival

of the chicks who sometimes need a helping hand to escape their nests (like providing a fishing net to haul them out). The fledglings are very cute. The Egyptian geese produce little ones like fluffy humbugs in colour and seeing their speedy growth is fascinating. But there is a dark side to nature as cruel swans, herons and seagulls threaten the newly arrived young, causing the parents to chase them away noisily but not always successfully.

Boat spotting is fun. The variety is great, such as: long slim rowing boats on winter mornings slicing through the water encouraged by loud megaphone using coaches

in motor boats; brightly lit party boats loaded with noisy guests and thumping music; Kayaks and canoes bravely paddling by which occasionally run aground at low tide amid laughter and shrieks; vast yellow container barges towed by sturdy tugs removing West London's rubbish to the east; tourists sitting stoically aboard pleasure craft listening to exaggerated commentary; gin palaces catching the rising tide speed past along with the river buses whose wash means sometimes the houseboats roll rather too much. Life at Chelsea Reach is never dull. There is always something to watch. It just is wonderful. ●

CWT Seeks Action on Battersea

HELIPORT NOISE INCREASE

In 2017 three boroughs commissioned a noise monitoring survey which was carried out by acoustics experts from London South Bank University.

The conclusion of this ground-breaking study, the first of its kind in the UK - which monitored noise levels near the heliport over a five-month period, is that residents living in the three riverside boroughs near the London Heliport in Battersea are being subjected to noise levels that could pose a risk to their health. The boroughs of Wandsworth, Hammersmith & Fulham and Kensington & Chelsea are routinely subjected to noise disturbance that exceeds World Health Organisation (WHO) recommended limits.

The heliport's historic planning permission allows it to operate within limits set on opening hours, a daily cap of 80 movements a day, and an annual limit of 12,000 movements. This allowance does not include emergency, police or military operations.

Defra had previously advised the Battersea Heliport Consultative Group that there was no statutory requirement for London Heliport to prepare a Noise Action Plan (NAP) because of insufficient data on helicopter noise performance. NAPs are designed to manage noise issues and effects arising from aircraft departing from and arriving from specific airports. The report concludes that the results of this study may now provide the opportunity to develop a UK model for a heliport NAP.

For the three Councils, Councillors have made statements supporting the recommendations: in essence all three calling on the Mayor, the Civil Aviation Authority and Government to find a sustainable solution, including re-siting the heliport. The Mayor's current Draft London Plan has not grasped the nettle to relocate Battersea Heliport and remove the blight on our lives merely stating that no new heliports will be considered.



Landings at Battersea Heliport have increased

In recent months there has been an increase in helicopter noise with a seeming rerouting of the turning circle to enter the landing flightpath now directly over Cheyne Walk upstream of Battersea Bridge which is aggravated by hovering awaiting the heliport to clear before their turn to land.

The Cheyne Walk Trust is concerned that fine words are not action statements and are now actively to pursue the matter on behalf of members through the lead member for Healthy City Living in Kensington and Chelsea Council. Hopefully we will be able to report on a future occasion that DEFRA (for the NAP), the CAA (rerouting helicopters away from residential areas – especially hovering on the incoming flightpath), the GLA (relocating the heliport) and the Councils have acted to require Battersea Heliport to mend its ways – perhaps putting in noise monitoring equipment along the River. Anyone prepared to record helicopter movements daily (NB - no more than 80). ●

Article by Roddy Mullin

HOW TO OBJECT:

For further information, The London Heliport Consultative Group comprises councillors and resident representatives from Wandsworth, Hammersmith and Fulham and Kensington and Chelsea as well as heliport users. If you are interested in making your views known or attending a meeting, contact the group secretary at: mnewton@wandsworth.gov.uk



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.

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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Dr May Maguire (Secretary)

020 7352 0030

Mr Andrew Thompson

(Membership)

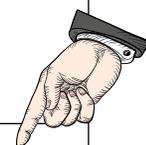
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WE NEED OUR MEMBERS' E-MAIL ADDRESSES PLEASE!

Please would members be kind enough to provide us with their e-mail address. This will be kept confidential and not be released to any commercial concerns. It will enable us to contact members to advise on matters of significant local interest and, if appropriate seek their views. Topical items where we have sought views include: Basement Planning Guidance; The Thames Sewer; Crossrail 2; 3rd Runway at Heathrow; Development of the Chelsea Hospitals; etc. Please simply send a mail with "CWT Member Address" in the subject line to: memsec@cheynewalktrust.org and add your name and address in the text field. You will receive an acknowledgement in response.