



## WHAT MIGHT HAVE BEEN

THE Thames has always been seen as both an obstacle to communication and ironically also as a potentially underused resource, one can think of several projects for river busses for example, of which very few have been successful.

Mayor Boris's recent proposal that the Thames Sewer Tunnel might also accommodate an East/West cycle track, on good days, is another!

In past years the inshore has also been considered as a potential route for new roads and even motorways. One such scheme was proposed for Cheyne Walk in 1951. This would have sliced through the area west of Battersea Bridge now occupied by the Chelsea Reach Houseboat Colony and would have involved restricting the still existing narrow stretch of the strategic route to serving local traffic only, with gardens on the riverside and a new arterial road on the narrowed and recovered river bank.

In 1951 this scheme was costed at less than £230,000.00 and was approved in principle by Chelsea Borough Council but never carried forward.

See Illustration on the left

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JULY 7, 1951 THE ILLUSTRATED LONDON NEWS 23

WHAT IS TO HAPPEN TO CHELSEA'S FAMOUS CHEYNE WALK RIVER FRONT.

THE NEW CHELSEA EMBANKMENT SCHEME, ILLUSTRATED IN A PLAN: THE PRESENT RIVER WALL FOLLOWS THE CURVE OF CHEYNE WALK; THE PROJECTED ONE RUNS IN A STRAIGHT LINE FROM BATTERSEA BRIDGE TO KENINGTON WHARF. THE GROUND RECOVERED FROM THE RIVER (SHADDED) WILL CARRY GARDENS AND A NEW ARTERIAL ROAD.

THE SITE BETWEEN BATTERSEA BRIDGE AND LOTS ROAD, WHICH WILL BE AFFECTED BY THE NEW PLAN: AN OLD PHOTOGRAPH SHOWING THE SCENE CLEAR OF SHIPPING.

THE SAME SCENE AS THAT SHOWN ON THE LEFT, AS IT IS TO-DAY, WITH HOUSEBOATS AND BOAT-COMPANY APPURTENANCES MOORED OFF THE RIVER WALL.

THE OVER-RULING FACTOR BEHIND THE CHELSEA PLAN: TWO PHOTOGRAPHS ILLUSTRATING THE PRESENT SAGGING AND ERODED CONDITION OF THE RIVER WALL, WHICH IS AT LEAST 100 YEARS OLD AND IS IN NEED OF REBUILDING, AS CAN BE SEEN, IT IS OF MIXED CONSTITUTION.

Plans to rebuild and re-align the Thames river-wall in front of Cheyne Walk, Chelsea, were considered by Chelsea Borough Council on June 2, and approved in principle with little opposition. At present the wall follows a re-entrant curve, parallel with Cheyne Walk, between Battersea Bridge and Lots Road Power Station; and in this shallow bay are moored a number of houseboats and a boat company's moorings and shore appendages. It is a scene of great though higgledy-piggledy charm, and the actual road in front of the picturesque houses of Cheyne Walk is being used by an increasing amount of east-west motor traffic. The plan, which is estimated to cost between £210,000 and £230,000, is briefly as follows. A new river wall is to be built almost direct from Battersea Bridge to the wharf at the end of Cremorne Road. This will reclaim a considerable area from the river; and this area will be used, as shown on the plan, to carry an arterial road running between open spaces, in front of Cheyne Walk, which will be transformed into a service road for local traffic. The plan is stated to comply with the Port of London Authority's wishes as regards the control of the river.

1951 Cheyne Walk Scheme (with thanks to The Illustrated London News)

## CHEYNE WALK TRUST ANNUAL GENERAL MEETING 2015

At Petyt Hall, Chelsea Old Church, 64 Cheyne Walk, Chelsea.

The Cheyne Walk Trust AGM and Autumn Reception for 2015 will take place in Petyt Hall, Chelsea, by kind permission of the Vicar, The Rev. David Reindorp, on Tuesday 3rd November at 6.30 PM. The short AGM will be

followed by a talk at 7 PM by John Inglis, the Director of The Panorama of the Thames Project. John will speak on this major undertaking, covering past, present and future and Chelsea Riverside and show the new film made to celebrate it. He 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. ●

## The West Cross Route

In the mid seventies a far more ambitious set of proposals to relieve cross London traffic congestion emerged. The West Cross Route was part of Ringway 1 and followed the route of the West London Line railway very closely; it would have been elevated for its entire length from Harlesden to Wandsworth. It was originally planned to have four lanes on each carriageway (perhaps with three through-interchanges). However, it was recognised that this would cost a stupendous amount of money to build, and such was the perceived urgency of this road that it was proposed to build it as a dual three-lane elevated motorway, with a space in the centre into which the fourth lane in each direction could then be added relatively easily. Strangely, though, all information about the West Cross Route dries up at the Thames - there are hints that a bridge would be built but almost nothing is known south of the river. This suggests that, unlike other sections of Ringway 1, the connection between the West and South Cross Routes was to be made at the river and not at a major interchange.

## The Route

Continuing from the South Cross Route in Battersea, the motorway would have run on the north-east side of the West London Line railway, crossing the Thames on a new bridge. Once it reached the North bank, there would have been a large free-flowing interchange with the 'Chelsea Embankment Connection': a spur motorway linking to the Chelsea Embankment itself. The complex interchange adjacent to the former Lots Road Power Station would have been almost entirely elevated, allowing full access between Ringway 1 and the spur, and north-facing access for a smaller single-carriageway link to Townmead Road. See Illustration 2.2

Continuing north from the Chelsea Interchange, the motorway would have run on a viaduct directly above the railway line, with existing street bridges



replaced to lift them above the level of the motorway. A short double-bend took the motorway directly behind Earl's Court Exhibition Centre. As part of the plan, the A4 would be provided with an underpass under the West Kensington and Warwick Road junctions. North of the A4, the road would have continued over the West London Line, with the carriageways splitting apart to pass either side of Olympia station. This odd arrangement, with the West London Line in the middle of the elevated motorway, would continue almost to Holland Park Roundabout. Initial proposals for an underpass here were rejected because of the steepness of the resulting slope between the underpass and elevated viaduct. A flyover was proposed there instead, with the southbound motorway and A3220 sharing an exit from the roundabout, but the northbound having separate entry points to it. From the Holland Park Roundabout northwards the motorway was built, running alongside the railway line, to an interchange with the A40(M) Westway. This section was built as dual three-lane with a hard shoulder, whereas subsequent engineering reports called for dual four-lane standards on the West Cross Route. As a result this section might well have been widened if the rest of the route had been built.

## History

The section between the Holland Park Roundabout and A40(M) Westway was the only part that got built. At its northern end it joins the Westway at an elevated roundabout that was obviously built with provision for the northern part of the West Cross Route to join.

The existing road is well known by both its title, West Cross Route, and by its former number, M41, which was the most absurd designation for a mile or so of dual carriageway between two roundabouts. The 'M41' dumped all its traffic on to the residential roads of Shepherd's Bush and Kensington, and made the local situation considerably worse. The extension as far as the A4 would have made a difference, but the plan was abandoned due to local opposition.

After the main Ringway plan was cancelled, the West Cross Route rose from the dead on more than one occasion. At first it was to be a grade-separated dual carriageway as originally planned, forking into two branches at its southern end to split cross-river traffic between Battersea and Wandsworth Bridges. It kept coming back, scaled down every time, losing its grade separation bit by bit and becoming the Western Environmental Improvement Route (WEIR). Its final gasp was in 1988, when building the WEIR was part of the recommendations made to the Department of Transport by Halcrow, who had been asked to examine transport in southwest London. When this plan too was scrapped, the WEIR finally vanished and hasn't been seen since.

Fortunately, none of the plans for WEIR were implemented mainly thanks to the opposition of many resident groups including the Cheyne Walk Residents Association (later CWT), the Chelsea Society and WLTR (West London Traffic Reform).

The opening of the M25 alleviated many of the congestion problems. ●  
**May Maguire**



**DO** you fancy eating out? Well, we have a great selection of restaurants on our doorstep. From the great value Cote, the trendy Botanist and the Parisian style Colbert on Sloane Square through to the earthy Rabbit and the recently opened Ivy Garden (a new offshoot of the original Soho Ivy) on the King's Road. The latter has a huge garden and great cocktails but is so busy you have to book weeks ahead, although tables are available for 'walk-ins' if you are prepared to wait.

Nearer the river we are happy to report that our CWT lobbying saved both the Phene Arms and the Cross

Keys on Lawrence Street, ideal for family lunches. Two smaller Pubs with good food are the Pigs Ear on Old Church Street and the Surprise on Christchurch Street, Both have cosy upstairs dining rooms.

Of restaurants, there is a wide selection. The upmarket Cheyne Walk Brasserie is known for its grills and view over the river, while Ziani's in Radnor Walk has classic Italian cuisine. On the Royal Hospital Road is restaurant Gordon Ramsey, one of London's top ten eateries plus his new "cafe" called Maze (the former FO) which serves sushi and wonderful grilled steaks.

If you love Indian food there is the highly rated Painted Heron serving light and unusual South Indian dishes at the western end of Cheyne Walk. This summer we have had two new openings, Casa Manolo at 187 on the King's Road is a little bar and Deli specialising in Spanish hams and cheese. Secondly, Mimosa, at 86 Fulham Road is a stunning looking restaurant and bar with good cuisine including lobsters and oysters.

As many of you will know there are many more cafes in our area that are all worth exploring. ●

*So bon appetit!*

**Jill Llewelly**

## PANORAMA OF THE THAMES



*"the objective of the project is to bring together the past and the present... for the future!"*

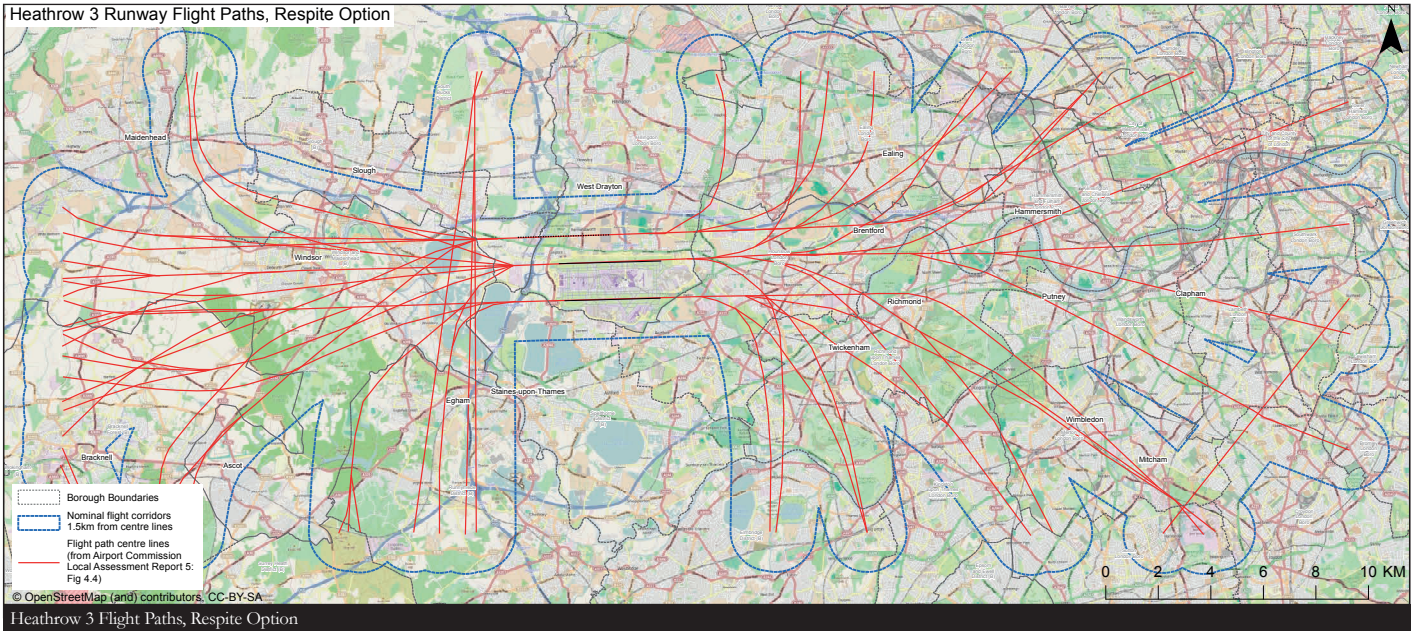
**WE** featured **The Panorama of The Thames** in our newsletter last year. Since then considerable progress has been made with additional material being added to the **Panorama**, including contemporary photographs and notes on **Chelsea** and the other banks of the **Thames** in **London**.

The large format book of the work has recently been published and a film has also been made. The Director, John

Inglis, will speak about this fascinating undertaking and show the new film at the Cheyne Walk Trust AGM at 6.30PM on Tuesday 3rd November at Petyt Hall of the Old Church Chelsea. ●

Image courtesy of:

Panorama of the Thames Ltd,  
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[www.parnoramaofthethames.com](http://www.parnoramaofthethames.com)



# HEATHROW 3RD RUNWAY THREAT



**THE response to the Howard Davies led Airport Commission Final Report delivered on the 1st July and recommending a third runway at Heathrow has seen widespread concern in the greater London area.**

A campaign group, no3rdrunway.co.uk, has been formed led by MPs and local authorities in affected areas and the group has been actively leafleting residents leading up to a major protest rally scheduled for 10th October at 10 AM in Parliament Square. Curiously, despite supporting the earlier 2M alliance, the Council for RBK&C has not declared its support for this group.

The Government has said it will make a decision about Heathrow expansion in the Autumn. The campaign group is encouraging residents to join the campaign to make sure the Government it decides against a 3rd runway. ([www.no3rdrunway.co.uk](http://www.no3rdrunway.co.uk))

**Congestion**

A 3rd runway at Heathrow would add 25 million road passenger journeys a year creating havoc on our already congested roads. Transport for London believe that Heathrow have underestimated the cost of accommodating the hugely increased

demand on road and rail by £15 billion meaning the tax payer would have to fund their shortfall.

**Noise**

Heathrow is already the largest noise polluter in Europe. With a 3rd runway, over 1,000,000 people could be impacted from its aircraft noise.

**Air Quality**

With only 2 runways at the moment, air pollution around Heathrow already exceeds EU limits. An extra runway would add 300,000 extra flights and 25 million road passenger journeys a year creating even more pollution.

**The Economy**

The Airports Commission report indicates that any new activity at an expanded Heathrow would be at the expense of other UK airports. A third runway would merely stifle competition and lead to a monopoly. All of this, plus the demolition of 1,000 homes, for only 12 more long haul destinations from Heathrow Airport.

No other major international metropolis has its major airport situated so that the key flight paths pass over the city centre with the associated noise, disruption and potential hazard

this poses. It is an accident of history that London is in this position since converting a wartime airbase into its major civil airport.

It is regrettable that the Davies Commission has lacked the courage to fully explore the potential of a Thames Estuary Airport that could address the need for the long term, rather than the stopgap approach of runway enhancement that will only relieve the requirement up to 2025 or so and in the process exacerbate the many problems that Heathrow already creates for London.

Boris Johnson has been a keen advocate of a new airport in the Thames Estuary.

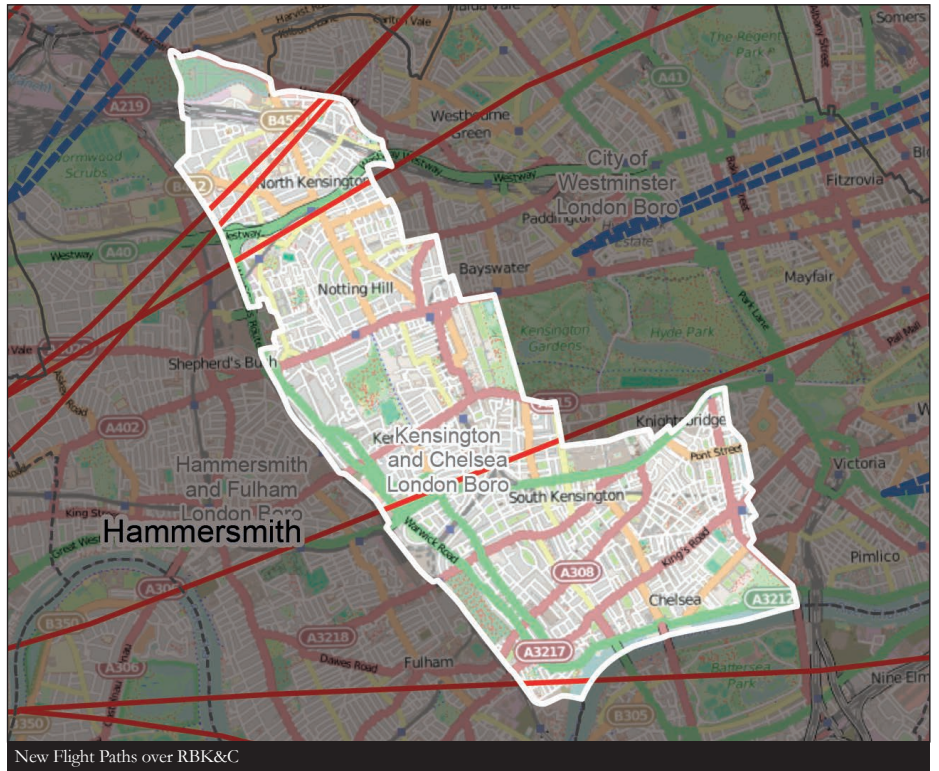
**There are now 4 competing schemes:**

1. Boris Island scheme, (off Whitstable) “London Jubilee” Douglas Oakervee and Bridget Rosewell. [www.airportwatch.org.uk/?p=2370](http://www.airportwatch.org.uk/?p=2370)
2. Foster scheme (Hoo Peninsula – Isle of Grain). [www.fosterandpartners.com/thameshub/default.htm](http://www.fosterandpartners.com/thameshub/default.htm)
3. Gensler scheme (floating somewhere in the middle) “London Britannia” [www.gensler.com](http://www.gensler.com) and

more details for press on 11.11.2013 at “Testrad Consortium present London Britannia Airport to the Press” [www.testrad.co.uk/wp-content/uploads/2013/11/thames-estuary-brochure.pdf](http://www.testrad.co.uk/wp-content/uploads/2013/11/thames-estuary-brochure.pdf) and [www.airportwatch.org.uk/?p=18321](http://www.airportwatch.org.uk/?p=18321)

4. Goodwin Airport (on Goodwin sands, off Deal) [www.goodwinairport.com/](http://www.goodwinairport.com/)  
 It is estimated that a Thames Hub (considering Boris Island in particular) would take 16 years to build at a cost of some £50bn  
 The airport would cost £20bn, orbital rail £20bn; barrier crossing and tidal power generation of green energy to power the airport £6bn; and improving infrastructure £4bn.  
 Boris has now admitted that it would also cost the UK taxpayer £30 billion for the road and rail links alone [www.airportwatch.org.uk/?p=335](http://www.airportwatch.org.uk/?p=335)

There is no question that these options are more costly, however there will be massive economic benefit to disadvantaged estuary communities and it will meet the long term need for a major international hub able to operate 24/7 with minimal environmental impact on the urban heartland of London. There will also be significant economic gain in converting the Heathrow area into a positive and successful residential and commercial business zone. ●



## PROPERTY UPDATE



**BUYERS in prime London have had a lot to contemplate since the general election. In the days that followed the Conservative Party victory in May, the widely-held assumption was that normal service would resume together with double-digit annual growth.**

That proposition never looked likely for several reasons. First, the political backdrop has fundamentally changed.

Despite the fact Labour lost the election and the proposed ‘mansion tax’ fell from the agenda, the tax treatment of wealth has remained a live issue. Seismic economic events like the sub-prime crisis produce political aftershocks and it was never going to be ‘business as usual’ in the prime London property market.

One example of how the political landscape has changed is Labour’s

proposal to scrap the non-dom tax status of UK residents. It proved so politically popular during the election campaign that George Osborne revived it in his first post-election budget.

The second reason it was never going to be ‘business as usual’ is the degree to which prices and transaction costs have risen. When George Osborne announced an increase in stamp duty

*Article continues page 6, column 1*

for properties worth more than £1.1 million in December 2014, prices in prime central London had risen by 52% in the preceding five years.

Though a large part of the rationale behind the tax changes was political, it is also worth remembering that Bank of England Governor Mark Carney described the residential property market last year as the biggest risk to the UK's long-term economic recovery.

As a cooling measure, December's stamp duty rise has succeeded. Annual price growth in prime central London in August was 1.7%, down from 7.7% a year ago. However, its broader revenue-raising potential will need to be monitored. Principally as a result of higher transaction costs, Knight Frank sales volumes in prime central London were down by a fifth in the three months to July compared to 2014.

The Chelsea market is largely reflective of this wider sentiment, as we come into the strongest selling season, Vendors who are prepared to take prices down by 5-10% will engage buyers who for the first time in five years feel the market is in their favour, albeit considerably more expensive to transact in.

Houses remain relatively good value compared to flats, a good Wellington Square or Tite Street house is achieving £2,250 per square foot while a resale in the newly opened Cheyne Terrace building on Flood street is seeing resale's touching £3,500 per square foot for the upper floors. International buyers are drawn to the "lock and Leave" convenience of flat living as they are more transient. Families relocating to London find houses give more flexibility and greater room count for family life.

Fundamentally London and the Prime post codes remain a highly compelling defence asset for international buyers. Despite volumes being down an over all downward adjustment of prices will, we believe, be enough to see a more normal market environment as the standoff between seller and buyer is closed in this final quarter of 2015.

Take a look at our latest publication – Private View KnightFrank.com/privateview. ●

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# CROSSRAIL 2



**THE prospect of a Crossrail 2 station being located on the King's Road in the area of the present Fire Station and Dovehouse Green is increasingly becoming a major concern. 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.**

Prior to TFL consultation during 2015, The Chelsea Society held a meeting in November 2014 at which those attending 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; also impacting 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.

A site in the Cremorne Estate area was then considered by TFL but rejected by the Council of RBK&C in response to very active opposition by the residents of the Cremorne estate. It was concluded that the station could not be nearer to Lot's Rd since that would unduly constrain the line curvature required to access the next station at Clapham junction. The Council then decided to express its support for a station in the King's Road to the Mayor for London.

The Chelsea Society in a controversial decision of its own Council also decided to support the Fire Station option but is understood to be reviewing that decision in the light of active opposition to any Crossrail Station in Chelsea, since this appears to be the growing view amongst many residents and has spurred the creation of a very vigorous 'nocrossrailinchelsea' campaign.

### **'NoCrossrailinChelsea' Arguments**

Crossrail 1 stations also have retail, office development and restaurants. Such a station would seriously damage the streetscape of Chelsea, ruining the unique charm of the Kings Road and its independent businesses, creating yet another cloned High Street and a disruptive night-time economy.

The entire Crossrail 2 project is estimated to cost £27 billion. Cancelling plans for Crossrail in Chelsea would save £1 billion to 1.2 billion.



Crossrail2 trains are 250 metres long and are able to carry 1500 passengers. There will be 48 trains an hour passing through Chelsea. A station in Chelsea will cause the inundation of the Kings Road, destroying the current shopping experience.

A station on the King's Road in Chelsea will result in higher rents and higher business rates upon completion. Businesses will also see reduced takings during eight years of construction, with road closures forcing shoppers elsewhere.

The next nearest fire station is at Kensington High Street. It is 2.1 miles and a 13 minute drive away in average West London traffic (Google maps). This traffic will be even worse during the eight years of Crossrail 2 construction, putting residents at risk.

Boring the twin tunnels will risk damage to many buildings, as has happened with Crossrail 1. Deep excavation for the station will also cause settlement damage. Chelsea has 240 listed buildings that will be put at risk by the construction. 34 of these are on the Kings Road itself. In Chelsea much of the line will be only some 20 metres below the surface and pose a risk to the stability of many buildings. The construction of Crossrail 1 so far has prompted some 600 formal complaints to be registered against consequential building damage.

Chelsea is well served by Sloane Square and South Kensington

underground stations and the Kings Road itself by five bus routes. Chelsea does not need a third, much bigger, station. The Chelsea Crossrail station will not be like Sloane Square. Crossrail in Chelsea will cost £1 billion – a substantial amount of which will be raised by retail development. Here is an artist's impression of the Bond Street station.

Station construction would take eight years during which the Kings Road will be closed for five years, causing enormous traffic congestion on Chelsea Embankment, Fulham Road, the roads between and further north.

Those in favour of a Crossrail 2 station in Chelsea, including the Council for RBK&C, argue that if Crossrail is to be built it would be very short-sited to forego the communication benefits that this station would provide. Not least, RBK&C is already the most densely populated borough in London, other than Islington. Ever increasing population pressure can only mean that public transport facilities will be of ever greater importance as we go forward and in fact Crossrail 2 will only come on stream in some 20 years time when it may well be seen as quite vital for local residents. ●

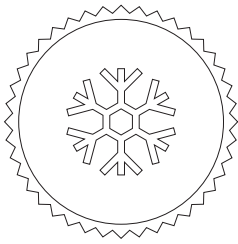
See more at:

<http://www.nocrossrailchelsea.com/why-no-crossrail-chelsea/#sthashWx8PzxM8.dpuf>

**David Waddell**

# CHELSEA PHYSIC GARDEN CHRISTMAS FAIR & FESTIVE SHOPPING DAYS

*Embrace the seasonal splendour*



**Christmas Fair Weekend 28 Nov, 10am–5pm & 29 Nov, 10am–4pm**

As winter envelopes the Garden, the warming festive scent of mulled wine welcomes you to this year's Christmas Fair. At this traditional event in the Garden's calendar you can peruse an

abundance of tempting gifts and lavish treats for your friends and family.

Taking place in a heated marquee with over 90 carefully selected stallholders, the Christmas Fair includes a range of unique products including plants, unusual gifts and a selection of artisan food and drink.

The Growing Friends and Volunteers of Chelsea Physic Garden will be selling their ever popular handmade Christmas wreaths. This year they will also be creating Christmas moss balls with white cyclamen and hellebores, inspired by

the Snowdrop balls which featured at this year's Snowdrop Days.

Join in with crafty Christmas activities for families with our Education team and create seasonal decorations to take home.

Refreshments will be available throughout the Fair and Tangerine Dream Café will be serving a seasonal menu for those who would like a more substantial meal.

All proceeds of the Fair contribute towards Garden projects.

**Adults: £6**

**Friends and under 16s: Free**

**Festive Shopping Days, 1–4 & 6–11 Dec 2015, 10am–4pm**

The Chelsea Physic Garden Book & Gift Shop is full of wonderful festive ideas. Find the perfect gifts for friends and family whether they are keen gardeners or not so green-fingered. Discover a unique and interesting range of festive gifts and an eclectic range of books. There will also be seasonal discounts to enjoy.

The Tangerine Dream Café, will

also be serving a special Christmas menu.

**Free entry to the Garden.**

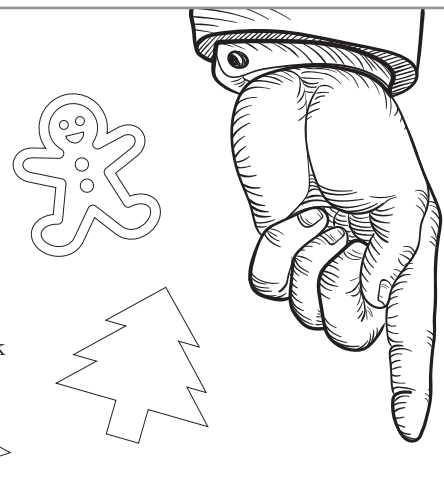
**Entry at 66 Royal Hospital Road.**

**For more information please**

**contact:** Lily Middleton,  
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## 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.

CONTACT: Col David Waddell (Chairman) 020 7352 9353

Dr May Maguire (Secretary) 020 7352 0030 | Mrs Ann Hawkes (Membership) 020 7352 6906  
www.cheynewalktrust.org

## WE NEED MEMBER 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 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.