



Cheyne Walk Trust

**ANNUAL GENERAL
MEETING IS
THURSDAY
DECEMBER 12TH**



Our guest speaker will be the Rt Hon Greg Hands, MP.

Members of the CWT and their guests are cordially invited to the annual AGM and Reception which will take place in Petyt Hall, Chelsea, by kind permission of the Vicar, The Rev. Canon David Reindorp TD, DL, starting at 6.30pm.

The short AGM will be followed by a talk at 7pm on 'Chelsea Interests' by the Rt Hon Greg Hands, Member of Parliament for Chelsea and Fulham.

The traditional champagne and canapé 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. Entry to Petyt Hall is from 64 Cheyne Walk (rear) entrance to the Old Church, through the gates into the church garden. ●

Chelsea Road Pollution Rated **'WORST IN LONDON'**

Martyn Baker, Member of Council and Chelsea Society Planning Committee, reports



The Chelsea Embankment traffic has become a toxic mix of HGV's, cars, coaches, cyclists and pollution generated by the Earls Court One Way System (ECOWS). The 'London Living Streets' air pollution report in 'The Evening Standard' on 16th July 2019 rated Kensington and Chelsea 'the worst of the inner London boroughs'.

T here is a pressing need to improve local quality of life and overcome the poor environment in West Chelsea following only limited improvements during the last decade since the production of the 2010 Local Plan. The main objectives should now be to secure better and safer pedestrian links across the A3220/A3212 and its junctions, and to mitigate the impacts on Riverside Ward of the heavy traffic congestion and pollution generated by the Earls Court

One Way System (ECOWS). Reducing the long-standing and large-scale environmental damage being inflicted on the Chelsea Riverside Ward must now be a priority.

UNRAVELLING THE EARLS COURT ONE-WAY SYSTEM IN CHELSEA.

RBKC's 2010 Core Strategy (Policy CT1) stated "the Council will work with TfL to improve the streets within the ECOWS by
Article continues column 1, page 2

investigating the return of the streets to two-way operation and by implementing the findings of this investigation” and by “securing improvements to the pedestrian environment”. The 2015 Consolidated Local Plan reflected this objective; Chapter 10 said “The priority is returning the one-way road system to two-way working.” But it added that because “no funding for this project is at present allocated by TfL” the Council would “work in partnership with TfL amongst others regarding its delivery.”

No progress in this direction had materialised until we learnt informally last month that approval had at last been given to commission a TfL study to test the feasibility and the likely traffic impacts of unravelling the two-way system which is connected to Cheyne Walk via Edith Grove and Gunter Grove/Ashburnham Road. Therefore, we will be pursuing this with RBKC’s Chief Transport Policy Officer to try and reduce in particular the scale of tailbacks involving Coaches and Heavy Goods Vehicles. In order to ensure a proper impact assessment, the endless episodes of excessive congestion and lengthy tailbacks along the Embankment, particularly at weekends, need monitoring on a regular basis, as does the scale of the pollution being generated.

IMPROVING PEDESTRIAN SAFETY AND ACCESSIBILITY

The Infrastructure Chapter of the Local Plan is backed by a table which itemises a number of places on the A3220 where the need for safeguarded pedestrian crossings has been recognised but not yet addressed. The case for safer crossings is long-standing not only because high traffic volumes have damaged the actual environment for pedestrians but because the A3220 acts as a major barrier restricting easy access to the Thames Path and to Battersea Bridge itself. While all the arms of the A3212 / Chelsea Bridge junction have controlled pedestrian crossings there are none at the Battersea Bridge junction, nor at the equally daunting Kings Road /Beaufort Street junction.

The latest news is that TfL are assessing what the impact on traffic flows at the Battersea Bridge junction would be if



Live Action camera depicts hazardous traffic patterns at the crossing of Battersea Bridge, Cheyne Walk and Beaufort St.

straight-across pedestrian crossings were to be preferred to introducing protected crossings only on the western and southern arms of the junction. This is taking more time.

There is a similar issue regarding how comprehensive the safeguarding of pedestrians at the Kings Road/Beaufort Street junction can be without pushing it over its capacity and causing buses unacceptable delays. TfL expect to complete their modelling work this autumn, after which a decision on going out to public consultation will need to be reached.

MONITORING/REPORTING DANGEROUS AIR QUALITY CONDITIONS

A 2015 research report by Kings College about the health impacts of air pollution placed RBKC and Westminster in the worst category. The London Living

Streets report highlighted in the Evening standard on 16th July 2019 rated RBKC as the most polluted borough in inner London. An active campaign by the Council itself is surely needed to make pedestrians, cyclists and drivers more aware of the scale of this health problem, particularly because pavements represent 80% of London’s public space.

This surely means that RBKC Council should regularly collect and publish comparative data showing the pattern of pollution trends i.e. based on actual readings on busy borough roads like Beaufort Street and Lots Road, and outside schools, which should help alert



Cartoon by Chris Maddon

residents to the need to minimise the use of polluting vehicles whenever possible. Yet it now appears that the Council has very few monitoring stations to ensure accurate readings. This ought to be remedied by allocating funding from the annual multimillion-pound Council’s Car Parking Reserve. ●

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LOCAL TREASURE

An interview with Dave Walker, the resourceful chronicler of Chelsea's history and Local Studies Manager at the Kensington Central Library Archives



Dave Walker writes fascinating accounts of local history for the RBK&C 'Library Time Machine', as well as handling thousands of enquiries from the public.



The Chelsea Festival 1908 featured tableaux recording local historical events, such as this allegory of the Romans crossing the Thames at Chelsea in 53 BC. Image courtesy of the RBK&C archives.

HOW LONG HAVE YOU BEEN INVOLVED WITH THE RBK&C LIBRARIES?

I graduated to Local Studies and Archives after spending some time at Chelsea Reference Library where I became interested in the history of Chelsea. I came to Kensington in 2004 and found myself in charge of the whole Borough's Local Studies collection.

WHAT IS THE MOST SATISFYING PART OF YOUR WORK?

The learning. Coming across pictures or books or magazines I've never seen before and finding out things about people and places in the Royal Borough. It never ends, because you never know what you are going to be asked next or what you might stumble across.

WHAT IS THE MOST CHALLENGING?

Never knowing what you will be asked next. Some questions can't be answered. The challenge lies in working your way around a difficult question so you can see your way to a possible answer or find a library or archive which might solve the problem. We have our share of odd clients. Perhaps the oddest was the woman who thought she had been a servant in a great house in Chelsea in a previous life. For the most part our customers are interesting and enthusiastic. We come to share their interests and obsessions.

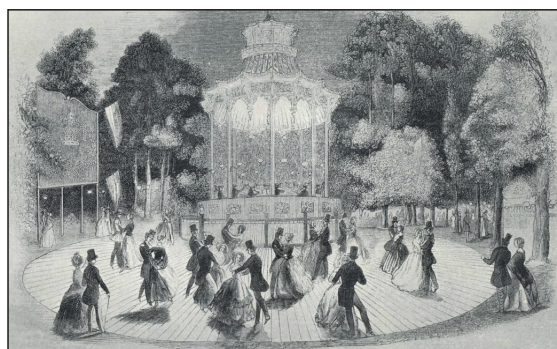
DURING YOUR RESEARCH, WHAT'S THE MOST SURPRISING THING YOU'VE DISCOVERED?

Nothing quite surprises me anymore, but the most enjoyable personal discoveries were the Whitelands College May Queen Festival which sparked off a lot of research and a relationship with the College. And the Chelsea Historical pageant of 1908. Both of these tell us about the late

Victorian/Edwardian love of fancy dress, a topic which had fascinated me for years. The Chelsea Pageant was an event held in the grounds of the Royal Hospital to celebrate the history of Chelsea in ten episodes of dramatic performances, music and dancing. The performers were largely amateurs and the organisers were the great and the good of Chelsea, headed by Earl Cadogan but including two crucial figures in Chelsea local history, Reginald Blunt, the historian and journalist who was one of the founders of the Chelsea Society and J. Henry Quinn, the Librarian at Chelsea Library.



Poster for the Chelsea Festival 1908. Image courtesy of the RBK&C archives.



'The Dancing-Platform, Cremorne'. From the Pictorial Times, June, 1847.

WHAT DO YOU THINK MAKES CHEYNE WALK SPECIAL?

Cheyne Walk was the high street of Chelsea in the days when river traffic was much more important to the area and it remains just as important as the actual high street, the King's Road. The Embankment and the houses alongside it give Chelsea as a whole much of its unique character.

WHAT DO YOU FEEL HAS BEEN THE GREATEST BUILDING LOST IN CHELSEA OVER THE YEARS?

There are many lost houses in Chelsea's history but for me the greatest loss was the Rotunda, in Ranelagh Gardens, a place of entertainment in the 18th century. If I was allowed a second go, I'd say not a building as such but another place of entertainment, Cremorne Pleasure Gardens. If I had a time machine, I'd probably go there first. ●

A CHELSEA PUB CRAWL

For centuries Chelsea has been a favourite watering hole for writers, artists, haute bohemians, pop stars and princesses. Hallie Swanson reveals its best-loved historic pubs



The Chelsea Pig is the latest in a near-350-year line of pubs on this site in Old Church Street.



The Phene has been a pub since 1850.

As the 18thc wit and man of letters Samuel Johnson so perfectly expressed it, ‘There is nothing which has yet been contrived by man, by which so much happiness is produced as by a good tavern or inn.’

He was a great pub man and came to Chelsea often to see his friend the founder of the famous Chelsea Pottery Nicholas Sprimont. They spent many hours in such legendary riverside inns as Don Saltero’s (founded in 1718 by Hans Sloane’s butler) and the Magpie & Stump (at that point the oldest pub in Chelsea, going strong since Henry VIII’s time, sadly lost to fire in the 19thc) on Cheyne Walk, where they enjoyed the company of such literary luminaries as Steele, Swift and Addison.

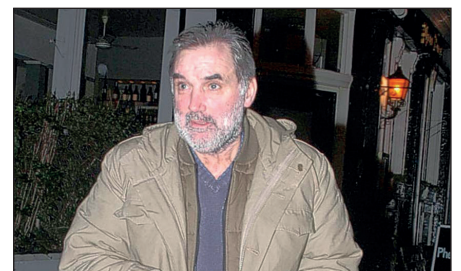


Don Saltero’s Tavern, now 18 Cheyne Walk.

Chelsea’s riverside, with its scenic waterfront location, was an idyllic retreat from the crowds and squalor of central London. It was a popular day out for the fashionable to take a boat from Westminster and travel upriver to Chelsea for a bite to eat and a pint or two at one of her famous alehouses. Cheyne Walk was the site of many much-loved pubs over the years. Fast-forward a few centuries and not much has changed --Chelsea has always been a playground for those who know how to party.

In the heart of old Chelsea along Old Church Street just off Cheyne Walk is a congenial old pub now called the Chelsea Pig, (formerly ‘The Pig’s Ear’, and before that ‘The Front Page’). There has been an inn on the site since 1691, but the earliest recorded pub is The Black Lion, built in 1820, which had a popular bowling green and beer garden. The current building dates from 1892 and retains many of its original features, such as the cosy fireplace and central bar. Today it attracts a smart local crowd and was a favourite of Kate Middleton when she lived nearby before her marriage to Prince William. The pub is also popular with players from the Chelsea football team who stop in for a drink after practice at nearby Stamford Bridge, much to the delight of the bar staff.

A short stroll away on Phene Street, just off Oakley Street, is ‘The Phene’ (formerly The Phene Arms). It was built in 1850 by the eccentric Victorian philanthropist Dr. Samuel Phene, famous for launching the then radical concept of planting trees in city streets. Happily, Queen Victoria liked the idea and Chelsea’s leafy side streets are the result. For years the raffish, smoky, scruffy interior was untouched, but a few years ago it had a makeover and now is a trendy gastropub boasting one of the few outdoor gardens in SW3 where you can dine and drink (and even smoke). In summer the tables are piled with Pimm’s jugs as Chelsea’s gilded youth relax in their rowdy way.



George Best leaving The Phene. He was a popular regular at the pub.

The Phene was the local for legendary footballer George Best, who lived nearby at 28 Cheyne Walk. He could always be

found propping up the bar, telling jokes and regaling fans with football stories. He even chose the pub as the venue to propose to his second wife, Alex Pursey, in 1995. The Phene is also a local for the cast of the cult reality TV show 'Made in Chelsea'. A few years ago, it was nearly closed and made into yet another Chelsea mega-mansion but was saved thanks to a local public outcry and campaign to rescue it from oblivion.

The older Phene regulars from the George Best days have since de-camped to quieter pubs, like the laid-back Coopers Arms on Flood Street. A classic mid-Victorian pub, it was built in 1864 about the same time as the Embankment was developed and Chelsea boomed. In 1990 it became a Young's pub and now it is a very popular local serving traditional British ales and comfort food to its regulars, who include the famous scarlet-coated Chelsea Pensioners from nearby Royal Hospital. The late Prime Minister Margaret Thatcher lived just down the road and locals still remember Denis Thatcher popping in for a drink.



The Cooper's Arms, where Denis Thatcher enjoyed a quiet pint.

Tucked away in a pretty side street of traditional Chelsea cottages on Christchurch Terrace is 'The Surprise'. Many think the name comes from its surprising location in the middle of a residential enclave, but it's actually the name of the British ship that took Napoleon's body back to France in 1820. Like many Chelsea pubs it has added a restaurant which serves lunch and dinner to a grateful local crowd. Regulars keep their own tankards at the bar--all part



Pints and pups all part of the scene at The Surprise. Hair of the dog indeed.

of the sleepy charm of this delightful neighbourhood pub where dogs roam in and out in search of their owners and the outside benches in the summer afternoons are popular for post-prandial naps.



The Cross Keys interior includes a pub and restaurant.

'The Cross Keys', reputedly going since 1701, is Chelsea's oldest pub, yet it also was nearly converted into a mega-mansion. It highlights the growing issue of traditional Chelsea pubs being lost to developers. Thanks to fierce opposition from residents, the CWT and the indomitable Chelsea Society, the pub has been saved. It is a unique part of the community and an irreplaceable part of Chelsea's social history.

Over its 300 year history 'The Cross Keys' has been frequented by artists such as Turner, Whistler and Sargent, writers like Agatha Christie and Dylan Thomas, and musicians such as Bob Marley, Mick Jagger, Keith Richards, and Eric Clapton. During the Blitz it was a popular meeting place for soldiers dating nurses who worked at the Cheyne Children's Hospital next door. Many a nervous groom has

popped in for a bracing drink before getting married at nearby Chelsea Old Church, and generations of local families have shared Sunday roast here.

In 2002 Cheyne Walk lost a great historic pub, 'The King's Head and Eight Bells', dating from 1761. It is now an upmarket restaurant, Fifty Cheyne Walk. In its heyday in the 1930's it was a bohemian haunt for writers and artists, especially Dylan Thomas. Author John Le Carré made the pub the local for his character George Smiley, and Henry James died at Carlyle Mansions after spending a night drinking here. The CWT works with the Chelsea Society and the Council to help preserve and protect our local pubs.



The former Kings Head & Eight Bells pub is now a smart restaurant.

Chelsea's remaining traditional pubs have character and history going way back. They help support and celebrate the community. It's all about having a good time in that special place where you are welcome to read the paper by the fire, with your dog at your feet and a drink in your hand. ●



Protests against a third runway reveal widespread concern.

LONDON HEATHROW EXTENSION

Roddy Mullin Reports

In response to local resident’s concerns, there have been two excellent presentations recently hosted by Greg Hands MP, each followed by a really good Q and A session.

In essence, the first presentation highlighted that the present three LHR alternative arrival flight paths will become eight alternatives --which may or not be as full as now, because the extra flights planned will be dispersed over a wider selection of approaches. In addition, new satellite aircraft control systems will shorten the distance between planes, which could result in the present daily number of flights increasing by many thousands over the existing three alternatives. The second presentation described the online consultation process and how comments could be made under 24 categories. This was circulated to members to allow members to meet the September 13th deadline.

In Q and A, Heathrow Airports explained they have little legal control

of airlines. For example, they are unable to force them to lower undercarriage at any point or follow other instructions. They are experimenting with steeper landing profiles and sharper turns. The killer blow to expansion may be the ecological impact of extra road transport using the airport as a result of expansion. To partially overcome this, three extra railway lines are being considered (but are presently unfunded) and many more non-diesel busses. Transport expansion is

THE KILLER BLOW TO EXPANSION MAY BE THE ECOLOGICAL IMPACT OF EXTRA ROAD TRANSPORT USING THE AIRPORT AS A RESULT OF EXPANSION.

for both the extra passengers as well as the extra staff. Heathrow Airport had their first meeting with City/Southend airports recently. There would seem to be little coordination between London’s five airports (or the London Heliport). Gatwick is understood to be considering moving its reserve runway a few yards so that it could become an operational second runway.

The mood of the meeting was summed up at the end, by the cheers that resulted from a view that no-one wants a third runway. To action this view,

the GLA rep asked everyone to write in (and each person to get 10 people to write in as well) and unequivocally state ‘we want no third runway’ and that Gatwick, Stansted, Luton and Southend should be expanded instead. Without this action by us all – the third runway will happen.

As an afternote: the premise for Heathrow expansion was the need for UK to have a hub airport, however market research has discovered people wish to fly point to point, not via a hub. This has resulted in the airlines lack of interest in buying A 380s (designed for hub operation) – the production line is to close. So when you plan to fly insist on flying point to point. Use your local airport! The results of the consultation and responses will be circulated when known. ●

For further information please contact the Heathrow Association for the Control of Aircraft Noise (HACAN) on: hacan.org.uk. The CWT supports their efforts to combat the increase in flights over residential areas.



HACAN Website



Heathrow’s future is the subject of an ongoing debate.

LONDON HELIPORT AT BATTERSEA

Roddy Mullin reveals the threat of increased noise and pollution



With London Heliport flights steadily increasing, are local councils powerless to effect change?

A quick check online shows that there have been many attempts (in 2006, 2013, 2017 for example) to tackle noise and pollution from helicopters landing at Battersea Heliport and nothing has resulted other than politicians on the three affected Councils (Wandsworth, RBK&C, Hammersmith and Fulham) vowing to do something.

The rules/agreement for landings were set in the 1950s and have not changed since. This allows 12,000 movements a year flying at 1,000 feet 365 days a year 7am to 11pm. In the quarter (April to June 2019 there were 2,968 movements of which 20% are outside an 8am to 6pm envelope). The local built environment has changed with tower block flats replacing industry, so some noise is greater and channelled.

Whereas originally mainly owners of small helicopters used Battersea (London) Heliport, now there are commercial 14- seaters (Sikorsky 92) and increasingly popular tourist flights. Helicopters are supposed to fly down the middle of the river, not over residential homes or houseboats. Worryingly, there is scant policing of this arrangement nor is there active

noise monitoring or any air quality oversight. The London Heliport is the only CAA licenced heliport in London and is now the busiest heliport in the UK, open seven days a week, from 7am until 11pm.



Sightseeing flights are on the rise, creating added noise for local residents.

The most recent meeting (three a year are held at Wandsworth Town Hall), held on 30 September, was attended by Councillors, the Heliport management, residents, pilots and a representative of a new body ICCAN (the Independent Commission on Civil Aviation Noise). ICCAN has no powers but is advisory and is launching a website next week. Residents made many points at the meeting stating the adverse noise and fuel fumes situation has been going on for years with nothing happening. A

comment was made suggesting that since the heliport is primarily used by the rich, a surcharge on landing fees should be applied on all flights to provide resources to monitor pollution and noise, thus discouraging older, louder helicopters to use the heliport. The Council Chief Executive said the Heliport is 'operating within the rules' and until the three Councils put up more money for noise and air quality monitoring there could be no enforcement. The GLA have no authority over the Heliport.

One person made a really sensible suggestion (a former operator of Silverstone Airfield) and said that the only solution is 'self-regulation' and that is what Silverstone has successfully imposed, limiting flights on Sunday mornings for example. It seems clear that until the owners, the billionaire Reuben brothers, could be persuaded to accept self-regulation, allowing the Heliport management to discuss operations at the Heliport, commercial considerations will prevail over concerns for residents on both sides of the river. The London Heliport is wholly owned by the Reuben brothers since its acquisition at the end of February 2012. ●

Complaints to Councils are passed to the Heliport so to avoid wasting time please report helicopters that are overflying or noisy with the date/time and description (size/colour) to Simon Hutchins MD of London Heliport on 020 7226 0181 (s.hutchins@londonheliport.co.uk). Offers of noise monitoring or air quality equipment would be welcomed by the three Councils.



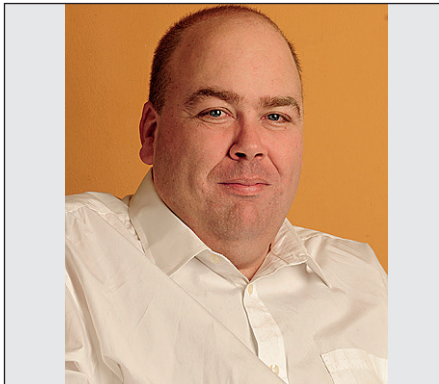
The approach to Battersea Heliport. Image: Reddit

CWT SUPPORTED BY CHELSEA COUNCILLORS

The Cheyne Walk Trust is pleased to have forged a strong working relationship with our local councillors. They support our endeavours to safeguard the special character of the Chelsea riverside, and are a major force in helping us voice our concerns to the wider RBK&C Council



The CWT is working to preserve the unique character of the Chelsea Riverside. 'Evening Light, Chelsea Embankment', by Peter Van Breda. Image: Gladwell & Patterson.



CLLR ADRIAN BERRILL-COX

Cllr Adrian Berrill-Cox has served as a councillor for Chelsea Riverside since 2014. He has worked on a wide range of committees, most recently as Vice-Chair for the Overview and Scrutiny Committee. Contact email: cllr.berrill-cox@rbkc.gov.uk



CLLR GERARD HARGREAVES

Cllr Gerard Hargreaves has served as a councillor for Chelsea Riverside since 2010. He has also served as a Lead Member on the London Council for Arts, Culture, Tourism, Sport and Leisure and also the Lead Member for Communities and Culture on Kensington and Chelsea Council. Contact email: cllr.gerard.hargreaves@rbkc.gov.uk



CLLR ALISON JACKSON

Cllr Alison Jackson, our newest representative, was elected in 2018 to serve Chelsea Riverside. To that effect she has been very active, working on a variety of committees, appearing at many CWT and other local residential association meetings and serving on the London Heliport Consultative Group. Contact email: cllr.alison.jackson@rbkc.gov.uk



Left: Cllr Elizabeth Campbell. Middle: Cllr Cem Kemahli. Right: Cllr Emma Will.

ROYAL HOSPITAL WARD COUNCILLORS

The CWT also has the pleasure of working with Royal Hospital Ward Councillors Elizabeth Campbell, Leader of the Council (Email: cllr.E.campbell@rbkc.gov.uk), Cem Kemahli, (Email: cllr.cem.kemahli@rbkc.gov.uk) and Emma Will ([cllr.emma.will@rbkc.gov.uk](mailto:emma.will@rbkc.gov.uk)) who share our concerns and are actively engaged in communicating our views with the Council.

THE IMPORTANCE OF THE THAMES TIDEWAY ‘SUPER SEWER’

by CWT Chairman, David Waddell

The Thames Tideway Tunnel, also known as the ‘Super Sewer’, will be a much needed 25 km tunnel running under the tidal section of the River Thames through central London to capture, store and convey almost all the raw sewage and rainwater that currently overflows into the river due to outdated infrastructure. The tunnel will transfer the captured sewage to Beckton Sewage Treatment Works for recycling. The clean water will then be released into the River Thames.

The CWT has been concerned, firstly to ensure that the resultant site treatments will enhance rather than detract from the riverside environment and, secondly, to minimise disruption by the major works required, in particular through pressing for maximum logistic support by barges rather than trucks and careful site control and management. We welcome the response by Tideway in seeking to meet those concerns. For those of us living in or near Cheyne Walk there are two main points of construction described below:

CHELSEA EMBANKMENT FORESHORE

Chelsea Embankment Foreshore, located opposite the Royal Hospital Chelsea, is split into two work sites, known as the North and the South site. Works on the North site are to intercept the Low Level 1 sewer in this area and are progressing well. The team have installed a number of metal sheet piles to shape a weir chamber, which they are beginning to excavate. Excavation has reached a depth of 8m below ground, where they have begun installation of necessary propping. In the coming months, the team will install a flume for the LL1 sewer, to allow it to continue functioning properly while we conduct our works.



Architect rendering of the completed project, which creates a circular redoubt for pedestrians above the tunnel works complementing the Bull Ring access to the gates of the Royal Hospital.

On the South site, within the cofferdam (a dry working area built into the river) the team have been installing secant piles to outline the shaft, interception chamber and river wall structures. All of these piles have been installed, a total of over 350. The team will now crop the piles down to ensure they are all level, before they cast concrete around the perimeter of each of the structures. This cast concrete is known as a capping beam, and will secure the piles in place as the team begin to excavate downwards.

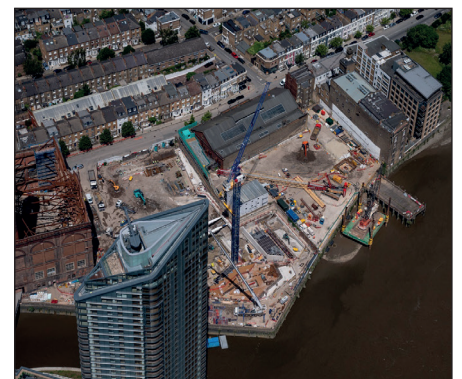
At the Cremorne Wharf Depot site, located on Lots Road, the team are working towards constructing a shaft and interception chamber on site, to intercept the outfalls from the Lots Road Pumping station that currently pollutes the river at this site.

Before excavation can begin, the team are installing a number of piles around the perimeter of the structures to secure the ground contained within as they excavate. These piles will act as a primary lining for the first section of the shaft and interception chamber.

17 of the 52 piles have been driven into

the ground for the shaft, and 28 of 52 for the interception chamber. We expect this activity will be ongoing until mid-November. Following which, the team will cast a concrete capping beam around the perimeter of both structures before excavating down.

Tunnelling works are expected to be complete in 2022 and all ancillary works in 2024.



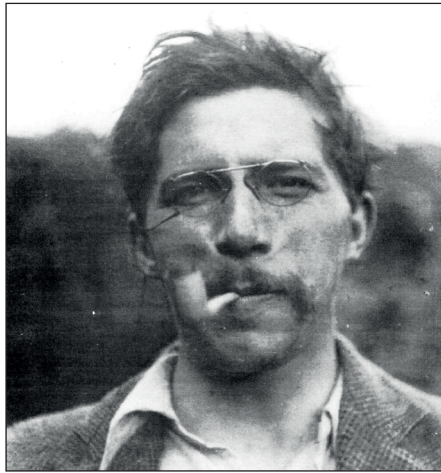
An aerial shot of works at the Cremorne Wharf site reveals the extensive excavation necessary.

Questions, concerns or complaints about the Tideway project should be made to the Tideway Helpdesk.

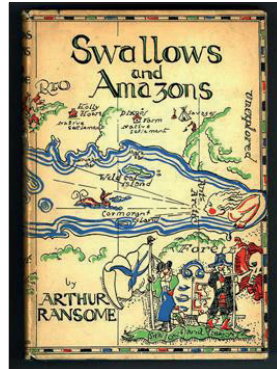
Call: 08000 30 80 80.

Email: helpdesk@tideway.london. ●

CHEYNE WALK AND ARTHUR RANSOME



Top Left: The author as a bohemian writer in his twenties. Image Courtesy of The Arthur Ransome Society. Right: Dust jacket from the first edition of 'Swallows and Amazons', 1930.



If you walk past 120 Cheyne Walk, part of a row of 19th c. terraced houses (next to 118-19 Cheyne Walk where the painter Turner spent the last ten years of his life), you'll see a blue plaque announcing it as the home of the spirited suffragette Sylvia Pankhurst. A little-known fact is that it was also briefly home to Arthur Ransome, nowadays best-known for his iconic 'Swallows & Amazons' children's book series. But as a restless young man coming to seek his fortune in London at the start of the 20th c, he first made his name as a chronicler of Chelsea's Bohemian life.



120 Cheyne Walk (last terraced house on the right) was home to both Sylvia Pankhurst and Arthur Ransome.

He moved to Chelsea around 1902. He scraped by, working in a publishing house while writing. His first published

works drew little acclaim and he was always broke. His breakthrough came with the publishing of 'Bohemia in London' in 1907. The book chronicles his adventures as a struggling writer in Chelsea, and is full of anecdotes of local artists, their models, poets, and eccentrics of all kinds. As Ransome states, his purpose in writing the book was to 'make more real on paper the strange, tense, joyful and despairing, hopeful and sordid life that is lived in London by young artists and writers.' A review of 'Bohemia in London' from the Daily Telegraph on 25 September 1907 calls it, 'a book of quite uncommon charm and picturesqueness.'

In the book, Ransome describes his arrival in Cheyne Walk, riding on the back of a greengrocer's cart with just packing cases for furniture. He settles into his attic garret and revels in his new home:

'The boxes were soon arranged into a table and chairs. Two, placed one above the other on their sides, served for a cupboard. Three set end-to-end made an admirable bed. Indeed, my railway rug gave it an air of comfort, even of opulence, spread carefully over the top.

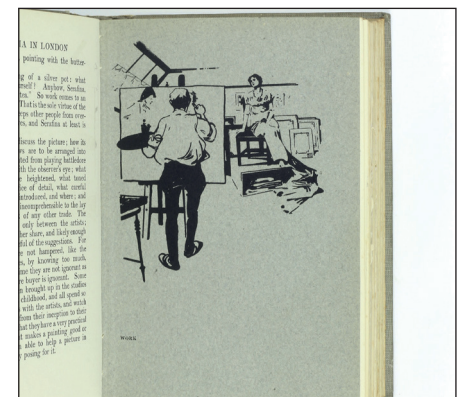
The cheese was good, and also the beer, but I had forgotten to buy candles, and it was growing dark before that

first untidy supper was finished. So I placed a packing-case chair by the open window, and dipped through a volume of poetry....But I did not read much. The sweet summer air, cool in the evening, seemed to blow a kiss of promise on my forehead. The light was dying. I listened for the hoot of steamer on the river, or the bells of London churches...

Now and again I looked at the poetry, though it was really too dark to see, and a thousand hopes and fears flitting... carried me out of myself, but not so far that I did not know that this was my first night of freedom, that for the first time in my life I was alone in a room of my own, free to live for poetry, for philosophy, for all the things that seemed then to matter more than life itself'. ● Hallie Swanson

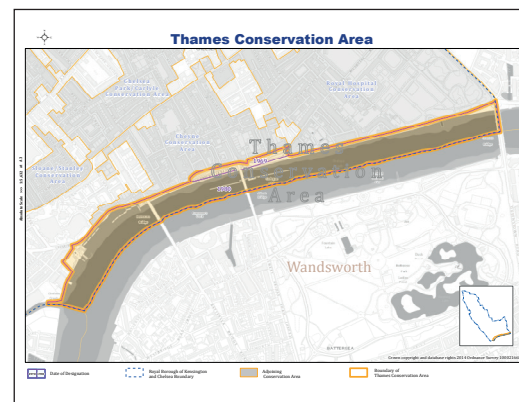


Ransome's adventures in Cheyne Walk are described in 'Bohemia in London', published in 1907.



Top Right: Illustration: An artist's studio, from 'Bohemia in London'.

DRAFT RIVER THAMES CONSERVATION AREA APPRAISAL (TCAA) 2018



The present planning guidelines for the Thames Conservation Area 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. A draft Appraisal was duly issued in 2018 for consultation from 31 October 2018 to 12 December 2018 and the Trust made a submission as below. The Chelsea Society also made a complementary submission supporting the CWT.

However, those submissions have not received comment nor as yet has the Draft TCAA been formally adopted. Whilst the Draft TCAA is an excellent descriptive document, it does not in itself provide the specific conservation and planning guidance necessary to advise application of the TCAA and enable appropriate control of conservation and planning activities in the designated area. To meet that requirement the Trust has sought to encourage the Council with some urgency to put in place a TCAA Management Strategy. The Council has responded that it is restructuring within the Conservation and Design team, which should result in a dedicated officer being able to deal with Conservation area project work and prepare a conservation area management plan programme, hopefully by late autumn 2019. In the light of threats to the heritage character of Chelsea Riverside in recent years the Trust considers that this is a matter of high priority and continues to urge the Council to make early progress.

The CWT has submitted that the TCAA should incorporate reference to

and clear guidance on the matters below:

- The River Thames Conservation Area Statement 1983. Despite the concerns expressed very clearly during the 2017 CAA walkabout and subsequently in written comments to The Council for RBK&C, the Statement receives no mention in the CAA draft. The Statement captures very well essential Thames Conservation Area factors in regard to both onshore and riverside areas including moorings. It is essential that the CAA incorporates and builds on the existing River Thames Conservation Area Statement 1983, including the Appendices, and updates and commits to implementing its proposals where appropriate, in a number of cases still not carried through. This should include incorporation into Planning Policy where possible to ensure appropriate application.

- Safeguard and record important and historic views. It is essential to record and safeguard important and historic views across the river and along its length as well as from central bridge locations to shoreline – these should be taken up with the GLA for inclusion in the London Plan View Management Framework and the next review of the Local Plan, as well as be shown in the CAA as long views into, out of, across and along the Thames Conservation Area. It is essential that this consideration includes consultation with Wandsworth London Borough Council, the Battersea Society and the West London Rivers Group.

- Maintain, enhance and extend the established riverside walk and riverbank tree lines, which are a most important aspect of the unique quality of the Thames riverscape in Chelsea;

- Moorings, Record, protect and control established moorings in order to maintain their use in accord with heritage views and avoid extension in conflict with conservation priorities;

- Note scope for maintenance and extension of riverside furniture, such as statues, benches etc., and look for opportunities for enhancement, such as the gardens and the restoration and reuse of the Cabmen's Shelter;

- Reinstating and extending the use of York stone paving throughout the conservation area;

- Reviewing traffic and pedestrian problems at major junctions, including Albert Bridge/Cheyne Walk and Battersea Bridge/Cheyne Walk and including them in the Council's work program for 2019/2020;

- Removal of all digital advertising, especially the two very large advertisement panels (understood to be owned by the Council for RBK&C) next to Cremorne Gardens and the 4 RBKC bus shelters along the Chelsea Embankment. The Thames Conservation Area/Chelsea Embankment should become an Area of Special Control for advertisements, especially digital advertisement panels which are particularly intrusive;

- Amend traffic signage, especially the sign (which should be relocated) on the east side of Albert Bridge which is particularly harmful to the listed Albert Bridge, the K2 telephone box and the Embankment itself;

- Opportunities for Enhancement, the draft CAA should record and highlight the opportunities for enhancement, if only in an annex, which will need to be developed for inclusion in the subsequent Conservation Area Management Strategy;

- Historic England, the CAA should include consultation with Historic England in regard to Important Views, listed structures and their settings, in particular the Grade 2* Albert Bridge. ● David Waddell

IS CREST* THE ANSWER TO CHELSEA RESIDENTS' PRAYERS?

The RBK&C Council staff are holding a series of meetings to establish resident views on a number of issues with a view to being more resident friendly. The initiative includes better two-way communication and responding both in reality and faster to queries and complaints. The solution includes an App that would be available to residents--currently under development and which is to be trialled shortly. It allows photographs to be uploaded providing evidence for enforcement. If it happens it will be the answer to all our concerns.

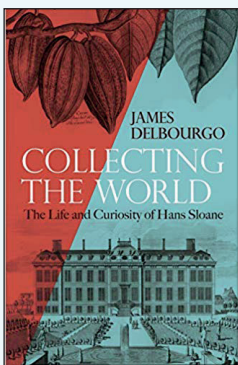
There is a CREST Mission Statement: 'To transform services, putting residents at the centre of everything we do. Working with staff and residents, we will better join up services and use new technology – to improve the management of streets and construction sites'.

The Council plan is to make the Borough a great place to live, work, learn and be healthy, clean and safe. Council stated values are; putting communities first (such as Cheyne Walk and the houseboats on Chelsea Reach), respect (we are listened to and communicated with), integrity (following through on enquiries) and working together (not passing the buck round the Council departments or TfL).

The first meeting had many Council officers attending from many departments now placed under a new Executive Director, Sue Harris. Many points were raised by residents; key are that the Council agreed to publicise the strategy/ policy and limit of their powers and communication in future will include off line print (there are 16 online reporting forms online on the Council website – of which none of the residents present at the meeting were aware). The residents are to be offered the chance to join a user testing panel – especially for the App trial (any volunteers?). Council officers are to be invited to send representatives to Resident Committees (this used to happen 19 years ago along with the locally assigned policeman!). Appreciation was expressed for the attendance of Ward Councillors at such meetings (this is a really beneficial change since local elections in 2017). In short it was an excellent meeting, describing CREST and its offer of pragmatic promise. ● By Roddy Mullin
*Customer and Resident Focused Environmental Service Transformation

For further information contact local council officer Lucy Vaughan: lucy.vaughan@rbkc.gov.uk

Join the CWT BOOK CLUB



If you love literature and local history, you are welcome to join our lively discussions over drinks and nibbles. Books this year focus on biographies of people who have contributed to the cultural life of Chelsea and Cheyne Walk.

We have so far enjoyed reading about Thomas More and Tudor Chelsea, Charles II and Restoration Chelsea, JMW Turner and Chelsea's development as an artist's enclave, and Sir Hans Sloane and the Chelsea Physic Garden.

For more information contact Hallie Swanson: halliecreative@aol.com



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
david10.waddell@gmail.com

Dr May Maguire (Secretary)
020 7352 0030
rmabrine@icloud.com

Mr Evan Llewellyn (Hon Tres)
020 7795 1667
me@evanjill.plus.com

Mr David Swanson
(Membership Secretary)
07879 434 052
david.n.swanson@gmail.com

Hallie Swanson (Editor)
07855 206 531
halliecreative@aol.com

www.cheynewalktrust.org

EMAIL ADDRESSES NEEDED

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 about matters of significant local interest. Please simply send an email to the Editor, Hallie Swanson at halliecreative@aol.com stating your name and current email address. This will greatly enhance our ability to communicate with CWT members.

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